



Committee Members

Commodore		
Scott Poulter	0419 513 983	<i>Gradiva</i>
Vice Commodore		
Rick Allen	0419 304 500	<i>Southern Explorer</i>
Rear Commodore		
Bastien Siedel	0448 357 027	<i>Blue Crystal</i>
Treasurer		
Jean Pierre Corgnet	0478 144 650	
Secretary		
Chrissie Rowland	0438 266 425	<i>Ca Va & Escapade</i>
Editor Albatross		
Ian Howarth	0407 822 319	<i>Meltemi SYC</i>
Elected Member 1		
David Bowker	0418 136 493	<i>Duet</i>
Elected member 2		
Vacant		
Membership Officer		
Sue Powell	0458 089 013	<i>Yaraandoo II</i>
Webmaster		
Rob Greenwell	0448 348 395	<i>Cuvee</i>
Quartermaster/Warden		
Mark Stephenson	0438 854 380	<i>Crown Venture</i>
Immediate Past Commodore		
Val Nicholls	0404 825 310	<i>Aziza</i>

Life members

Erika Shankley, Dave Davey, Chris Creese, Andrew Boon, Kim Brewer, Paul & Rosemary Kerrison

Guidelines for contributions to the Albatross

These guidelines are to assist members prepare articles for the Albatross. Please contact the Editor (**Ian Howarth – editor@cyct.org.au**) with any questions.

- *Submit items of less than 1600 words in Word format, with up to 5 photos. Longer stories may be serialised.*
- *Boat names should be italicised.*
- *Images: jpg format with captions - must be your own or clearly attributed. Copy deadline each month is the 18th. There is no Albatross in January.*

Cover photo: The Commodore's Cruise up Tasmania's East coast started with a passage of Dunalley Canal. Eleven club member boats plus one visitor boat made the transit and headed north towards the Narrows and Mercury Passage. A report on the early part of the cruise appears inside.

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Not A CYCT Member?

Visit our website at cyct.org.au. Click on the 'Join now' button and complete your membership application online. If you have any questions, please contact the Membership Officer: membership.officer@cyct.org.au. We look forward to welcoming you to our Club!

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:

Name: Cruising Yacht Club of Tasmania Inc.

BSB: 067 002 Account: 2803 5573

Please include your name and brief details of the purpose for the payment.

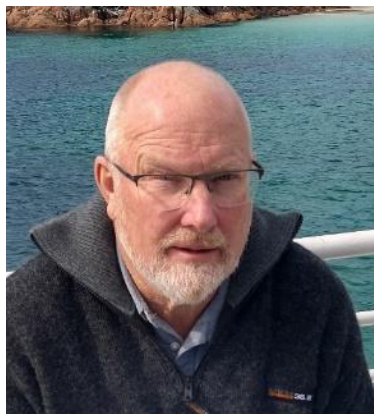
Cruising responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club, or its officers is intended as a guide only. The Club does not control or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat crew or persons. Skippers are encouraged to keep Tas Maritime Radio informed of their location, destination, and plans during any cruise.

SAFETY - All participants in any cruise will have acknowledged the Club safety recommendations when they indicated their intention to join the cruise. The Club's safety recommendations should be reviewed by the cruise contact prior to departing on any cruise. These can be located on the Club website under the Member menu.

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

Editorial – Ian Howarth



It seems like the majority of CYCT members have been inspired by the lovely summer weather we have had so far to head off cruising.

Starting with the New Years' cruise and the Australia Day trip members have been loaded with opportunities to join fellow sailors and hit the water.

Right now a group are exploring the East coast before heading further North to do a lap around Bass Strait.

And coming up is the chance to probe the twists and turns of the Huon River with an expedition up to Franklin.

Personally it has been a busy time getting Meltemi ready for our long planned trip around to Port Davey.

Much of the cruising gear we had accumulated over several years of living aboard and cruising the Australian East coast had been transferred to the cellar and had to be sorted and restowed on board.

That great repository of all things not needed today, the sail locker, had to be cleared out. Isn't it amazing what you find when you dig deep enough, especially those old flat fenders, broken fishing reels and assorted smelly things.

A range of maintenance and repairs have been required from a faulty electric winch, new zippers and stitching in the mainsail bag, and replacing lazy jack lines.

Now comes the task of setting up all the safety gear, installing jack stays, firing up the satellite phone and acquiring and sorting all the charts and having a chat to Tas Maritime Radio about transits.

Acquiring National Parks passes and checking all the rules and regulations relative to anchoring, fishing and waste disposal in Port Davey are all important but time consuming jobs which contribute to helping ensure a trouble free cruise.

Everyone tells me it will be worth the effort so I am looking forward to it.

Meltemi will be accompanied on the trip by another yacht, Sapphire, from Sandringham Yacht Club in Melbourne, which has ventured south for a year of cruising.

While many CYCT members have made the trip before me, I will share my wide-eyed report and some pictures in a future edition of Albatross.

Meanwhile I'll be keeping a sharp eye on the weather forecasts ready for a departure planned around February 18.

To those on the water - Happy cruising.

CYCT Calendar – Check the website for more details

Saturday, March 2 – 17 Bass Strait circumnavigation cruise

The Bass Strait Circumnavigation Cruise follows a week after the East Coast cruise running from the 2nd of March. There are currently 13 registrants for this cruise. Cruise contacts are Scott & Rachel on *Gradiva* 0419 513 983. Specific cruise emails to registrants will be issued soon. The plan is to circumnavigate Bass Strait, between Saturday, March 2 to Sunday, March 17. The direction of travel will depend on the prevailing weather. The intention is to visit the Tamar or Port Sorell, Rocky Cape, Stanley, The Fleurieu Group including Three Hummock & Hunter Islands, Refuge Cove - Wilsons Promontory, Deal & Erith islands and the Furneaux Group. Vessels will rendezvous on March 2 between Flinders Island and the Tamar River. The rendezvous anchorage and direction of circumnavigation will be announced around the February 27. One week has been allowed for vessels to make their way to the rendezvous on March 2. The cruise will finish on March 17 between Flinders Island and the Tamar. Vessels (definitely *Gradiva*) may spend more time in the area. Scott will facilitate vessels aiming to cruise in company for the journey home down the East coast.. More information will be made available to those registered during coming months.

Saturday, April 13-14. The Donald Sutherland Memorial Navigation Rally – 11 am.

The annual CYCT event to get your collective brains ticking over in a very nautical manner. Our inspired ex-naval crew onboard *Southern Explorer* will this year be presenting participants with a variety of questions to test your navigation skills, seamanship skills, observation skills and communication skills. (The latter is to ensure harmony onboard your vessel!) The navigation cruise has been designed by Vice Commodore Rick Allen and his crew.

What we can tell you so far is this-

It will be in the Frederick Henry Bay area. It is recommended you have Chart AUS 171 plus a copy or good knowledge of the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs).

With a time limit of around 3 hours and the first boat starting at 1100 on Saturday, April 13 we encourage families to get involved, so bring your kids along as there will be prizes for the best score with children under 16.

We have a bag full of prizes for you - to date up around the \$2000.00 mark.

With a bit of luck and a lot of work from the *Southern Explorer* crew, the winners will be announced at the wind-up BBQ aboard *Southern Explorer* Sat night the April 13.

Tuesday, March 5, 2024, 7:30 pm. General Meeting at RYCT

Saturday, March 9 - 11, Cruise to Franklin

March long weekend brings us the opportunity to visit Franklin on the Huon River and join with the Wooden Boat Centre to see what is currently under construction. A BBQ on the deck is likely after the inspection Saturday afternoon, a cruise up to Huonville and return on

Sunday followed by dinner at a local Franklin pub. Return home on Monday after a very relaxing weekend up the scenic Huon River. Cruise Contact is Andrew Perkins on *Amodet* phone 0419 375 500. Registrations will open once all details are finalised.

Saturday, March 16 – 17 - Clean up Australia Cruise

A weekend cruise where the dinghy is required to move around a bay, go ashore and search out "stuff" that shouldn't be there and put it where it should be. As part of the Clean Up Australia movement there will be gloves and bags provided by our Cruise Contact Catrina Boon along with co-ordination of rubbish removal at the end. Always a fun day out knowing we are helping the environment whilst having a good natter to our friends. Expect a get together at sundowners on Saturday. Cruise Contact is Catrina Boon on board *Dalliance* on 0417 439 269.

Friday, March 29 – Tuesday, April 2, 2024 - Easter holidays in Port Esperance

The Dover regatta is on this holiday weekend and a good opportunity for a good sail to and from Port Esperance. There will be many activities hosted by the PESC. Tolly and Josephine off *Gloria* will again be hosting an event at their holiday home on the waterfront at Hopetown Beach. More details to come so check back again later.

Tuesday 2nd April, 2024 – General Meeting at RYCT

Did you know ?



Did you know ...

That the first Editor of *Albatross* also doubled as Rear Commodore. Max Redmond wrote in his first Editorial in December 1975 "*The Cruising Yacht Club Tasmania, which some of us have dreamed about and talked about for some years now, is an actual reality.*"

Photo CYCT Collection

Commodore's report – Scott Poulter



I am sitting aboard *Gradiva*, having just dropped anchor at Orford after a fantastic sail up from Shoal Bay. The East coast cruise fleet was united at shoal bay with most of the fleet transiting the canal on the first Sunday while *Southern Explorer* and *Gradiva* came around Tasman peninsula.

There are a dozen or so vessels participating in this annual pilgrimage to the East Coast. Thanks to cruise contacts Paul & Alison *Pacific Haven*. Check out the preliminary cruise report in this edition.

It is fantastic to welcome our new members participating in their first club cruises. Mel and Simon on *Kellie Jade* joined us for the Australia Day Weekend cruise.

They have been busy rebuilding *Kellie Jade* which, in a past life, was a well-known Tasmanian fishing vessel. Another great thing to see is visitors and non-members joining our cruises. On the East Coast Cruise, we have the company of Peter and Karen on *Giyu*, for their first taste of cruising. They are enthusiastic Keel boat and dingy racing sailors.

On the Bass Strait Circumnavigation cruise, we have a non-member registration from an experienced skipper, crew & vessel looking to cruise Bass Strait in company.

The Objectives of the CYCT are to promote and encourage cruising in Tasmania and beyond, organise the cruising of boats and disseminate knowledge relating thereto and encourage and support on water activities, boat building, maintenance and impart knowledge relating to boating activities.

I strongly encourage all members to invite non-member and visiting vessels and guests to come and try cruising with the CYCT and our other activities. Encourage and support our new members. This is the best way for the club to achieve its objectives and continue to thrive.

Scott Poulter
Commodore CYCT
0419 513 983



Vice Commodore's report – Rick Allen

Saturday February 10 – 25

There are currently 15 boats registered for the East Coast Cruise. Take 2 weeks off and head away with CYCT members through the canal and up the east coast. With likely settled weather and numerous options to anchor, to fish, beachcomb, restock and eat out. Lots to do and never enough time! Times for the canal transit are Sun, Feb 11 1.53m at 1130, Sat, Feb 24 1.30m at 1000. Cruise Contact is Paul Peacock on *Pacific Haven* Phone 0466 184 809 email olympia32@me.com



Saturday March 2 - 17

The Bass Strait Circumnavigation Cruise follows a week after the East Coast Cruise. Check out the November Albatross Page 29-32 for the Cruise Plan,

In summary the intention is to visit the Tamar or Port Sorrell, Rocky Cape, Stanly, The Fleurieu Group including Three Hummock & Hunter Islands, Refuge Cove -

Wilsons Promontory, the Kent Group including Deal & Erith islands, and the Furneaux Group. Vessels will rendezvous on March 2 somewhere between Flinders Island and the Tamar River. The rendezvous anchorage and direction of circumnavigation will hopefully be announced to all participants around February 27.

The start date allows one week for vessels participating in the East Coast Cruise to make their way to the rendezvous. Vessels not participating in the East Coast Cruise will make their way to the rendezvous as appropriate.

The circumnavigation will finish on March 17 between Flinders Island and the Tamar. Vessels may then make their way in company back down the East Coast or alternatively spend more time in the area.

Scott Poulter will facilitate vessels linking up to cruise in company for the passages up and down the East Coast. Vessels must be well prepared for all possible conditions throughout the cruise. There are currently 11 registrants for this cruise. Cruise Contacts are Scott & Rachel on *Gradiva* 0419 513 983. Specific cruise emails to registrants will be issued soon.

The Donald Sutherland Memorial Navigation Rally- Saturday, April 13, 2024, 11:00 AM until Sunday, April 14, 2024, 3:00 PM. Registrations open on February 14.

Our inspired ex-naval crew onboard Southern Explorer will this year be presenting participants with a variety of questions to test your navigation skills, seamanship skills, observation skills and communication skills. (The latter is to ensure harmony onboard your vessel!)

The Navigation Cruise will be in the Frederick Henry Bay Area. It is recommended you have Chart AUS 171 and a copy or good knowledge of the COL Regs.

With a time, limit of around 3 hours and the first boat starting at 1100 on Saturday 13th April. I encourage families to get involved, so bring your kids along as there will be prizes for the best score with children under 16.

Bring your sense of adventure!

Prizes- Boy have I got a bag full for you, to date up around the \$3000.00 mark.

With a bit of luck and a lot of work from my crew, the winners will be announced at the wind-up BBQ aboard Southern Explorer Sat Night the 13th of April.

Rear Commodore's report – Bastian Siedel



It was a real privilege having Jonathan Ross presenting on his 'European Odyssey'. The many photos were breathtaking and it was great that so many members were present at our first General Meeting of 2024.

I hope you did not mind me chairing the last general meeting.

I forgot to thank our Secretary extraordinaire Chrissie Rowland for always keeping succinct minutes of our general meetings and committee meetings and also for setting up the IT and video conference facilities. Somehow she always makes it work. It's been fabulous. Thank you Chrissie!

Onwards and upwards we have our immediate past Commodore Val Nichols booked in as guest presenter at our next meeting. Many of you will have read Val's excellent articles on her trip to North Queensland in the *Albatross* and I'm sure that her presentation on 'single handed sailing - only for the desperate' will be very inspirational. I am certainly very eager to hear about her experiences and reflections of her recent solo cruise to and from Great Keppel Island.

As a regular reminder, PLEASE register for the general meeting as numbers are limited. This will again be a popular session so registration is really important if you want to get in. RYCT is offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 6pm.

And a heads up for the April meeting - CYCT Cruise of the Year 2023 winner Geoff Lea will be presenting on 'Elsie goes to Fjordland' on April 2nd. I'm very much looking forward to seeing many members there.

AED's on boats save lives

When a person suffers a cardiac arrest knowing the location of an AED can save a life. On the water TMR (Tas Maritime Radio) has enabled boats to register AED's onboard.

So if you have an AED on board your boat, add it to your TMR registration details and in an emergency, contact TMR which can assist identifying the nearest AED located on the water.

For club cruises, if you are the Cruise Coordinator carrying the club's AED, go online to your vessel's TMR registration and record AED details with your vessel. After the cruise, remove the details. AED's are proven life saving devices and prices have been steadily falling while the technology is improving.

Having an AED on board can provide peace of mind and the potential to save a life in the critical moments before professional help arrives.

Membership Officer’s Report – Sue Powell



Well, it is a case of all is quiet on the Membership front. I think everyone is enjoying being aboard and exploring the delights of Tasmanian waters as there has been only one new Membership application and it was received some time ago, but which was too late for the February printing deadline. We may see more movement later in February but our reports had to be in early this month, as requested by our editor, as he is off to Port Davey - lucky cruiser.

I am still recuperating but was lucky enough to take part in the Wooden Boat Rally held in Kettering over the long weekend. What a wonderful weekend, with boats of all shapes, sizes, ages and colour taking part. The terrific weather ensured a great sailing spectacle for participants and spectators alike.

Applications for Membership and Provisional Members

Rob Vaughan Van Diemen I I I

Provisional Members update to Full Membership

On behalf of the Cruising Yacht Club of Tasmania, the committee welcomes these new members to the club and looks forward to a long and happy association with them, both on and off the water.

Ryan Stiles	Zest
Leanne Thomas	Zest
Melissa Hume	Kellie Jade
Simon Hume	Kellie Jade

New Members Directory from October 2023

Elysium	Michael McCluskey	0419 412 879
Elysium	Ulrike Hora-McCluskey	0418 231 982
Saraband	David Painter	0490 157 224
Saraband	Ann Painter	0490 157 224

The voyage of *Rusalka* – Jackie Zanetti

CYCT Member yacht *Rusalka* has recently crossed the Tasman to New Zealand from Hobart.

Crossing the Tasman Sea – Hobart to Bluff

Some of you will know that Alex has been dreaming of sailing *Rusalka* to the subantarctic Auckland Islands for some years now.

His first attempt was in 2019/20 when he and a friend were going to sail their boats in company from Hobart to Macquarie Island and then to the Auckland Islands. They got a long way in the planning and preparations, including complicated coordination of permits, inspections and approvals from Australian Border Force, Quarantine, Parks, Antarctic Division, NZ's Dept of Conservation, Ministry of Primary Industries, and Customs. It was all looking good until Covid put an end to that trip!

Alex decided to try again this summer, but this time it would be just *Rusalka* going and Macquarie Island was out as a destination. Since Covid, New Zealand has tightened its border security and biosecurity, meaning that Bluff was no longer a first port of entry for pleasure craft, and so he planned for a passage from Hobart to Lyttelton (Christchurch), then to Bluff for DoC inspections and then south to the Auckland Islands.

Preparations:

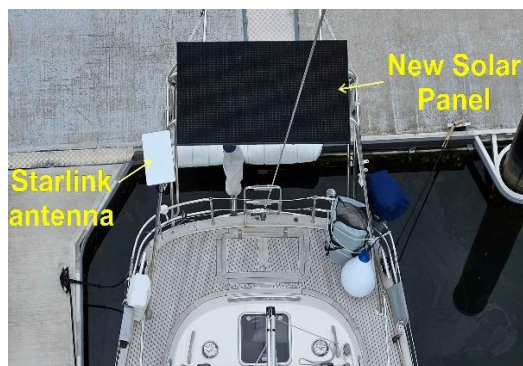
This was the year to spend up big on boat jobs. During the annual haul out we decided to have the hull scraped back to gelcoat and start afresh with antifoul. We also replaced old thru-hulls and valves with TruDesign valves and upgraded the bow thruster propellers.

In addition to normal spring boat jobs, minor repairs and engine servicing, Alex replaced our 14 yr old solar panels (170 watts) with a single panel rated at 420 watts – electricity to spare!



Rusalka's bottom was scraped back to Gelcoat

Alex upgraded our Iridium Go! unit to Iridium Go! Exec, which was supposed to be 40 times faster (It turned out to be a bit of a dog) and, at the last minute, he got a deal on a refurbished Starlink satellite internet system and put that on as well. It turned out to be a real gamechanger.



I (Jackie) was never a starter as crew. Ten Bass Strait crossings have convinced me that I'm not ocean crossing material. Not having identified any crew locally, I offered to post Alex's request for crew on the Women Who Sail New Zealand Facebook group. This resulted in quite a few enquiries and eventually we chose Cheryl (a Kiwi living in Hobart) and Jane (a Kiwi from Nelson) to cross the Tasman and Jane and Lucy (a Kaikōura resident) to crew to Auckland Islands.

Research opportunity:

Before departure, Alex organised to do some scientific measurements for the CSIRO (Australia's National Science Organisation) for their oceanographic and climate science research group. These measurements involve deploying XBT (Expendable Bathy Thermograph) probes from the boat in specific areas of the ocean. These probes measure the water temperature as they fall (as deep as 1000m!) and send the data back to a recorder on the ship via a very thin copper wire. Alex was involved in this project when he worked at CSIRO and was pleased to be able to carry out these measurements on **Rusalka**. It also meant that as a "research ship" he was able to enter NZ at Bluff.



XBT launch tube



Alex and ocean probe

The actual crossing:

The plan was to leave just after Christmas, however, the first weather window was forecast to be 3rd Jan, then on the evening of the 2nd it promptly closed!

The second window was forecast to be on the 12th of January and *Rusalka* and her crew cleared customs and set off. Unfortunately, by evening it was clear that the new Iridium system wasn't working. Alex spent two days at anchor on the east coast of Tassie trying to get it going. When it was clear that he couldn't, and with the weather window closing, he decided to return to Hobart. It seems that the Iridium Go! Exec with Predictwind's DataHub is a new product and they are still working through teething problems. After a few phone calls with Tech Support, Alex was able to get the unit working.

The third try (now 19th Jan) was lucky. With little fuss, *Rusalka* was cleared by customs yet again and off they went. The CYCT mooring in Symonds Bay made a convenient staging area for an early departure the next day. There was very little wind for the first day at sea, with a bit of roll to challenge those who hadn't found their sea legs. At least this made it easy to launch XBT's. The wind filled in during the next couple of days, building to a steady 25+ knots with waves about 3-3.5m. A front passed over (max recorded 44 knots) and then they had a lull for about a day where the wind was nowhere to be found. During this lull they passed the halfway mark.



The lull passed and the wind returned, in the 30's, again gusting in the 40's! Alex decided to heave-to for a while to avoid sailing back into the trough that had passed over them. The next day they started up again but proceeded slowly in order to time their entrance into Foveaux Strait to coincide with lighter winds and a favourable tide.

In the end, they had to stop behind Codfish Island off Stewart Island for half a day. Alex noticed that when they turned on the engine there was no water coming out, so they turned it off, sailed into the anchorage and dropped the anchor under sail at night. A few hours later, after replacing the impeller which had a bent blade and having a bit of sleep, they first motored, then sailed briskly across Foveaux Strait and into Bluff on the 10th day out of Hobart (9th after Symonds Bay).





Bluff wharf



A happy crew after arriving at Bluff

Although Bluff isn't set up to cater for yachts, the entry went smoothly (tied up alongside the cargo ship wharf!). The people of Bluff were very friendly and went out of their

way to help Alex get settled in a berth and find his way around. A special shout out to Meri Leask, the volunteer Bluff Fisherman's Radio operator, who made sure *Rusalka* was made welcome!



Little Bear – It all starts with a dream – Nick Hutton

(Part III)

A story of dreaming, searching, buying and delivering a yacht (we all do it)



Nick Hutton is a member of CYCT, a director and 38-year member of RYCT, an International Race Officer, past-President of Yachting Tasmania and a former Director of Yachting Australia. He is a life member of Sandy Bay Sailing Club and the International Cadet Class of Australia. Nick was inducted into the Tasmanian Yachting Hall of Fame in 2013. He is currently the editor of RYCT's Tasmanian Yachtsman magazine.

The story so far

Nick Hutton started with a dream to own a yacht. The search took him from the Dreamer's Bible (Trade-A-Boat magazine) to Greece and eventually to the US and the Caribbean to Tortola where he bought *Little Bear*. Having arrived in Sydney, now he has to get her home.

The Sydney to Hobart Not a Race

I met Willie and Hugh at the CYCA to welcome them in and prepare for the final leg to Hobart. I was joined by a work colleague John Green and very capable young Hobart sailor Joel Bultman. Joel and his young family have since undertaken some very impressive voyages in their own Beneteau Galileo. Hugh then flew home to Melbourne while Willie stayed with the boat to complete the voyage.

We refuelled and reprovisioned in Sydney, heading off for Hobart without major drama. A short stay in Bermagui demonstrated the benefits of the prudent seamanship that Willie had displayed throughout the journey, ensuring that we avoided being bashed about by a substantial south-westerly blow just down the coast. Joel and John disembarked in St Helens – thanks St Helens Volunteer Marine Rescue who ferried them ashore – and Willie and I completed the journey into beautiful Hobart - Job done. Almost.

The Importation

We had started looking at import duties, GST, etc some time before the boat arrived in Australia. Good to have a plan. To say that the rules are opaque is to understate the case by many magnitudes of opaqueness!

Once again, we were saved by good local advice. This time the advice was to contact Tasmanian World Wide Shipping in Salamanca Place. Graeme Gore at TWWS is a legend! Not only was he not a bit fazed by the messy paper trails, A4 envelope full of supermarket and fuel dockets, and lack of formality in some of the record keeping, but he provided the crucial piece of information that while the boat and the total cost of the delivery were subject to GST as we expected, the

delivery was only subject to GST from Noumea, the last port of departure. We were able to pro-rate the insurance, fuel, airfares, cost of delivery, etc to 20% of the total. After paying 2% luxury goods tax and the GST, *Little Bear* was ours and remained so for the next 10 years.

It's taken a long time to get around to writing this story. The statute of limitations is long expired. And our family no longer own *Little Bear*. Her new owner loves her as much as we did and gets a great deal of use out of her.

I offered to write a similar, although more technical, article on the matter of importing boats for Australian Sailing Magazine but then Editor Roger McMillen told me it was more than his life was worth with his advertisers to show people a relatively inexpensive way of buying boats from overseas. Pretty sure if he knew how much faff there was he would not have worried.

But it was a great adventure and we had 10 good years with our Beneteau Oceanis 423 *Little Bear*.

Why *Little Bear*?



Little Bear (*Ursa Minor*) is the name of the constellation that contains the Pole Star. It is also one of the many nicknames to which my late wife Sally would answer. And finally, I was able to find a really cool graphic to use on the transom and bow of the boat. So *Little Bear* it was.

A good friend who shall remain nameless asked me if my boat *Little Bear* was the Beneteau on C Arm of the marina with the picture of the dog on the transom. Ah ... yes, I said.

Major Post-Purchase Purchases

While *Little Bear* was a going concern upon arrival, there were several items that either needed replacement or which were not included in the original package.

Canvas

Spray dodgers are not generally required in the Caribbean where a wave in the chops is a welcome relief but in Hobart in winter such an experience is to be avoided. She came with a bimini, but no dodger. Off to Doyle we went and were supplied with a dodger in navy blue, new navy canvas for our bimini and a new navy boom bag. Must more in keeping with the character of the boat than the Sunsail standard pacific blue items that were in any case well-worn and due for replacement.

We were fortunate that our dodger was designed and built by the late Elson Kiddle. His design complemented the lines of the boat and made her look 'complete' to the cruiser's eye.

The Other Sort of Canvas - The delivery sails were in average condition upon arrival. After a season or two we decided to go to the market for a new main and genoa. We settled on Dacron cruising sails from Norths who did a good job of supplying and installing in a reasonable time frame.

Bow Thruster - Many boat owners will tell you that the last ten feet of any voyage is the most stressful. After a couple of gentle collisions with marina neighbours – I'm told that everyone does it so don't feel bad and that's what fenders are for – we decided that we could lower our stress levels with the addition of a bow thruster. Able Marine at Kettering did a lovely job of supplying and installing the thruster.

Heater - We installed a small Webasto diesel heater to take the chill off in the morning. A good job done by Tony Chamberlain with minimal fuss.

Companionway Doors - The standard companionway closure on our model 423 was by way of two heavy acrylic washboards. Later Beneteau models came with a pair of louvred timber swing doors. We searched far and wide for a similar arrangement but in the end designed our own pair of doors. The design was executed beautifully by Julian Salter at Salter Marine Services in a product called StarBoard, near-indestructible plastic sheet material similar in concept to MDF but made of plastics, with an acrylic window in each door.

Tenders - The Zodiac mentioned in the main story was too heavy for us to lift aboard *Little Bear*. So we soon sold it and replaced it with the first of two Plastimo inflatables, *Baby Bear*, T/T *Little Bear*. The 2.4m model has an inflatable floor, similar to a stand-up paddle board, and weighs 18kg! Very manageable.

The downside is the floor is very susceptible to damage from oyster shells and the like. After eight or so years of careful use and lots of patches, we replaced it with a slightly larger 2.7m model of the same inflatable, but still under 20kg.

The lightweight tenders had the additional advantage that they could be transported either on the foredeck or transversely, on their side, on the 'sugar scoop' transom. This required no davits or extra fittings, just two well-placed lengths of 10mm double braid tied to the stern rail, with some pieces of pool noodle strategically placed to avoid chafe. Stowed in 30 seconds and launched in two!



Minutes of the general meeting: Tues, Feb 6, 2024

Opening – Chair

- The Rear Commodore opened the meeting at 19:30 hrs and acknowledged the traditional owners of the lands upon which the meeting was held

-

Rear Commodore

David Bowker introduced the guest Speaker; Jonathan Ross who presented on his *European Odyssey - France to Montenegro*. Jonathan assisted in preparing and subsequently skippered a Privilege 510 catamaran 3500Nm from Les Sables d'Olonne. Jonathan spoke about the trials and tribulations of getting a new boat ready for sea, crossing the Bay of Biscay with a green crew, dodging Orcas, living onboard with 3 Californians as well as highlights from stops in the Balearic Islands, Sardinia, Sicily and Croatia.

Jonathan's presentation was followed by questions from the floor. David thanked Jonathan for his presentation and outlines the guest speakers for the coming months. This was followed by a short break.

Val Nicholls confirmed as presenting in March.

Anyone interested in presenting or has any ideas for the winter forums please let the Rear Commodore know.

Attendees and Apologies

- Attendees included member and guests registered on-line.
- Apologies in advance: Sue Powell, Jean Pierre Corgnet, Val Nicholls, Michael Rowland, Scott, and Rachael Poulter. Matthew Bretherton and Anne Travers, Liz Andrew Perkins and wife.
- Guests Maja Hansson-Mild from Sweden
- Minutes of the last General Meeting

Motion - Minutes of the previous General Meeting on 5th December 2023 as published in the February *Albatross*, be signed as a true and accurate record of the meetings:

Proposed by: Rob Greenwell Seconded by Ian Howarth Those in favour Unanimous.

Membership Officer – No new members were in attendance.

Warden

- Mark presented a new burgee to Val on her return from her voyage.
- North Simmons Bay moorings, please advise if you use the mooring.
- New merchandise is coming. We still have some jackets available.

Vice Commodore - Report

What's to come:

- East Coast Cruise runs from the 10th to the 25th of February. There are currently 14 boats registered, cruise contacts are Paul & Allison on *Pacific Haven*.

- Bass Strait Circumnavigation Cruise, 2 - 17 March. There are currently 12 boats registered, cruise contact is Scott and Rachel onboard *Gradiva*. Specific cruise emails to registrants will be issued soon.

Treasurer – Report

- Rear Commodore presented the Treasurers report and provided an overdue. Bastian explained we had reduced our merchandise and stock. There are no financial concerns.

-

Commodore Report

The Commodore was an apology for the meeting

Information

- WOB's report – Julie advised that there was no meeting on February and that WOB would re convene in the second week of March.
- PESC opening day of the new clubhouse on March 17th. Some Committee members will attend to represent the CYCT.
- Dover Regatta on 29 – 31 March & CYCT Plaque.

Discussion

- No Items

Other Business

Members can bring up topics for discussion

Bastian acknowledge the fantastic job that Rob is doing as web master. Rob invited members to let him know of any changes that they would like to see.

Rob Greenwell advised of the application submitted by the CYCT to the MAST Small projects fund – the application which was not successful however it was noted that MAST will be installing new moorings in Adventure Bay and Recherche.

Bastian acknowledged Ian Howarth who is producing the Albatross. Ian requested that members consider submitting articles.

Next Meeting

- Tuesday 5th March 2024 7:30pm

Close

Postscript from Val – Home at last

Past commodore Val Nicholls spent the best part of 2023 sailing *Aziza*, mostly single-handed, northwards from Tasmania to Queensland and back. An adventure well outside her comfort zone. Here is Val's final postcard detailing some of the adventure.



As I moved down the Tassie East coast my mind turned to home. I wondered if my, albeit modest, Mt Nelson home might seem over-sized; too wasteful in energy and resources; too capacious and lonely for me to rattle around in; the garden too much of a bother. Perhaps I should rent her out and continue to lead a “comfy camping” lifestyle on *Aziza*?

No such thing! One press of the flushing toilet, one hot and plentiful shower, a single glance at the size of the fridge and a flop on the sofa had me smiling. Yep, I was moving back in!

So here I am now, gazing at the garden and casting my mind back to when I last sent a postcard. It was from Coffs harbour. Tracey and I were reprovisioning and awaiting weather to move on 90nm south to Laurieton/Camden Haven. The plan was to arrive at Laurieton bar at LT+2hr for a safe crossing and before the forecast strengthening winds. We managed...just! No doubt the Pelicans (or Aircraft Carriers as Tracey calls them) perched atop the Camden jetty bollards watched with amusement as we struggled in the rising wind to get secured. Once again, with

lines made fast, Tracey waved her culinary wand to produce a restoratively calming bacon sandwich.



Leaving Lakes Entrance

Days passed happily at Camden Haven: walks, cafes, drinks, dinner at the United Servicemen's Club and time to take down and rehoist my jib, releasing a fold that had been hampering my furling efforts. We heard from friend and Kettering based sailor Scott, who was returning from an exploration of NZ, Fiji and Vanuatu. He joined us at Camden Haven and the idea that he and I might sail in company back to Tasmania came up as a mutually agreeable option. By the time Tracey was ready to catch her plane home and we said goodbye at Brooklyn Station, Broken Bay, a plan was in place for Scott and I to meet in Port Hacking and continue the journey to Kettering together, solo but in company.

As I look through my journal it's clear that this last postcard simply isn't long enough to capture the minutiae of this adventure, the rainbows, golden moons, dolphins, rollicking sails, mediocre motored miles, laughs, frustrations, friendships, despair, tears, and renewed resolve. In compensation here are the barebones of the route from Port Hacking to Kettering followed by a few reflections that might conjure something of the flavour of this section of the adventure.

The route plan evolved progressively in response to two main contextual factors: the meteorological and the personal. Wind, tides, current, seas, swell, bars etc being given due consideration along with levels of skill, fatigue, personal preference etc. For example, we were up at dawn and ready with a passage plan to move from Hole in the Wall (Jervis Bay) to Batemans Bay.

Scott said he just didn't like the look of the morning and had an eerie feeling about the day. Nothing tangible just gut level instinct. We both understood that as significant data and decided to stay within Jervis Bay but move to Montague Roadstead to while away time until things aligned in the following days. It turned out to be a good decision. Similarly, route setting included the awareness that Scott is an experienced solo sailor, comfortable in 30kts+ winds and comfortable to take hours long sleeps. I am not. My solo sleeping capacity varied between 90 seconds and 10 minutes and I don't intentionally put myself in 25Kts. Thus, our Bass Strait plan looked one way when we thought we might both have crew and another way when we thought we might not. In the end it looked like this:

I. Jibben Beach/Port Hacking – Batemans Bay (great new jetty opposite Woolworths)

2. Batemans Bay – Twofold Bay
3. Twofold Bay – East Boyd Bay (We went between the two depending on wind direction. Amazing how interesting it can be watching the loading of woodchips day after day, truly!)
4. East Boyd Bay – Gabo Island (A taxing passage to Gabo. Scheduled a 2 hr rest here to meet high tide at Lakes Entrance Bar) – Lakes Entrance
5. Lakes Entrance – Port Davies/Amita Flinders Island
6. Port Davies – Foster Inlet (wind against tide, stronger than forecast wind, unpleasant tiring sail, lovely, sheltered anchorage)
7. Fosters Inlet – Eddystone (nice rest for a couple of hours) – Passage Beach
8. Passage Beach – Orford (Drop crew Arty and Carina off) – Chinaman's Bay Maria Island
9. Maria Island – Kettering via Dunally.



Val and daughter Emma

A couple of memories:

New Years Eve: Crossing Bass Strait from Lakes Entrance to Flinders Island. On the stroke of midnight, my crew for the passage Carina, and I share 125mls of cheap Prosecco, yell and sing out Old Lang Syne to Scott and Arty (crew), flash the spotlight on our sails and eat 12 chocolate peanuts. Next day Scott and Arty tell us they didn't hear a thing, more interested in napping!?

An heroic welcome: Totally unexpected! Friends clapping and waving at the canal, a flotilla escort on the other side, clapping and cheering as I come into my berth. So much to say and feel

about this, so little word count left. I feel I have short-changed you, so many experiences I haven't had space to share here, so many life lessons learned that I haven't expressed or perhaps processed yet. Enough, I hope, to say that I have come back (despite my new grey hair look) feeling younger, more myself, expanded, more confident, more comfortable with uncertainty, and appreciative of the good will of so many.

I was constantly blown away by what a supportive and enthusiastic community the CYCT is. I received texts of well wishes and encouragement and screen shots of my progress over bars even before I got fully in or out! I was systematically and superbly stalked and I loved it! Thank you all. It reminded me that I was never alone and that there was a good deal of affection, care and interest around me.

It also delighted me that whilst I was living a most selfish life, doing exactly what I wanted, others took inspiration from my adventure. This pleases me intensely and I am excited to hear how one or some, might give that inspiration expression within their own life. Sailing or not. An especial thank you must go to my anchors Mark Stephenson and Tracey Taylor. Huge thanks to that old sea dog, John Deegan. He knew exactly where I was at all times and sent brief messages sharing snippets of location specific nautical know how or forwarding names of friends in the next anchorage or Marina and assurance of ways in which they would be on hand if needed. Sometimes they were. Thanks John!

Would I do it again? Yes.

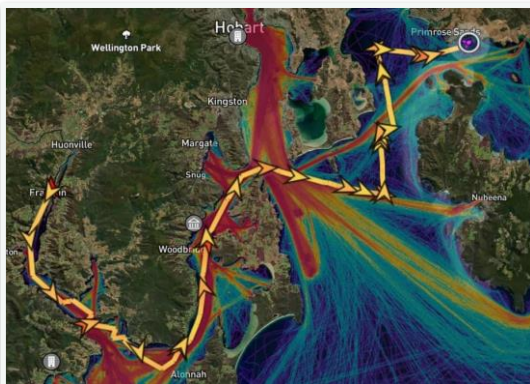
Commodores Cruise – Lower East coast - Feb 10-13

Part I

Two weeks away sailing the East Coast of Tasmania, in Paul and my opinion is the highlight of the CYCT Cruising calendar! This year was a bit different to previous years where the Norfolk Bay Cruise and East Coast Cruise were held back to back with many boats doing both cruises. This year the East Coast Cruise was a stand-alone cruise meaning the first night of the cruise saw the fleet scattered.

MV Southern Explorer and *Gradiva* chose not to transit the Denison Canal and went via the Tasman Peninsula spending their first night in Stewarts Bay. Half of the fleet assembled at Connellys Marsh, the suggested anchorage, for the evening. While *Phase Three* and *Cirrus* decided to anchor closer to the Denison Canal at Dunbabin Point and *Saraband* was at Susan Bay.

Skye was the last boat to arrive at Connellys Marsh. They arrived at 0100 having passed (under sail) over 50 nautical miles from Franklin. They dismissed their feat by saying they needed the practice. The registered CYCT boats are *MV Southern Explorer*, *Gradiva*, *Phase Three*, *Cirrus*, *Albatross*, *Entourage*, *Freebooter*, *Seaca*, *Saraband*, *Skye*, *Pedra Branca* and *Pacific Haven*. Also travelling with the CYCT fleet was a guest boat, a J88 called *Jiyu*, RYCT members.



Skye's first day sailing

This year MAST has formalised the requirements for transiting the Denison Canal with boats now required to give at least two hours notice. In line with the CYCT's



Sunrise over Connellys Marsh

practice, Paul telephoned the Denison Canal bridge operator to give 24 hours notice that the CYCT East Coast Cruise fleet wished to transit through the canal on Sunday. The operator Scott was very friendly, said he was expecting the call and recorded the names of all eleven boats that would be going through the canal. Sunday morning welcomed us with a beautiful sunrise and very little wind. The eleven boats going through the Denison Canal assembled in Dunalley Bay near Fulham Island and the western leads into the Denison Canal at 1115. Paul contacted the bridge operator to let him know the fleet was assembled and ready to go through the bridge. The bridge operator requested that we wait until the booked time of 1130 as he had published that the bridge would be closed and for road users to expect delays.

Jiyu the J88 was floating near to Pacific Haven within conversation earshot joked that their J88 was not used to travelling so slow. At 1127 the boats slowly crept towards the bridge. When *Pacific Haven* reached the outer western leads Paul called up again asking for the bridge to be opened. Paul was master of the VHF air waves with two hand held radios one on channel 77 to talk to the CYCT fleet the other on channel 14 to talk to the bridge operator. Not once did he use the wrong radio.

The transit through the canal was uneventful and smooth except for the last boat through who reported engine problems when at high revs and black smoke. They headed for the Mast Mooring in Dunalley to try and sort out their engine. They ended up staying the night and sailing to Maria Island the next morning. The rest of the fleet continued onto the Marion Narrows where they experienced a smooth crossing with a southerly swell into a 10 knot north easterly wind, right on the nose.

The afternoon saw 12 of the 13 boats anchored at the north end of Shoal Bay at Maria Island. Sundowners were held ashore under the shade of the Shea Oaks.

There was lively chatter of people getting to know each other and sharing their experiences of the day.



Sundowners on Maria Island

Monday morning was a glorious calm, sunny day. The morning was spent in various ways swimming, walking the beach, fishing, sailing. Geoff Hooke at 1030 lead a group to Riedle bay where some of the walkers had a quick swim in the surf.

At 1300 the wind picked up from the southeast and Paul Peacock led a group of walkers on a two hour return walk out to the old convict cells and probation station at Point Lesueur. At



Point Lesueur

1600 *Southern Explorer* welcomed 6 dinghies alongside and hosted 15 people aboard for sundowners.

Tuesday saw the fleet reluctantly sail to Orford for a forecast westerly wind in the evening. I say reluctantly because those who sailed the east coast last year remember spending 5 days holed up in Orford while the winds blew persistently from the west.

Orford afforded a place for last minute provisions and a chance for lunch at a cafe prior to sailing to Schouten Island.

Allison and Paul Peacock
Cruise Contacts East Coast Cruise
Pacific Haven

Commodore's Series Australia Day Cruise

Scott Poulter

Well, the Australia Day Cruise was supposed to be simple. See which way the wind and weather told us to go and go there. Early forecasts indicated a westerly pattern with north westerlies turning west and then southwest. There were 12 vessels registered at this stage demonstrating a high level of enthusiasm for the cruise. With the early forecast, I was keen to head to Adventure Bay. As the week progressed, we received several more registrations, meanwhile the strength of the forecast westerlies increased. While offshore for most of the planned passage, the last five or so miles after rounding Cape Queen Elisabeth on the way into Adventure Bay would be very uncomfortable. It became obvious that a new destination was required, and we chose to go to Monk Bay in Norfolk Bay.

Norfolk Bay made a lot of sense given the final forecast. A fresh downwind run across Storm Bay, sheltered anchorages in Norfolk Bay and easing winds on Sunday and Monday for the run home. After motoring out of the Channel in light winds, *Gradiva* picked up the west north westerly wind in the Derwent and with poled out headsail we had a fantastic sail across Storm Bay in 15 to 25 knots. Halfway across Frederick Henry Bay the breeze picked up to 25-35 knots. This made for an exciting run into the calm waters of Norfolk Bay. Soon after lunch, we rounded the headland into Monk Bay, which was providing fantastic shelter to around 15 vessels politely separated in the gusty conditions.



Frederick Henry Bay

Kellie Jade and Dianne Johnson were securely anchored in relative calm along the northern point. *Gradiva* initially anchored well out, but moved closer in after the wind began to ease. *Sheokee* and then *Cuve* arrived during the afternoon bringing the CYCT fleet to a total of five. New members Mel and Simon, even after losing their brand new white “welcome aboard” burgee,

hosted everyone for sundowners aboard the Kellie Jade and a great evening was had by all. Simon and Mel have been busy rebuilding Kellie Jayde which, in a past life, was a well-known Tasmanian fishing vessel.



Sundowners on Kellie Jayde

On Saturday, we were expecting strong westerlies after lunch, so we decided to enjoy Monk Bay and stay put. Lunchtime came and went, the anchorage remained beautiful and calm. Crews explored the shoreline, fished, walked, maintained solar panels and generally had a great afternoon. Our hosts for sundowners on Saturday evening were Rob and Tricia on *Cuve*.



Monk Bay in a 30 knot Westerly



Kellie Jayde

After a great weekend, *Sheokee* and *Cuve* departed on Sunday in westerlies that remained stubbornly fresh making for a slower passage home. *Dianne Johnson*, *Kellie Jayde* and *Gradiva* had the luxury of additional time and decided to explore Prices Bay. *Dianne Johnson* found an indentation on the norther point that looked promising. While initially a north westerly sea was disturbing the anchorage, the wind veered to the southwest and all three vessels enjoyed a calm and peaceful anchorage next to the cliffs along the norther point. *Mel* and *Simon* on *Kellie Jayde* once again hosted sundowners and cooked a fantastic BBQ dinner for all.



Sundowners on Cuve

Gradiva had a fantastic sail back to the Channel on Monday. While the weather was not ideal, with two days exceeding 30 knots, the sun was shining, and we were still able to find safe, secure and sheltered anchorages for the weekend. The five vessels that participated enjoyed a fantastic Australia Day long weekend.

Mulberry – A Swanston half tonner – David Mitchell

Part II

Picking up on the story of the little purple boat from where it left off in Part I as published in the October 2023 *Albatross*.



Mulberry going under the earlier name of Glenshiel 12

As Bill Wright noted *Mulberry* served him, his crew and family well and looked after them in fair weather or foul and proved herself to be a capable and seaworthy boat. While the boat doesn't have a shower there are alternatives and one needs to be a gymnast to use the head (it is true as it is a tight space). With its 6ft draft you can't ditch crawl too much (I assume he means you have to be careful in some anchorages), it just means you need to anchor offshore a bit in allowing for tidal change. However, on the other hand with her decent keel it means she not only is stable under difficult conditions but as well heaves too well, when required.

Bill Wright sold *Mulberry* around 2015 (I am unsure of the exact date) to Michael Fitzgerald who had bought the boat with the idea of carrying out a world circumnavigation, however, he later gave up on this idea on the basis that it really wasn't suitable (large enough with storage and comforts) for such a voyage in his view.

Hugh Garnham bought *Mulberry* in 2020, and as per all other of Hugh's boats, he renamed the boat to *Glenshiel 12* (there were 11 other *Glenshiels*) and immediately commenced actively campaigning the boat from the Derwent Sailing Squadron (DSS) in the combined clubs (DSS/Ryct/BYC) mid-week races on the Derwent River. As mentioned above, Hugh also has a connection to the CYCT as he too won a CYCT Cruise of the Year award for his circumnavigation of Australia and the Pacific on *Glenshiel 7*. Hugh needless to say is related to Lew Garnham, and it being Tasmania, through marriages I am actually related as my brother in law's brother is married to one of Hugh's daughters!!!

While initially, success was limited to an occasional reasonable placing on handicap and the occasional line honours a raft of improvements were made to the boat over the past few years (including a new no.2 genoa and main), installation of a Reefit furler, Harken 40 primary winches, new B&G wind instruments, sheets, a folding prop etc.



With all these improvements to the boat and as the crew's experience improved plus favourable conditions, success was ours with *Glenshiel 12* winning the Spring 2022 combined club mid-week series. The boat having dominated the series with four handicap wins and a 2nd and six line honours and a second out of nine races, plus at the end of the 2022-23 sailing season we ended up 4th overall on average over the three race series. A very credible result, given not just the age and size of the boat but more so given the level of competition from the many faster, larger and more modern boats we have raced against. Needless to say we were very happy with our performance. This success is continuing so far, since after the first 3 races, *Mulberry* is in 2nd place on the leaderboard out of a field of well over 20 boats racing regularly.

At the request of Hugh, I commenced some light restoration work on the boat

commencing in April 2021 with all the deck woodwork trim, which involved stripping off all the old finish, sanding back and resealing with Sikkens marine varnish. Commencing in July 2022, restoration work on the interior (forepeak commenced) with all woodwork stripped back and re-varnished, scraping down and carrying out epoxy repairs to the bilge, including in the head as well the interior of the forepeak. All surfaces being repainted in two pack primer and one pack poly white paint. I have since then also repainted the deckhead in the saloon and rebuilt the base for the water tank which had rotted out. As with all old boats (and in truth all boats), there is always more work to be carried out on the boat. A new Volvo Penta 30hp engine with sail drive unit was installed in 2018 by the previous owner, which came at quite a significant cost, but is a welcome addition to the upgrading of the boat and has ensured she can comfortably cruise at around 6kts.

So where does this all lead and how did I get involved with *Mulberry*? As some club members might be aware, I joined the club some 7-8 years ago with virtually no sailing experience but had a dream to learn to sail and with the hope of one day owning a boat. Needless to say, I was very naive in my sailing dreams, and having mostly only watched sailing videos had this idea that what I needed, when I could afford to buy a boat, was that it had to be both classical in its design, preferably a sloop, fibreglass (albeit I do love wooden boats), and undoubtedly it needed it to be at least 38 + ft long. I soon learned that for me this was totally inappropriate, given how little I knew about boats and/or sailing, let alone not having the budget to cope with such a purchase

and its maintenance. At least on the latter aspect over the past years I have done quite a bit of cruising both locally as well as a number of longer passages with much thanks and appreciation to the trust placed in me by members like Lew and Lizzie Garnham, Denis Planchon, and Alex Papji,

In addition to cruising and with thanks to Lew I also got actively involved in local club racing (twilights, mid-week combined club races and the occasional weekend races), and as a result have raced on a broad range of boats. It was as a result of Lew that I ended up both meeting Hugh Garnham and commenced racing on *Glenshiel 12*, and as a result become an integral part of the crew and gained many new friends.

As I mentioned at the start, the story of the little purple boat as she is affectionately known, and its ongoing custodianship and her connections via its owners with the CYCT is going to continue. Midway through last year Hugh come to the point in his life where due to various factors (age and health) reluctantly he had to make the decision to retire from sailing and as a result let the boat go. While previously, as noted, I had thought that what I needed and wanted in a boat to go cruising was something quite different, what I can say is since not just sailing on the boat, but having taken over its maintenance I have really come to appreciate it for all it is, its history, its ability and the way she feels when under sail. That is to say, she has got under my skin, and as result with one of the crew, a mate (Tim) we bought the boat last July.



Our plans are to progressively improve her down below, making her more comfortable for cruising, i.e.. to finish repainting the quarter berth, final sections of the bilge and to set her up properly with tools, charts, more safety gear, let alone upgrade to a modern chart plotter, more solar, AIS and, if possible, a small fridge (rather than the current icebox) and we do need a dinghy. On deck, visual changes to be made will include repainting the topsides back to the boat's original *Mulberry* colour and repainting the deck etc.

One other important thing that will also be done is to officially rename the boat back to *Mulberry*, given not only that *Glenshiel* is Hugh's name for his boats, but also so many people know of the boat as *Mulberry*, and this appeals to me in giving her back her identity. I plan to get this organised shortly.

What will we use the boat for? Well the aim is to retain our crew and to continue racing in the mid-week multi-club series, but as well also to finally go cruising on some CYCT cruises. We actually have gone on one CYCT weekend cruise last September to Quarantine Bay as a bit of a shakedown cruise and to join in Ian Johnson's training course.

To go cruising on one's own boat had always been my long term aim, in joining the CYCT, I just somehow need to get my home life in order to give me the time to do so (too much work etc seems to be dictating my life of late).

A Dictionary for Yachtsmen by Francis H. Burgess

Published in 1974 to preserve our nautical language, *A Dictionary for Yachtsmen* provides a handy reference glossary of nautical terms. It also provides for great entertainment, accompanied by a good red wine in inclement weather when cruising.

Bumboat	A small flat-bottomed boat used by local traders for selling their merchandise to crews of ships lying offshore.
Crutch	A supporting framework in which to rest a boat. The support used in yachts for stowing the main boom. A portable rowlock to fit in a gunwale, as a fulcrum for an oar shipped in it.
Dandywink	A small winch.
Fag-end	An unlaid end of a rope. To fag-out is to unlay an end of rope.
Ghosting	Under sail and making way when there seems to be no wind.
Hawse pipes	The protective iron casting fitted to hawse holes through which the cables run and into which the anchor is secured
Jackass	The bag or plug from a hawse pipe, to prevent water entering.
Knockabout	Formerly a sloop with the forestay led to the bow as a time when bowsprits were being discarded; now any boat that is used for various purposes.
Lazy guy	A small rope or tackle to prevent the spanker boom swaying.
Marl, to	To pass a whipping or serving about a rope, with every turn knotted in case of damage by chaffing.
Ness	A cape or promontory.
Open hawse	Riding by two anchors, with the cables clear of each other.
Parrel	A short rope-span that attaches a yard or the jaws of a gaff, etc., to a mast; any strop or fitting used for a similar purpose.
Quartering	Sailing with the wind coming over the quarter.
Ratcatchers	Metal shields fitted around berthing hawsers so that rats may not enter a ship.
Save-all	A drip tin fitted under a scuttle.
Thrums	Small cutting of strands or other material for making mats.
Unreeve	Pull a rope out from any block or sheave.
Very's lights	A pyrotechnic signal of either red, white or green stars, made of cartridge fired by a Very's pistol.
Whelps	Wooden brackets that may be affixed to a capstan barrel to enlarge its working diameter when hawsers are 'bought to'.
Yawing	Not keeping a course, Swinging from side to side.
Zephyr	A soft gentle breeze, the west wind.

The GUT-PUNCH!!

...that comes with

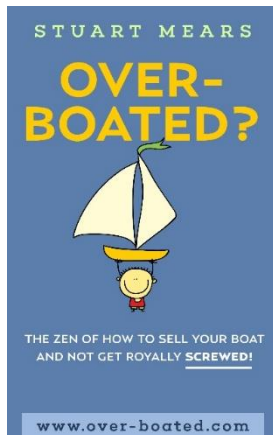
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These companies provide specialist goods and services and are certainly worth a phone call. Genuine savings can be made to Club members; present your Club membership badge to receive best prices.

CYCT Moorings

The CYCT owns two moorings, available for the exclusive use of CYCT and CCCA members (see CCCA MOU).

The use of a Club mooring is always at your own judgment and risk.

The CYCT accepts no liability for damage caused to vessels using the mooring or any damage caused by any failure of the mooring. You must have adequate insurance for your boat and third party liability.

The following rules apply for the use of CYCT club moorings:

- The Club burgee (CYCT or CCCA) must be displayed on your vessel whilst on a club mooring.
- There must be a current insurance policy in force for the vessel, including third party liability.
- Maximum stay on the mooring is 24 hours; in unusual circumstances, the Warden may approve an extended stay.
- If a boat without a CYCT or CCCA burgee has picked the mooring up, kindly ask them if they are a member. If they aren't, advise them that the mooring is private and request them to leave.
- Notwithstanding that the moorings are lifted and serviced annually, at all times the use of the moorings remains at member's own risk.
- Members are asked to email the Warden, Mark Stephenson (warden@cyct.org.au) to register their use of the mooring as soon as practicable.

North Simmonds Bay, Bruny Island Number 1 - 8584.

Mooring number 8584 at North Simmonds Bay is a yellow buoy with a pillar for the pickup rope. The depth at LMWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6 m of 2 inch chain, then 6 m of 1-1/2 inch chain then 6 m of 5/8 inch chain.

Maximum length permitted by MAST is 12.2 m.

This mooring was last serviced on 3 May 2022

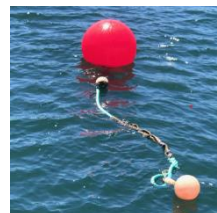


North Simmonds Bay, Bruny Island Number 2 - 7786.

Mooring number 7786 at North Simmonds Bay is a bright red/pink (Dec. 2020) buoy tail and smaller pale pink float. The depth at LMWS is about 7.5 metres. It is located at 43° 07.481' S, 147° 21.448' E.

Maximum length permitted by MAST is 17 m.

This mooring was last serviced on 3 May 2022.





Hewson 45 Flybridge

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