



Volume 49 No 14 April 2024



Newsletter of the  
Cruising Yacht Club of Tasmania



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<b>David Bowker</b>	<b>0418 136 493</b>	<b><i>Duet</i></b>
<b>Elected member 2</b>		
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<b>Val Nicholls</b>	<b>0404 825 310</b>	<b><i>Aziza</i></b>

**Life members**

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

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**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 18<sup>th</sup>. There is no Albatross in January.*

**Cover photo:** Meltemi (left) and Sapphire (centre) peacefully anchored in Wombat Cove, Port Davey. It didn't last. The next day 50 knot bullets shattered the serenity and reinforced the reputation of the wild west coast. Picture by Garry Cleaver - Sapphire

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## Not A CYCT Member?

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Visit our website at [cyct.org.au](http://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](mailto: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.

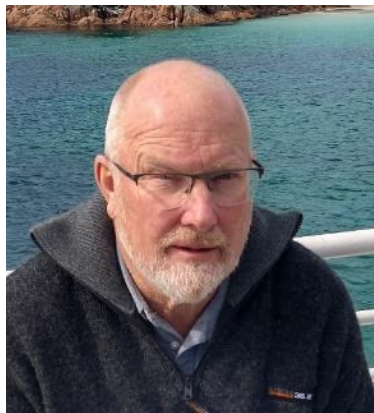
**SAFETY** - All participants in any cruise will have acknowledged the Club safety recommendations when they indicated their intention to join the cruise. The Club's safety recommendations should be reviewed by the cruise contact prior to departing on any cruise. These can be located on the Club website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

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**Editorial – Ian Howarth**

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The Summer weather and an active cruising program has given CYCT members heaps of options for some serious fun on the waters around our state.

As you will read inside, since before Christmas we have had the chance to sail in company around the Hobart and Storm Bay area, a number of cruises in and around Bruny Island and the Channel as well as exploration voyages up the east coast and right around Bass Strait.

At the same time a large group of intrepid sailors joined the Royal Yacht Club of Tasmania's Van Dieman's Land circumnavigation of Tasmania while numerous individual boats from interstate and locally made their own way to our cruising grounds.

Australia is blessed with an abundance of great cruising opportunities but Tasmania provides some of the world's best coastlines, environments and destinations for boats. Which is clearly why boat ownership in Tasmania is among the highest, per capita, in Australia. You simply can't have a complete Tasmanian experience without getting on a boat at some point in your journey.

I was lucky enough to find a weather window in February which allowed me to sail around to Port Davey in company with another yacht. While many club members have done this before me the adventure is no less challenging. My wide eyed report is inside.

In mid-March I was fortunate to attend the official opening of the brilliant new clubhouse of the Port Esperance Sailing Club at Dover. Perfect warm weather capped a great day which coincided with the annual Dover Seafest. The number of young families and kids sailing and generally mucking about in boats revealed the strength of the club and the continued popularity of sailing as a sport.

The new clubhouse and the enthusiasm of the membership bodes very well for the future of the club. Indeed many in the community have forecast the new Port Esperance Sailing Club to become a focal point in the community for years to come. Once the club's new kitchen is complete the social side of things will truly come to life. A report on the opening and a selection of photo's from the day are also inside this issue.

On the water there are still events for CYCT members to enjoy as we wind down towards Winter. The Easter cruise to Dover will be over as we go to print but the navigation rally on April 13-14 lies ahead. Please support this event as it is in danger of slipping off the CYCT agenda without more support.

To those on the water - Happy cruising.

## CYCT Calendar – Check the website for more details

### 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 from *Gloria* will again be hosting an event at their holiday home on the waterfront at Hoptown Beach. More details to come so check back again later.

### Tuesday, April 2. General Meeting at RYCT

CYCT Cruise of the Year 2023 winner Geoff Lea will be presenting on 'Elsie goes to Fjordland' at our next general meeting on April 2nd. 'Elsie' is Geoff's Hans Christian 33. Last year he sailed her to Fjordland and Stewart Island in New Zealand, returning via the South Island's East coast, Lord Howe Island and Coffs Harbour.

### 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 three 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 \$3000.00 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.

**Saturday April 20 – A Week In the Tasman Peninsula.** Taking in Anzac Day spend a week cruising around the peninsula. A full moon will enhance the evenings.

**Tuesday, May 7. General meeting at RYCT. Suzanna Smythe – History of the Iron Pot.**

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## Commodore's report – Scott Poulter

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As I write this brief report it's Sunday and the last official day of the Bass Strait cruise.

After a fantastic day at Spike Cove, Clarke Island on Saturday, the remaining three yachts set sail on Sunday morning for Freycinet. It's been an amazing day's sail so far, a beam reach across to Eddystone Point at 9 knots!

But the real fun has been sailing in company. Today we have *Skye* 0.3nm to port and *Dulcinea* 0.2nm to starboard, both having a blast in these conditions. During the cruise we were also joined by *Southern Explorer* which departed south

on Saturday.

Our fleet of four achieved the cruise objective of circumnavigating Bass Strait. However, the rewards of cruising in company are far more than just nautical miles. Knowledge was shared, experiences were shared, sunsets and sunrises were observed, we fished, bush walked, paddled, swam, had quiz nights and enjoyed sundowners together.

Thank you to all participants in CYCT cruises.

Scott Poulter  
Commodore CYCT  
0419 513 983

### **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.



## Vice Commodore's report – Rick Allen



### What's Happened.

**February 10 – 15.** The East coast cruise.

**March 2 – 17** The Bass Strait circumnavigation cruise

**March 9 – 11.** Franklin cruise.

### What's to come.

**Clean up Australia Cruise-** Saturday, March 16, 2024, 11:00 am until Sunday, March 17, 2024.

A weekend cruise where the dinghy is required to move around a bay, go ashore and search out "stuff" that shouldn't be there. 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.

**Easter holidays in Port Esperance-** Friday, March 29, 2024, 8:00 am until Tuesday, April 2, 2024, 5:00pm. Cruise contact for this is John Avery from Skye. 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 and Tolly and Josephine from *Gloria* will be hosting an event at their holiday home on the waterfront at Hopetown Beach. More details to come so check back again later.

**The Donald Sutherland Memorial Navigation Rally-** Saturday, April 13, 2024, 11:00 am until Sunday, April 14, 3:00 pm. Registrations are now open.

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, seamanship, observation and communication skills. (The latter is to ensure harmony onboard your vessel!)

The Navigation Cruise has been designed, my crew and I have spent 6 days doing this, what I can tell you so far is this-

It will be in the Frederick Henry Bay Area

It is recommended you have Chart AUS 171

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 13<sup>th</sup> 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 13<sup>th</sup> of April.

**We need more registrations or we risk losing this event for next year.**

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## Rear Commodore's report – Bastian Siedel

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Waking up with the terrible news that the Port Esperance Sailing Club clubhouse burned down in April 2020 affected not only the community in Dover but the Tasmanian community at large.

Not only the clubhouse was burned to the ground, but the fire also destroyed all of the club's boats, life jackets and safety equipment. PESC members were devastated, but after the shock it did not take them long to spring into action.

Plans for a new, improved clubhouse were drafted, funding strategies implemented - and in less than 3 years after the fire the PESC was able to proudly send out invitations for the opening of their fabulous new clubhouse.

What an incredible accomplishment. Sunday, March 17 was the perfect sunny day for the opening. The place was packed with beaming local club members, delighted dignitaries of the Dover community and so many members from other sailing clubs that it was standing room only.

A really nice contingent of CYCT members were present for the grand opening and ribbon cutting ceremony and it was a very nice gesture that PESC Commodore Martin Wolgemuth acknowledged the CYCT funding contribution of \$10000 that helped to kickstart the building process.

A plaque thanking our club is proudly displayed in the main function room. It was a fabulous and outright successful event and for me it was so inspiring to see what small clubs can accomplish in the face of tragic loss. Congratulations to the PESC and all of its members. Please have a look at the many photos our outstanding editor Ian Howarth took for this current issue of the *Albatross*.

CYCT Cruise of the Year 2023 winner Geoff Lea will be presenting on 'Elsie goes to Fjordland' at our next General Meeting on April 2nd. 'Elsie' is Geoff's Hans Christian 33. Last year he sailed her to Fiordland and Stewart Island in New Zealand, returning via the South Island's east coast, Lord Howe Island and Coffs Harbour. I'm looking forward to a great presentation.

As a regular reminder, PLEASE REGISTER for the general meeting as numbers are limited. This will again be a very popular session so registration is really important if you want to get in. It also helps us to prepare the room.

RYCT is offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 6pm.

## Membership Officer's Report – Sue Powell



March is drawing to a close and our cruising year is marching steadily on. It is still quiet on the Membership front with no new applications received at the time of print. I hope everyone has been enjoying our glorious weather. Although, I have not been able to join a CYCT cruise I have managed to get out on the water and enjoy a day aboard *Solquest* on the 'Introduction to Sailing Day' with the Kettering Yacht Club.

I am still recuperating and had a great report from my physio so getting stronger and more able to move about – 15 months now on the recovery route but I believed I was fit enough to take part in the Cygnet Regatta and a fantastic weekend was had by all.

### Applications for Membership and Provisional Members

None received

### 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.

Rob Vaughan

Van Diemen I I I

### New Members Directory from October 2023

<i>Elysium</i>	Michael McCluskey	0419 412 879
<i>Elysium</i>	Ulrike Hora-McCluskey	0418 231 982
<i>Saraband</i>	David Painter	0490 157 224
<i>Saraband</i>	Ann painter	0490 157 224
<i>Zest</i>	Ryan Stiles	0415 987 531
<i>Zest</i>	Leanne Thomas	0412 756 223
<i>Kellie Jade</i>	Melissa Hume	0418 296 914
<i>Kellie Jade</i>	Simon Hume	0423 687 244

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## **The CYCT anniversary dinner - a Spanish theme!**

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**The Boathouse Restaurant, Cornelian Bay**

**Saturday 31 August**

**6.30pm start - welcome drink with tapas canapes.**

**Charcuterie and Mediterranean marinated vegetables for entree**

**Seafood paella with Spanish salad for main course**

**Traditional burnt Basque cheesecake dessert.**

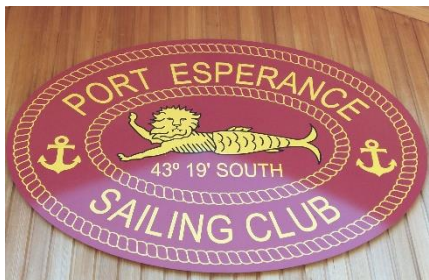
**All for under \$100 per person!**

**Don't forget, register now, pay later.**

Port Esperance Sailing Club opening







The official opening of the Port Esperance Sailing Club on March 17, 2024, was celebrated by around 250 members, guests and elected officials. After a five year effort to complete the new clubrooms, following a devastating fire which destroyed the former club house, members rallied to create a purpose built facility to inspire a new generation of sailors. With a strong community, sailing fraternity and political support the clubhouse arose from the ashes to create a vibrant new space for the community. Bipartisan political support for funding a new commercial standard kitchen will complete the clubhouse and help develop a major new facility in the southern region. The support of the Cruising Yacht Club of Tasmania was acknowledged by a handsome plaque mounted in a place of honour in the new clubrooms.



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**East Coast cruise – February 13-25 Allison Peacock**

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**Part 2**

Paul and I have been cruise contacts for the East Coast Cruise three times and this year the weather was kind to us with only one gale force wind recorded during week one and three afternoons of near gale force winds during week two. The fleet safely saw what the Lower East Coast has to offer under blue sky upon bejewelled seas.

On day three of the cruise, in the afternoon, the winds were recorded at Point Lesueur as blowing northerly 30 knots with gusts to 40 knots. The only fleet boat to report difficulties was *Jiyuu* who had taken their inflatable kayak ashore, when they returned to the beach to paddle back to their boat the winds had picked up. Working the situation they decided not to fight the wind, so they walked their kayak up wind of where *Jiyuu* was anchored then set off. Their plan worked beautifully, they were able to grab hold of *Jiyuu* whilst zooming past then climb aboard. The rest of the fleet was safely anchored in the northern end of Prosser Bay.

However, for one schooner called *Seahog*, the situation was dire, for 45 minutes they were at the mercy of the wind, unable to start their engine or furl their sails, they put out a distress call.



Paul, Jenny, Rob, Katrina and Scott on top of Bear Hill

*Tas Maritime Radio* asked if there was anyone in the area able to give assistance. *Albatross* responded and headed out into the rough seas to assist. By this time *Seahog* was at anchor off Stapleton Beach on a lee shore, where they managed to put their shredded sails away.

When *Albatross* arrived *Seahog* advised they had their anchor down with no way of retrieving it, that their engine had sucked in air while heeled over and they were trying to restart it.

*Seahog* managed to eventually start their engine, winch up their anchor and get underway. *Albatross* led the way into the northern end of Prosser Bay where both boats anchored for the night. Well done Bill and Judith de la Mare for going to the aid of a vessel in need of assistance.

Wednesday saw the fleet divided, while some remained in Orford, others sail to Schouten Island, the seas being east south east 1.5 metres, the wind south to south westerly less than 10 knots, *Pacific Haven* decided to gybe her way north to Schouten Island. *Entourage* returned to Hobart as per their schedule.

In the morning people set out to enjoy what Schouten Island had to offer with five people (Scott, Paul, Jenny, Katrina and Rob) climbing Bear Hill, three people (Rachel, Susan and Allison) swimming at Moreys Beach and others enjoying beach walks. *Jiyuu* returned to Hobart via Tasman Island and Cape Raul.



Wineglass Bay

In the afternoon the wind blew north east so those at Schouten Island relocated to Passage Beach and had a nice time out of the wind for sundowners ashore. Unfortunately we were not able to seek the shade at the end of the beach as there was a dead whale whose stench drove us all away.

Early the next morning about 0400 there was a light westerly wind which woke everyone at Passage Beach, with slight seas rolling in causing the boats to pitch bow to stern. This was the only time on the cruise that was uncomfortable during the sleeping hours.

Those that chose to stay in Orford sailed up and anchored in Bryans Corner with sundowners held on *Albatross*. They reported rolling beam on when the light westerly swell rolled in.

Friday saw the fleet regroup at Hazards Beach, where they found a beautiful, white sand beach and crystal, azure, calm waters. Some members walked the isthmus track over to Wineglass Bay, where Paul Strong and Allison Peacock had a quick swim.

Sundowners and curry night was held on *Southern Explorer*, the crew on *Cuvée*, who were doing the VDL cruise, joined in for sundowners.



Curry night

The next morning the fleet woke to a calm windless anchorage at Hazards Beach. Paul and Allison went for a 0730 swim before the radio sched. After the radio sched half the fleet (*Phase 3*, *Saraband*, *Gradiva*, *Albatross*, *Seaca* and *Pacific Haven*) relocated to Coles Bay, anchored off Muirs Beach and went to the Iluka pub for lunch.

The entire fleet then returned to Schouten Island where a great quiz night was held on *Southern Explorer*. The *Southern Explorer* crew were wonderful hosts and awarded coasters, that the crew had made, as prizes to the runners up in the quiz contest (Paul Strong, Sally Schofield, Geoff



Hooke, Paul and Allison Peacock). The winners of the quiz night, who received the highly coveted trophy, were Bill and Judith de la Mare.

Sunday the fleet farewelled three boats (*Gradiva*, *Southern Explorer* and *Skye*) heading north to participate in the CYCT Bass Strait cruise. *Cirrus* departed early for a day trip around to Wineglass bay and *Seaca* followed shortly after. The two Pauls, Sally, Bill and Judith walked to a dry waterfall on Schouten Island.

That night sundowners and a BBQ was held ashore on Crocketts Bay. The Police boat *Vigilant* anchored in Crocketts bay for the night, caused everyone to think about their safety equipment.



The Police Boat Vigilant

Monday was a busy social day at Schouten Island. Starting off with morning tea on *Albatross*, where Geoff Hooke baked orange and raisin scones. Sally Schofield baked apple and cinnamon muffins and Allison Peacock had baked a chocolate bean cake. There was fruitcake, shortbread and German iced gingerbread. Who said cruising on a boat meant eating freeze-dried and canned food?

After lunch the two Pauls, Sally, Allison and Katrina climbed Bear Hill. Sundowners were taken on Moreys Beach, where Sally and Allison went for a quick swim.

With gale force wind in the forecast the remaining fleet (*Albatross*, *Cirrus*, *Freebooter*, *Pacific Haven*, *Phase 3*, *Saraband* and *Seaca*) set sail for Orford, where sundowners was held aboard *Pacific Haven*. *Seaca* decided to go to Maria Island for the northerly winds. *Freebooter* headed to Triabunna for fuel and water.

The next two days were spent anchored at the northern end of Raspins Beach, where the fleet had fairly calm nights as the winds eased, with very calm mornings. The first day was shore leave, a walk along Raspins Beach, for morning tea at Wattlebanks Coastal Cafe & Providore. Everyone was safely onboard their boats when the winds picked up in the afternoon. For those that ventured out into the wind, afternoon tea with fresh made scones and homemade jam were enjoyed on *Phase 3*.

The second day started out warm with the air and water temperature being 21 degrees at 0830, Paul and Allison enjoyed a very comfortable swim in nice warm, calm water. A BYO lunch was held on board *Albatross*.

*Freebooter* and *Seaca* rejoined the fleet at the northern end of Prosser Bay in the afternoon. The afternoon was very hot and was 26 degrees at 2030 when going to bed.

Next morning the fleet relocated to the southern end of Prosser Bay, off Millingtons Beach. Lunch was ashore, pizza at Scorchers, followed by a walk to the Orford Quarry historical site. Allison and Rob took a path closer to the houses that went around the quarry and they ended up at Spring Beach. They managed to find the quarry on the way back. The planned 1.5 hours, 5

kilometres walk ended up being 3 hours 10 kilometres for them, when they returned sundowners was well underway at 'Our Park'.

In the morning the fleet returned to Maria Island, to the Deep Hole, where beach walks and swimming was enjoyed. In the afternoon the fleet moved to Chinamans Bay as the wind was forecast to blow from the north overnight. The last sundowners for the cruise was held ashore on Maria Island under the Sheoaks where the first sundowners had been held.

Sunday, the last day, the fleet weighed anchors at 0745 ready to make the two hours passage to the Marion Narrows. All boats were making good headway and were on time to cross the Marion Narrows.

At 0930 just outside the Marion Narrows one vessel reported that their engine overheating alarm had gone off. They managed to slowly motor across the flat calm Marion Narrows into Little Chinamans Bay, where the overheating alarm went off again. They radioed in their concern and asked if someone in the fleet could tow their vessel. *Albatross* turned around to tow the vessel across Blackman Bay to the Dunalley MAST mooring, where Paul from *Pacific Haven* was waiting in his dinghy to assist with picking up the mooring. The crew of the vessel being towed managed to pick up the mooring under the vessels own forward momentum while Paul was retrieving their tow line from *Albatross*. A smooth almost choreographed landing was achieved by all involved. Paul and I would like to thank Bill and Judith de la Mare for once again stepping up to aid a vessel in need of assistance.

Once the vessel was safe and secure on the MAST mooring at Dunalley, *Pacific Haven* and *Albatross* went through the canal 45 minutes after the planned 1100 transit. After allowing their engine to cool down for an hour the other vessel gingerly motored through the Denison Canal then sailed all the way back to Hobart arriving at their home marina at 2330.

That was not all the excitement for the morning, one vessel almost missed the 1100 transit through the canal, in their haste to pull up their anchor they followed the first boat they saw, which was going in the opposite direction. Paul and Allison on *Pacific Haven* frantically tried to contact them via radio and telephone eventually getting their attention to advise them to turn around and make haste towards the canal. They managed to join the other three boats with a large gap in between. Paul and I would like to thank Paul Strong for volunteering to lead the boats through the canal at the booked time.

Quite an eventful ending to the cruise. Paul and I were impressed with the camaraderie and give a hand attitude of everyone on this cruise. We would like to commend Bill and Judith de la Mare on *Albatross* for twice heading out to assist boats in distress. Thank you to the crew on *Southern Explorer* for offering mechanical advice and assistance. We would also like to thank those who were happy to tender fellow cruisers ashore when outboards failed or a dinghy was not easy to be deployed, or tow a dinghy or kayak that was struggling to row against the wind, and helped to exchange an empty gas bottle. Just a few of the challenges experienced on this cruise.

Allison and Paul Peacock  
Cruise contacts East Coast cruise  
*Pacific Haven*

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**Bass Strait circumnavigation cruise – Feb/March 2024 – Scott Poulter**

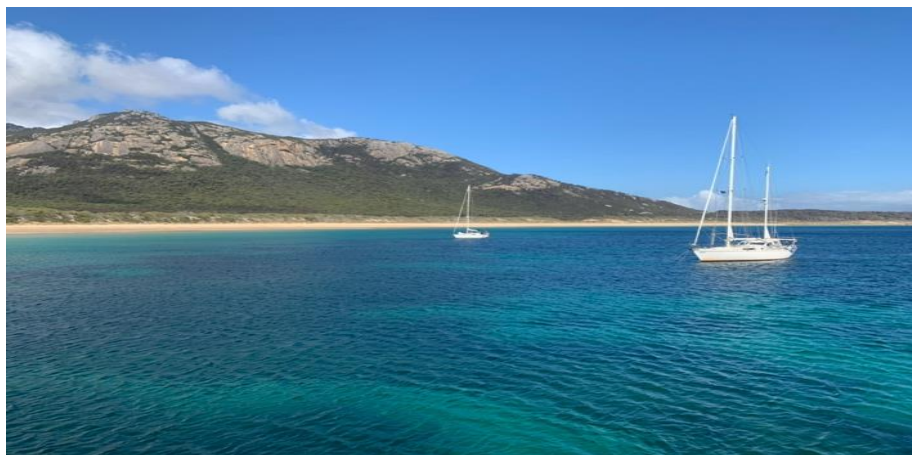
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*Gradiva* departed Kettering on the 10<sup>th</sup> of February to participate in both the East Coast cruise (10<sup>th</sup> to 25<sup>th</sup> February) and the Bass Strait Circumnavigation Cruise (2<sup>nd</sup> to 17<sup>th</sup> March). We made our way around the magnificent Tasman Peninsula in company with *MV Southern Explorer*, stopping at Port Arthur for one night and then rendezvousing with the East Coast cruise fleet at Shoal Bay on Sunday 11<sup>th</sup>.

We had a fantastic time on the East Coast cruise enjoying Maria Island, Schouten Island, Passage Beach, Hazards Beach and Muirs Beach. On Sunday 18<sup>th</sup> February, once again at Schouten Island, the East Coast fleet were turning south soon and a weather window for our passage north was opening. *Southern Explorer*, *Skye* and *Gradiva* made their way around to Wineglass Bay in preparation for an early departure on Monday. In Wineglass Bay we saw CYCT vessels *Cuvee* & *Luna Seas* (participating in the VDLC) along with *Seaca* (from the East Coast cruise).

An 02:30 departure from Wineglass was required to catch the incoming tide through Banks Strait. Conditions were perfect, with a 15 to 20 knot SW breeze turning SE during the day and light seas. We arrived in the magnificent Spike Bay on Clarke Island at 18:15, completing the 103nm in just under 16 hours. With easterly winds and settled weather, we decided to enjoy the Furneaux Group for a few days, anchoring at Key Island Bay on Cape Barren Island and Trouser Point South on Flinders Island. On Thursday 22<sup>nd</sup> February, with a strong westerly change due that evening we headed for the Tamar River. With light winds and calm seas we motored the 82 nm to South Arm anchorage near the PDYC at Beauty Point.

*Trouser Point Flinders Island*



With the Bass Strait Circumnavigation Cruise fleet not due to rendezvous until March 2<sup>nd</sup> *Gradiva*, *Southern Explorer* and *Skye* had plenty of time to spare. *Skye* decided to explore the Tamar River while *Southern Explorer* followed *Gradiva* along the North coast to Port Sorrell. We timed the short passage to Port Sorrell for a rising tide at least 3 hours after low tide. The shallowest point (1.4m LAT) is the outer bar just inside the first port navigation marker. With the large tides we had more than a meter of water under our 2.2m draft. Once over the bar the estuary has plenty of depth and a fantastic, protected anchorage. Our house is nearby

in Shearwater, overlooking the estuary. We were able to walk home, harvest our raspberries and tomatoes and use our car to do some reprovisioning from the Woollies.



*Anchorage at Port Sorrell*

After four nights in Port Sorrell on Wednesday 28<sup>th</sup> February, we returned to the Tamar anchoring in Dark Hollow. The Tamar was now the nominated rendezvous point for the fleet. In Dark Hollow we met up with *Dulcinea* who had left Kettering on the 24<sup>th</sup> February, catching an excellent early weather window up the east coast. Skye re-joined us and the fleet was up to four vessels.

A deep low approached southern Tasmania directing a very strong westerly stream through Bass Strait and a strong southerly up the east coast. Consequently, our departure date from the Tamar was delayed until Monday 4<sup>th</sup> and with a couple of days of north easterly followed by a day of south westerly, we chose to proceed clockwise around Bass Strait. *Little Bear* departed Hobart on the 25<sup>th</sup>, missing the first window but making it to Clark Island on the 2<sup>nd</sup>. However, with crew changes planned from Flinders Island, *Little Bear* chose to enjoy Flinders and Rendezvous with the fleet at a later date, perhaps at Deal Island.

On Monday 4<sup>th</sup> March our fleet of four vessels departed the Tamar in calm weather with a light southerly. We dropped anchor 46nm later, just off the sailing club in Burnie. The anchorage was calm and well protected from the west and south. A huge cruise ship departed the wharf and was quickly replaced by a bulk carrier.

We were expecting a north easterly to arrive in the early hours on Tuesday to assist our sail to the Fleurieu Group. Unfortunately, a confused sea arrived first at about 03:00 making the anchorage untenable, so we hauled anchor and set sail. The fleet had a boisterous but productive sail in 15 to 25 knots beam reach, 64nm to Three Hummock Island. The excellent and roomy anchorage at Chimney Corner proved to be very popular with a fleet of four yachts returning north from Macquarie Harbour, four other independents and our fleet of four vessels all arriving that day.



*Shepherds Bay Hunter island*

On Wednesday morning the 15 to 20 knot south westerly arrived on cue at around 10:00 and our fleet relocated to Shepherds Bay on Hunter Island enjoying the beautiful weather, scenery including a walk on the beach.

At 19:00 we set sail for our overnight, 115nm run down wind to Wilsons Promontory. We arrived at the beautiful Oberon Bay on Thursday afternoon. The south westerly died out as we arrived and the southern corner of the bay was well protected from the 1.2m southwest swell. By the next morning the expected easterly breeze had arrived and continued to strengthen to well above the 10 to 15 knots forecast.

On Saturday, it was very warm with a trough expected to bring a change through north to the west on Saturday night. We elected to move to Little Oberon Bay under the lee of Norman Point. Our proximity to Mount Oberon probably resulted in the 30 knot gusts and bullets experienced for several hours overnight.



*Little Oberon Bay, Wilsons Promontory*

On Sunday morning at first light the fleet departed Wilsons Promontory in a gusty norwester heading for the Kent Group. Several hours in to the 60nm passage the breeze died out leaving a bumpy sea of residual east and north seas.

The fleet arrived at Deal Island in the afternoon, anchoring in East Cove with six or eight other vessels.

A light easterly breeze arrived to help cool us down in the hot weather. On Monday morning 50% of the crew set out for the walk to the Lighthouse while the others enjoyed the magnificent anchorage. The fleet relocated to West Cove on Erith Island as another trough brought a change through the north to the southwest overnight. A strong incoming tidal stream made this anchorage uncomfortable for several hours in the northerly breeze at the peak of the tidal flow.



*East Cove Deal Island*

raining off & on, the fleet remained anchored with beach walks, fishing and writing keeping everyone occupied. The sun returned on Thursday with light winds from the southeast. The fleet had a calm motor down the coast of Flinders to Fotheringgate Bay / North Trousers Point. On Friday 15<sup>th</sup> March the fleet continued south past Cape Barren Island to Thunder & Lightning Bay.

We had completed our objective of circumnavigating Bass Strait including visits to the North & North West Coast, the Fluerieau Group, Wilsons Promontory, the Kent Group and the Furneaux Group. Three vessels had already crossed their outbound passage and the fourth would complete this on Sunday in Banks Strait.

This was a fantastic effort by all four vessels logging more than 1000 nm during the trip with some excellent sailing. The fleet were now keeping an eye on weather windows for the return passage down the Tasmanian East Coast. As luck would have it, Saturday presented an excellent option for the power vessel with *Southern Explorer*, breaking from the fleet on Friday to position themselves for a run down the coast on Saturday. The three sailing vessels preferred Sunday's forecast which included a favourable breeze, choosing to head for Thunder & Lightning Bay on Friday and Spike Cove on Saturday.

The fleet departed the Kent Group on Tuesday morning with a 15 to 20 knot west sou'wester and light seas. These condition, combined with a favourable incoming tide, made for a fast and comfortable sailing passage to Port Davies on the northwest coast of Flinders Island. After our arrival, a convenient easterly change quickly dampened the westerly swell making the anchorage very comfortable.

On Wednesday 13<sup>th</sup> March with 20 knot easterly and



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## **Meltemi's excellent Port Davey adventure – Ian Howarth**

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After first sailing the wild Tasmanian west coast in a race in 1976 the hankering to one day sail my own boat into Port Davey has been a burr under my saddle for a long while.

In February this year the adventure came to fruition when, with partner Lyn and crew buddy Bill, we finally brought all the right elements together.



*Co Skipper Lyn Boulton*

Good weather, a strong boat and solid planning all came together for a memorable 12 day trip from Kettering to Port Davey and back. But the west coast still lived up to its reputation giving us a couple of wild days between bouts of near perfect sailing and swimming weather more akin to the Whitsundays than southern Tasmania.

For the record Meltemi is a Wauquiez Centurion 40s which we have owned for 13 years and sailed extensively between Tasmania and far north Queensland. Unfortunately, Covid scotched plans for a trip to New Caledonia.

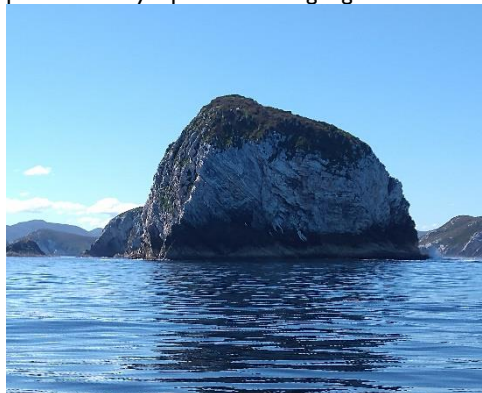
So the Port Davey expedition began in mid-February in slightly stuttering fashion when the initial departure was interrupted by a number of forgotten items. Given the fine weather pattern we turned back to gather the remaining stores and set out again the next day from Kettering. First stop was Southport for a night and then onto Cockle Creek in Recherche Bay the following day for two nights to let the looming high pressure system to become fully established.



*Meltemi passing Cox Bluff on the way home along Tasmania's wild southern coast*

A couple of nights on the boat gave the crew the chance to settle and get used to being on the water. We also made a rendezvous with Dawn and Garry Cleaver on their yacht *Sapphire*, an Elan Impression 344 from Sandringham Yacht Club in Melbourne, who joined us for the trip. Early on Feb 20, with the wind in the Northeast at around 10 knots we set off, sails hoisted and motor running. As expected a solid two to three metre westerly swell met us as we rounded South East Cape and the wind eased which forced us to douse the headsail and motor sail along Tasmania's rugged and beautiful southern coast. Both boats logged on with Tas Maritime Radio having previously set up transits via the website to record the passage.

By noon we were approaching De Witt Island and by 1400 we were well anchored in eight metres of water in the eastern corner of Louisa Bay where we were mildly affected by the westerly swell. In hindsight we would have been better off on the western side of the bay but the swell eased providing a comfortable night. The cray pot was set with high hopes but morning produced only a pair of wobbegong sharks which were duly returned to the sea.



*Big Caroline Rock*

Another early start gave everyone the opportunity to see a brilliant sunrise over Louisa Bay and to set out on the 35 nm leg to Port Davey. The weather provided a day for the highlights reel.

Calm seas and near windless conditions improved as the day progressed. We passed close by Southwest Cape as we headed towards the Pyramids and Big Caroline Rock. The sea was glassy and a glorious blue with yachts and fishing boats actively exploring the many tiny coves and outcrops while the weather held.

Passing inshore of Big Caroline Rock we headed towards the Breaksea Islands with a short, unsuccessful, stop to try and hook a

stripey trumpeter before heading into the marine park area within Port Davey.

Others had more success on the fishing front with one crew providing a number of boats with several kilos of lovely bluefin tuna which went down very well on day one as sashimi with cold beer and later as an oven baked dish.

By 1330 we were safely anchored with several other yachts in Wombat Cove tucked up against the forecast strong northerly winds forecast for the next couple of days. The afternoon was spent swimming and relaxing while attending to the issues likely to affect the boat in strong winds.

Overnight the forecast gale filled in and by early morning gusts of over 30 knots were buffeting the six yachts in Wombat Cove. By midday the gale strengthened with numerous gusts of over 50 knots smashing the surface of the water into vapour. One gust flipped our dinghy giving the outboard a good drink of seawater before we retrieved it and lashed the whole thing onto the deck. After cleaning out the fuel tank and lines the benefits of a simple two stroke outboard were obvious and she ran the next day without problems.

The gale blew itself out over the course of two days while the anchor held firm in five metres of water giving us the chance to run the water maker and fill the tank and do other odd jobs around the boat.

Once the wind eased it was time to start exploring Bathurst Harbour. The next few days were spent either in the dinghy or motoring to anchorages in different coves and bays. Kings Point,



near the head of Melaleuca Creek provided a good base to explore the historic sites for which the area is famous.

The dinghy trip up Melaleuca Ck was worth the time and provided highlights with the well-developed walking trail from the airstrip proving popular.

Weather forecasts offered at the Par Avion office at the airstrip, and the occasional yacht equipped with Starlink satellite equipment, provided a good understanding of the weather ahead and we began to shape our return trip.



Coastal plants are easy to damage

From Kings Point we headed back down the Narrows to the head of Horseshoe Inlet where we found a fine anchorage. Going ashore we followed a rough track to the top of Balmoral Hill, overlooking Balmoral Beach on one side and Horseshoe Inlet on the other. The unformed track through the fragile peat soil and coastal heath scrub leads to a spectacular view from the top but it is easy to see how many feet can cause substantial damage and erosion risk to this environment. All boots were thoroughly cleaned before and after each walk to prevent the spread of dieback disease.

At dawn the next day anchors were hauled up and rinsed off as we headed back out towards the protective Breaksea Islands. The planned overnight stop on the way back to Recherche Bay was New Harbour, close to 30 nm from Port Davey. The weather forecast proved correct with light winds

and a very long 3 m swell giving both boats an easy ride under motor.

Many photo opportunities, dolphins, birds and scenery highlighted an easy run round to New Harbour where we dropped anchor, *Meltemi* to the West and *Sapphire* to the East, intending to spend an easy night. But plans changed with the next weather forecast. An unexpected strong wind warning was issued and the decision taken to up anchor and head direct to Recherche Bay.

Unexpectedly, as we departed New Harbour, a 20 knot easterly sprang up



*Meltemi* at Kings Point Port Davey

ending any hopes of sailing. So a steady 5 knots under motor was maintained with the wind on the nose all the way into Cockle Creek where we dropped anchor inside Pearl Rock about 2130. A long day but a safe and satisfying end to a trip which only took about 45 years to bring to fruition.

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**Minutes of the general meeting: Tues, March 5, 2024**

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**Opening – Stand-in Chair – David Bowker**

David Bowker opened a truncated meeting with most of the flag officers absent on sailing cruises. He then introduced Val Nicholls, the guest speaker.

Val Nicholls, immediate past commodore of the CYCT gave a lively account of her (mostly) solo voyage from Hobart to North Queensland which she entitled “Single-handed sailing – Only for the desperate.”

The voyage, in the 32 foot Channel cutter ‘Aziza’, was completed in February this year.

**Attendees and Apologies**

- Attendees included member and guests registered on-line.
- Apologies in advance: Scott and Rachel Poulter, Sue Powell, Jean Pierre Corgnnet, Bastian Siedel
- Minutes of the last General Meeting accepted. Proposed David Bowker. Seconded Mark Stephenson

**Treasurer – Report**

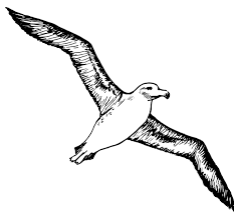
- No treasurers report was presented

**Commodore Report**

The Commodore was an apology for the meeting

**Other Business****Next Meeting**

- Tuesday, April 2, 2024 7:30pm

**Close**

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**An afternoon at Al and Dinah's - Dinah Jones**

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Almost 40 members and friends left their boats behind and gathered to enjoy a lovely evening and brilliant company.

Wonderful platters of nibblys, amazing salads and stunning desserts were consumed with great efficiency. A bit too much efficiency in the case of the desserts as I missed out on most of them once again! Hard to believe considering there were so many yummy looking ones. You'd think I'd learn to snaffle some early and hide it from the ravening hoards.

Al's delectable beers were most appreciated for their ability to lubricate throats made dry by too much laughter, conversation and the immoderate consumption of tucker. 3 empty kegs at the end of the evening, well done! Thank you so much for joining us for a wonderful afternoon and evening. It is a highlight of our year.



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## Did you know – Erika Shankley

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From 1977 a series of classes in navigation for CYCT members were held in the Music Room at the Kingston High School by Commander Jamie Robb, also a Club member.

Jeff Toghill's *Manual of Yacht Navigation* was the recommended textbook for students. Coastal navigation was followed in 1978 with celestial navigation classes.

During 1980, Harry Hale continued the navigation theme with a course on chart work.



*Honey Bee* sails up the D'Entrecasteaux Channel before heading north to Asian waters.

Photo Chris Creese



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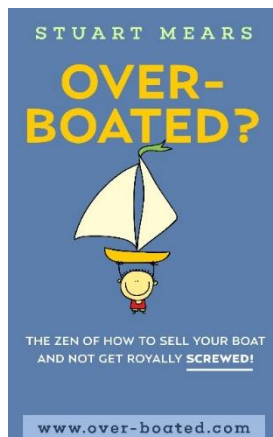
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## CYCT Moorings

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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](mailto: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**

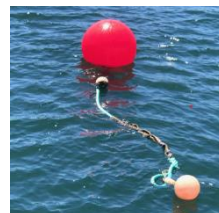


#### **North Simmonds Bay, Bruny Island Number 2 - 7786.**

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.**





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