

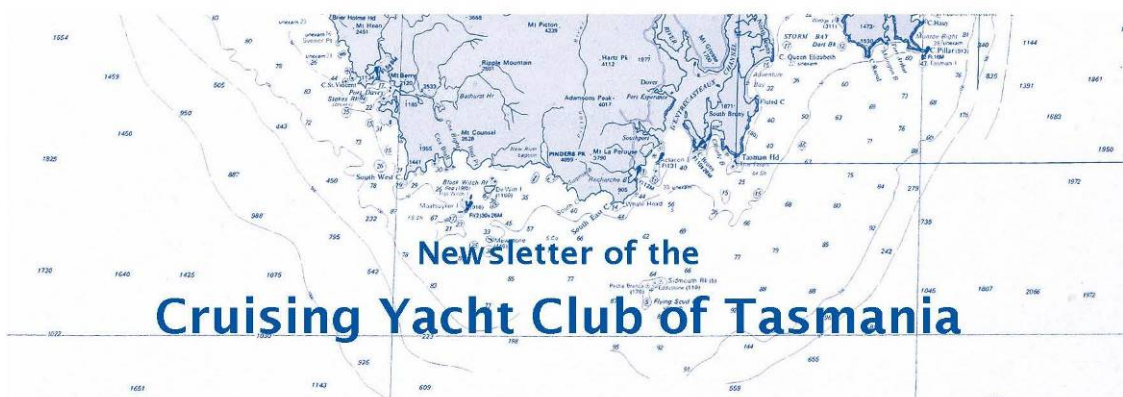
Albatross

Volume 41 No 65 July 2015



Fleur de Lys and Serenade chasing rainbows

A. Papij



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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cyct.org.au

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**Send all material for publication in 'Albatross' to the Editor -
editor@cyct.org.au**



Contents

CYCT CALENDAR.....	2
Editorial	3
Commodore’s Report	4
Vice Commodore’s Report	5
Rear Commodore’s Report	7
A Yelp for Help (your committee needs you!)	9
Introducing New Members.....	10
<i>40 Years of the CYCT – It’s more than just sailing</i>	12
Women on Boats weekend, 23-24 May	14
GOING ABOUT.....	16
Huon River Cruise, a Royal Weekend	17
Stop Yelling!.....	19
Cruise of the Year Award: Call for Nominations.....	20
Dark Mofo – 20-21 June.....	21
A letter from Oxford to Albert Ross	23
The experience of being disoriented.....	25
Recipe: Glogi.....	27
General Meeting Minutes - June 2015.....	28

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 or person.

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

Skippers are encouraged to keep Tas Maritime Radio informed of their location, destination and plans during the course of any cruise.

	CYCT CALENDAR
<u>JULY</u>	
Tues 7 th	General Meeting @ DSS 7:30pm Speaker: Rachelle Jensen (CSIRO), Citizen Science
Wed 8 th	Committee meeting @ RYCT, 7:30pm
Tues 21 st	Women on Boats meeting @ DSS 5:30pm Topic: Charts and Navigation
Tues 28 th	Winter Forum – at DSS 5:30pm Speaker: TBA
<u>AUGUST</u>	
Tues 4 th	General Meeting @ DSS 7:30pm Speaker: TBA
Wed 5 th	Committee meeting @ RYCT, 7:30pm
Tues 18 th	Women on Boats meeting @ DSS 5:30pm Topic: Chartplotters (Practical demonstration)
Tues 25 th	Winter Forum – at DSS 5:30pm Speaker: TBA

Visit www.cyct.org.au and click on the Calendar tab for more info on all events.

Not a CYCT Member?

Then download an application form from the Club website – www.cyct.org.au.

Contact any CYCT Committee Member (details inside the front cover of this magazine) for more information.

WE LOOK FORWARD TO WELCOMING YOU TO OUR CLUB

Editorial



It's great to see that CYCT are trendsetters! After last year's excellent club cruise to Con Dock for Dark MOFO, several other local yacht clubs decided to join in the fun, making this year's event a bit of a logistical challenge. But thanks to our excellent organisers and the good seamanship practiced by all the participants, we all managed to squeeze in around Con Dock, the public berths, and in Boat Sales' berths.

Winter stretches before us now and some have already headed north to warmer climes, leaving favourite local anchorages deserted for hardier souls (with heaters on board) to enjoy in solitude. In addition to getting some of those never ending boat chores done, we're looking forward doing a bit of local cruising during the settled periods this winter. I'm keen to revisit Port Arthur before spring. Do you get out on the water during the winter or just cuddle up with your favourite sailing magazine and dream about chartering in the Mediterranean?

Are you a careful, thorough reader of the Albatross? I'm amazed the number of people who've suggested to me things like "a recipe section would be nice" (Hello! I've been including recipes in most issues for the last 3 years!) or asked when membership fees are due (NOW!). Make sure you check out the calendar, the ads, the officers' reports, notices and the Going About section each month for important information – you'll be surprised at the treasures you uncover!

Finally, on to a more serious matter! This is my penultimate issue of the *Albatross* and so far I haven't been inundated with volunteers to take over the job, so I'm sending out another call for an editor for next year. Do you enjoy reading the newsletter? Have a basic grasp of spelling and grammar? Know how to type and cut and paste in MS Word? Are you able and willing to spend 5-10 hours a month playing around on the computer putting together the newsletter? Then step right up! Even if you're a newish member (I became editor after only 4 months in the club) please give it some thought and if you've got any inclination in the editorial direction give me a call, drop me a line, or pull me aside at the next club meeting and I'll be happy to let you know what the job entails!

Happy sailing!

Jackie



Commodore's Report



There's been a certain amount of talk around my house about touring Europe during the northern summer – canal boats have been mentioned. I'm not sure if this has anything to do with Tasmania's recent weather.

But we had a great Huon weekend despite the weather. A large number of boats were packed into the Kermandie Marina, and an even larger number of people packed onto *Westwind of Kettering* for Gluhwein and aboard *Serenade* for tea the next day. The dinner at Kermandie hotel was fun, and the events at Franklin up to their well-established high standard. Reports of 50 knots over the deck on the way home, but I didn't hear of any casualties. Thanks to the organisers ... Tony on the boating and berthing side, and Catrina on the dining and social side, and their teams in both cases. I've written to our various hosts thanking them on behalf of the club.

For the invasion of Constitution Dock for Dark MoFo on June 20th, we had over 40 boats from two clubs (CYCT, RYCT), many dressed with lights. In organising this, Kim Brewer and I had positive meetings with RYCT officers; the RYCT is keen to jointly advertise our cruising programs in the future, and I'll put this to the committee. It was a great occasion and this time the weather was kind – freezing cold but no wind or rain. Congratulations to Kim for the organisation!

In the next couple of months the club is not planning to cruise too far afield but a few hardy souls are always on the water, and another visit to Constitution Dock is planned for the annual dinner. Meanwhile, the club has arranged interesting monthly meetings, forums and WvB events. And then there are the other things happening around southern Tas in mid-winter: the Festival of Voices, Huon Mid-winter Fest, etc. ... no hibernating here!

Could I draw your attention to the "Yelp for Help" elsewhere in this issue? The AGM is approaching (early September); all committee positions are up for election at the AGM and you're encouraged to nominate for any/every position, but in particular we need nominees for a few key positions. Please give it some thought.

Keep warm!

Alan Butler

Vice Commodore's Report



Winter this year has not been conducive to enjoyable boating. I have been waiting for a weather window for 3 weeks to visit Mercury Passage for a fishing pilgrimage, but thus far, no opportunities have arisen.

The Cruise to Kermandie and Franklin was I believe successful, and twenty three Club boats are registered to attend MOFO. We had seventeen starters for the Kermandie cruise by water with *Westerly* having to turn back due to minor gearbox sealing problems. The long weekend was generally kind to the fleet as far as the wind was concerned, excepting for the latter part of the return journey. The winds increased to gale/storm force, and *Rusalka* reported a gust above 50 knots. Members who berth at Kettering lingered after their arrival to assist others that were behind. For your information the Bureau of Meteorology defines the wind strength as follows:

Description	Knots
Strong wind	26 to 33
Gale	34 to 47
Storm force	48 to 63
Hurricane force	Over 64

I have belaboured in previous reports the importance of communication. During the aforementioned berthing, vessels known to be approaching Kettering were hailed (VHF16) to advise there was a contingent of members ashore to assist in the very blustery conditions. Guess what; no response! Why, I ask myself? Are they experiencing severe problems that we do not know of; are they so competent they don't require any assistance; or something other? One member suggested to me on the dock it was because saving battery energy is an issue. With 30 to 50 knots nearly on the nose, they would be under power anyway, so I did not consider that plausible.

Again, whenever you are on the water, your VHF radio should be on and tuned to channel 16. When hailed, the receiver of the message should immediately respond, and suggest a working channel other than 16 unless it is a MAYDAY. It would be expedient to join the Tas Maritime Radio Club, and log in with them every time you depart your berth or mooring. This will provide the assurance that your radio is also functioning correctly. The reasons for keeping your radio operational are multiple, and rather than provide a lot of detail in this report, the following two web address links will assist those interested in honing their skills.

The first is general information by ACMA on radio operation.

<http://www.acma.gov.au/Citizen/Consumer-info/All-about-spectrum/Marine-and-Amateur-Radio/marine-vhf-radio>

The second address provides links to extremely detailed operation and techniques for both HF and VHF radio.

<https://www.amc.edu.au/handbooks>

As it is now winter and serious cruisers may have a little more time to expend on maintenance and reading, the above links will assist.

Finally for those who don't turn your radios on, then experience problems, I suggest you read your insurance policy, as failure to use all possible facilities to avoid an incident will possibly negate your claim.

Tony Peach

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Rear Commodore's Report



What a busy month June has turned out to be for cruising in Hobart. Who would have thought that so much would be happening on the water in the middle of our winter! The June LWE was a wonderful success with two great dinners and great company. Every year this cruise seems to get bigger and better. The Dark MOFO in Constitution Dock was fun with many boats displaying lights and hosting drinks. How alive is Hobart during this time! Its always surprises me where do all

the people come from?

Matthew Clougher gave us a wonderful insight to sailing on big yachts over seas at the Last General Meeting. It was an entertaining and interesting talk, as some of us will never sail in the regions Matthew has sailed in.

July General Meeting

Our speaker for the July General Meeting will be Rachelle Jensen from the CSIRO. Rachelle's topic is: Setting Sail with Science: Citizen Oceanography. Rachelle is the Outreach Director of Indigo V Expeditions, a consortium of scientists, sailors, research centre and universities, dedicated to studying the very organisms that support habitable life on the planet: the marine microbiome.

Annual Dinner

The next big social event for the year is the Annual Dinner. The dinner is being held on the 5th September at the Hope and Anchor. The Hope and Anchor has been chosen in the hope that boats will be able to spend the night in Constitution Dock. The Guest Speaker at our dinner this year is Dennis Lees, Dennis is one of the earlier members of the CYCT and will be speaking about some of the Club's history.

There will be a slightly different format to the dinner this year. We will start with our Guest Speaker at 6.30 in the front lounge and proceed to the dining rooms for our meal. This will enable everyone to be able to see the speaker. So that the meals will not be held up we will be asking those who are coming to select their meal choices prior to the dinner. Payment will be by Pay Pal or direct deposit through the CYCT website and the menu will be circulated prior to event.

Catrina Boon

NOTE: General meetings to commence at new time of 7.30pm.



Cruising Yacht Club of Tasmania

Annual Dinner 2015

Where: **Hope and Anchor Tavern**
65 Macquarie St.,
Hobart Town

Date: **5th September**
at 6pm for 6.30 start

Cost: **\$60 per person,**
includes a pre dinner drink, and 3
course dinner followed by tea or
coffee

Guest Speaker: Dennis Lees

Please pay via the Club website

www.cyct.org.au

RSVP: rearcommodore@cyct.org.au



A Yelp for Help (your committee needs you!)

As most of you are aware, each year at the annual general meeting in September we elect a committee. This committee is responsible for organising cruising and social events, producing the *Albatross*, maintaining the profile of cruising in Tasmania and generally making the club the fun and informative group that it is. It's not a difficult job and sometimes it isn't even that time consuming, but it is vitally important to the health of CYCT that we have enthusiastic volunteers willing to give a bit to the club.

Each year all positions on the committee are open for nomination – sometime current office holders renominate, sometimes not. This year the incumbents in the following key positions have indicated that they will not be renominating:

Commodore

Vice Commodore

Secretary

Editor

(there may be other vacancies for general committee members as well)

The committee asks you to seriously consider if you can give back to your club by nominating for a position on next year's committee. The "job descriptions" for all positions can be found in the member's section of the CYCT website. So talk to a committee member about what they do. Learn about the fun you can have. Take up the challenge and be all you can be!

Nomination forms will be printed in next month's *Albatross*.



Introducing New Members

David and Elizabeth Brett

David and Libby bring together two people with widely different interests in yachting. David has been a water person for as long as he can remember, going fishing in dodgy home-made dinghy's with my father and mother as a young boy and then as a sailor since age 15, sailing a Tamar dinghy with brother Ian out of Lindsfarne Sailing Club in 1965. After a gap of several years he rediscovered sailing on Swan River in Perth, sailing 14 ft Windrush Catamarans before moving up to Prindle 15 then NACRA 4.2, racing successfully with kids as crew in WA and then back in Tasmania at Lauderdale YC.

As the kids grew up through 1990's David was active in DSS junior sailing as YA accredited trainer on Sabots and Flying 11's. During this time the family managed to get in some cruising in ex-father-in-law's home-made ferro-cement 36 ft Hartley Queenslander with Ferguson Tractor engine and attractive dog-box wheel house. This could fit Dad and 3 kids side by side in all weather and was lots of fun.

With the kids gone David went into cruising with wife Libby and Div 3 racing with Beneteau 351, *ExUS*, imported from Florida USA, hence the name, before moving up to a Hanse 400e, *Illusion*, in 2013, completing Launceston to Hobart and long distance series 2014/15.

Libby, on the other hand, was born and raised a landlubber. Her idea of cruising is arriving at an anchorage and having a cup of tea (or more likely a G&T). Nevertheless she has braved numerous trips down D'Entrecasteaux Channel, Norfolk Bay and Port Arthur. She was also the only crew member not to get seasick on the delivery voyage of our first yacht, *ExUS*, from Brisbane to Sydney, but she piked out on the Bass Straight leg. She was also instrumental in choosing our current boat, *Illusion*, based on the comfortable forward cabin décor.

Apart from local cruising we have chartered yachts in Croatia and Greece and done some canal boating in France. We are looking forward to expanding our horizons with CYCT and enjoying the company of like-minded people.

Illusion has recently been made more user friendly with a 2000 watt inverter for hairdryer and Webasto diesel heater to hopefully entice the first mate out during cooler months.



Illusion



WELCOME NEW MEMBERS

David and Elizabeth Brett
ILLUSION

Linda Macaulay
No Boat

On behalf of all the members 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, on and off the water.

REMINDER

MEMBERSHIP FEES ARE NOW DUE!!

Last month you received your personalised notice for membership renewal in the *Albatross*.

Don't forget to send in your payment and check your boat and contact details before the end of September

– we'd hate to lose you as a member!

40 Years of the CYCT – It's more than just sailing

Erika Shankley

Even after 40 years, the CYCT continues to adhere to the objectives laid out in the Club's Constitution. It lives up to its name as a cruising club in more ways than one. Not only does it - as in Clause 3 (a) promote and encourage cruising, generally, in Tasmania ..., the Club also, as in section (c) organises ... classes of instruction relating thereto.

During the Club's first year, CYCT member, Commander Jamie Robb, instructed other members in the art of coastal navigation. Jamie's relaxed style of instruction made the science of finding your position on the chart most enjoyable. Coastal navigation led to classes in celestial navigation - trying to get our heads around all those tables and use a sextant on a heaving deck – no GPS in those days!

Another Club member, Ed Trowbridge, conducted classes in sail-making. Using the old Clubrooms at the Derwent Sailing Squadron, members snipped and sewed – producing some magnificent sails. Erika's spinnaker still graces Neptune's wardrobe!



There were also classes in diesel maintenance and a few members attended theory classes at the Hobart Technical College for the Australian Yachting Federation's Inshore Certificate. The CYCT ultimately became accredited to conduct its own AYF courses, thanks to members Ken Newham, Martin Seymour, Derek Farrar & Stephen Newham. Even junior members – students at the Hutchins School – had training to the Introductory level.

In more recent times, monthly Forums were introduced over the winter. Designed with a hands-on approach, speakers on different aspects of boating were organised by Andrew Boon, Hans van Tuil & Ottmar Helm.



WoB - chartplotter demonstration

Perhaps the most successful programme the Club has run was the brain-child of Alan Gifford and Kim Brewer. The Women on Boats – WoB-ers as our Editor commented in a recent article – is an opportunity for women who enjoy boating to learn new skills.

Meeting in a classroom setting once a month, the women bone up on sailing

theory, basic navigation, diesel engines and electronic equipment and much much more. Lessons learned were then put to the test with women skippering and crewing boats to put their knowledge to the test. They “had a great weekend,” Jackie Zanetti commented, “practising sail trim, picking up moorings, anchoring, coming alongside, MOB retrieval, and most importantly of all, berthing in the marina ...” “No tears were shed,” she said, “new confidence was gained and there was much laughter along the way!” The most memorable quote from the weekend was “Remember ladies, you want tight springs and loose breasts!”¹



WOB on the Water

TO PORT DAVEY

A dissected coastline of capes and bays
 Sentinel Pyramids and Big Caroline stand guard
 Breaksea Islands bare their teeth
 Opening wide to pristine and magical Bathurst Channel
 Then welcoming Bathurst Harbour with sheltered coves and bays
 The narrow channel follows to tranquil Melaleuca while
 Mist shrouded ancient landforms peer from above
 Beckoning climbers to stunning panoramas
 But sucking squelching primeval mud must first be faced
 Hardy pioneer men and women here create their Shangrila
 A place with siren call to sailors all!

- *Virgin Port Davey sailors*

¹ *Albatross Vol 40 No. 5 June 2014*

Women on Boats weekend, 23-24 May

Maudie Bryan

Samos - Catalina 27, *Blade Runner* – Beneteau Oceanis 361, *Kokomo* – Huon 36, were the craft of choice, and twelve women took the opportunity to enjoy a weekend away and learn some new skills.

Blade Runner skippered by Kate Johnston took along Linda Macaulay, Judy Boon and Julie Macdonald. *Kokomo* skippered by Heather Doubleday took along Kim Brewer, Julie Marsaban, Catrina Boon and Maudie Bryan. *Samos* skippered by Fiona Preston with co-owner Eloise Carr and Jo Topp.



Linda and Judy on *Blade Runner*

Samos set out from her berth at DSS and *Blade Runner* and *Kokomo* from Kettering. Our day began at 8.30am. The weather was perfect for the outing with a light breeze and 12C.

It was a new experience for me to take the helm on a large yacht. Using a wheel and not a tiller was a chance to bend the mind. When we were clear of Kettering we hoisted the sails. We practised putting in a reef on the mainsail. As we headed toward Bruny Island we called up Chris and Ian Barwick. They suggested that we pick up two moorings near



Tea's ready!

Dennes Point. When *Kokomo* and *Blade Runner* were moored Chris and Ian rowed out for a quick chat.

We enjoyed a delicious lunch on the mooring. A melt in the mouth Catrina-baked Anvers Chocolate Brownie was the luxury morning tea on the way across. *Samos* was out of radio range so we phoned to advise that we would meet and anchor in Ralphs Bay for the night.

As we goose-winged onwards we saw *Samos* coming into view. All three yachts anchored into the bay on the Northern side, before Gibson's Point in 4-5M of water. Two other yachts joined us. The feeling of 'arrival' was settling onto us. A deal was struck for the evening's activities. *Samos* and *Blade Runner* crews would come on board *Kokomo* for nibbles and drinks from 5.00-7.00 all delivered by Kate in her tender. *Samos* crew would stay for dinner and Kim would ferry them home at the end of the night.

Laughter, drinks and food mixed in with moon and star sightings. Conversations on board The Palace ranged from the technique for knitting a dog, awareness of inviting members, who may not have a boat or may no longer have a boat, onto our boats, to useful apps like DragQueen for an anchor alarm and world cruising.

The night ended with special treats and the ladies headed home amongst the moonlight and bioluminescence in the water.



Sunrise at Ralohs Bay

Sunrise greeted us with a light air. Tai Chi on deck set the scene for trying out some manoeuvres. Skipper Heather raised the anchor. We waved farewell to the *Samos* crew and in a sheltered Ralphs Bay we took turns at turning in our own length, turning 180 degrees for a tight space and back in D'Entrecasteaux Channel, the technique to 'heave to'.

On *Blade Runner* the crew practised picking up a mooring, helming, tacking and gybing, anchoring, putting in a reef and heaving to. On *Samos* the crew practised anchoring and watching dolphins.

Julie Marsaban said -

"Mizz Marsbar: "I was happy to be included as crew on *Kokomo* because *Rubicon* is also a Huon 36, I felt at home straight away."

"It was good to learn how to 'Heave-Ho'. (Kim: "Heave to, Julie.")

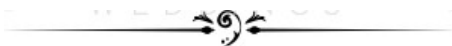
"It's always tea time for Catrina Boon, our resident tea-lady."

We had light air and were back at the Oyster Bay Marina by 14.30pm and at 14.42 *Samos* was south of Blinky Billy point on her way to DSS. Fiona said they had had a wonderful weekend.

All three skippers executed perfect exit and entry skills to and from the pens.

Some of us had read from the manual for the heave-to manoeuvre, some of us had a little engine trouble and some of us tested the gear to breaking point, all with good cheer.

It was a fantastic experience and I learned to helm while feeling green.



GOING ABOUT

Miscellany of items from near and far that may be of interest to CYCT members

Where are they?

My plea for info on club members who are cruising this winter yielded yet another:

Kevin and Sharon Donovan (*Gail Force*) – after an unpleasant Bass Strait crossing, *Gail Force* is headed Bobbin Head, NSW where she will be based for a year or so.



Where do you want to go?

CYCT has more than 150 member boats and yet club cruises typically attract fewer than 20 boats. What can we do to entice more of you to come along?

The committee wants your ideas for cruising locations and activities or general ideas and comments about club cruising as input into the development of next year's cruising calendar.

Please send your input to the Secretary (secretary@cyct.org.au) by **30 August**.



Brierley Marine - discount for CYCT members

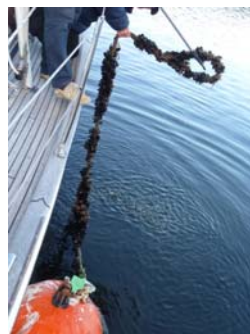
John Brierley, of Brierley Marine, recently presented at our winter forum. John has generously offered CYCT members discounted prices when making purchases at either their Derwent Park or Invermay stores. Just make yourself known to staff as a CYCT club member.



North Simmonds mooring

Many thanks to Andrew Boon for cleaning the mussels off the pick up line on club's new mooring in N. Simmonds Bay (we hope you had a good feed!)

Don't forget to let a committee member know if you use one of the club's moorings.



Huon River Cruise, a Royal Weekend

Lyn Peach

Once again, despite an unfavourable weather forecast, quite a large group of boats set out for the June long weekend cruise to Kermandie and Franklin. It was pleasing to see several new members join the cruise, which resulted in the following 15 boats heading for Kermandie: *Alida*, *Aquila Star*, *Blade Runner*, *Close Encounters*, *Dalliance*, *Fleur de Lys*, *Juliet*, *Kokomo*, *Rusalka*, *Sailmaker*, *Schouten Passage*, *Serenade*, *Serida*, *Tiger Lily* and *Westwind*. In addition, the crew of *Westerly*, who had to abort due to problems with a gearbox seal, and *Minerva*, both travelled by car to join the fleet, along with Commodore Alan Butler and Jan.



Dalliance at Kermandie

The shallow entrance to the Kermandie Marina at times proved challenging to a few boats but by late Saturday afternoon all boats were successfully tied up at the marina, and a glass of gluhwein was enjoyed by most of the fleet on board *Westwind*.



Raft-up in Kermandie

Over 40 members enjoyed dinner that evening at the Kermandie hotel, for which the theme was “Winter Woollies”. This, of course, necessitated an hilarious fashion parade, with the proud winners being from *Minerva*. Other games followed, including a quite scientific quiz, resulting in some fierce competition among the various tables – but the adjudicator’s decision was final and the various prizes were duly awarded!

An apple stacking contest was amusing, especially when the Vice Commodore applied what he classified as a scientific approach trying to flatten the apples to facilitate ease of stacking. The vigorous approach he employed showered the nearby members with some of the Huon Valley’s best produce.

Sunday brought quite strong North Westerly winds but the trip to Franklin was uneventful, where nearly all boats were accommodated at the marina, apart from 3 who

anchored in the river. Congratulations to the skippers who managed to berth in narrow pens, stern or against current and wind. Their boat handling skills were copybook. *Serenade* very generously hosted afternoon tea, which was then followed by a Wine and Cider Tasting at the Chandlery – the term “it’s quite a punishing schedule!” was overheard by the writer – who understood that some were struggling to find time to fit in the obligatory afternoon nap!

Once again, the Living Boat Trust provided a hearty, tasty meal in the shed that evening for 40+ people – quite an amazing feat, taking into account the limited space available, but the volunteers continue to do it with apparent ease and professionalism. It is



Living Boat Trust dinner guests

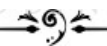
always a special evening, with the character and rustic feel of the venue adding to its special charm.



Westwind in calmer waters

The trip home on Monday for the sailors was superb from Franklin to Gordon, with 20-25 knots of tail wind. However at around 13:00 the wind increased to the high 30s and gusted on occasions over 50 knots, according to *Rusalka*. These conditions proved very challenging. *Westwind* saw 42 knots on the anemometer so were prepared for an interesting

berthing experience, but luck, and the assistance of the prior Vice Commodore who was aboard, enabled an uneventful arrival. There was great camaraderie at the Oyster Cove marina, with crews helping each other as they came in to Kettering. *Juliet*, *Serenade* and *Close Encounters* had to return to Hobart, and experienced a tedious headwind from Tarooma to town. All boats made the return to their berths without incident; consequently the weekend ended happily and safely.



Stop Yelling!

[Ed. Watching the antics of yachts as they drop anchor can be a major source of entertainment, but when you're the one at the other end of the boat trying to communicate with your crew/skipper it can be frustrating and potentially dangerous if you can't make yourself understood over the noise of wind and engine. Here is one solution:]

During six years of sailing around the world, we were often asked how we anchored with little fuss, no words, and certainly no yelling from wheel to bow or vice-versa. The secret is in hand signals. You can develop your own signals to communicate the following information:

Bow to helm: 'Stop the boat' (we used a clenched fist)

Helm to bow: 'Drop the anchor, boat is stopped' (we used a thumbs down)

Helm to bow: 'Let out xx feet' (we used 1 finger for each 30 feet of chain to let out and had our chain marked every 30 feet)

Bow to helm: 'Back down' (slow waving backwards of palm)

Bow to helm: 'Reverse power and back down hard' (fast waving backwards of palm)

Helm to bow: 'It's set, let's have a cocktail' (two fists together like airport people use)

Bow to helm: 'The anchor is that direction' (point with hand high enough for helmsman to see)

Bow to helm: 'Faster, slower, forward, reverse, port, starboard' (pointing with hand, and speed of hand movements)

Bow to helm: 'Anchor is free from the bottom' Give the Hawaiian 'Hang loose' shake of the hand with thumb and pinkie finger poking out of your fist. That means 'loose.' This is very important for the helmsman to know that the boat is no longer anchored and could be drifting somewhere undesirable!

Bow to helm: 'Anchor is at the waterline' when retrieving. This too is very important for the helmsman to know the boat can now be moved without fear of the anchor catching on a coral head or rock—we used a thumbs up for this.

Bow to helm: 'Anchor is on deck and chocked' (two fists together like the airport uses)

Larry Jacobson, <http://larryjacobson.com>

(in www.sailworld.com, 19 Mar. 2014)



Cruise of the Year Award: Call for Nominations

The following information details the requirements of the 'Cruise of the Year' award and eligibility for Cruising Plaques. These awards, when given, are presented at the Annual Dinner. Members are invited to nominate themselves or another Club member for either of these awards. **Nominations for the 2014-15 year are due by 31 July 2015.**

Cruise of the Year Award

The premier cruising award of the CYCT is the Cruise of the Year award. This is a nominated award and is not necessarily awarded each year.

The Cruise of the Year sub-committee has recommended the following guidelines when considering nominations for the CYCT Cruise of the Year.

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered;
2. It is not essential that an award be made in any year if no cruise is considered worthy;
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee;
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed un-seamanlike;
5. The crew capability should be sufficient to undertake the cruise in a seaman-like manner but it is envisaged that providing this criterion is met then a weaker crew be more favorably considered than a stronger crew;
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc;
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member;
8. A portion of the cruise should have been taken during the current Club year;
9. The crew should (preferably) have lived on board for the period of the cruise;
10. An article for the Albatross should be encouraged as a sequel to the award, but is NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared;
11. Nominations should be sent to the Secretary.

Dark Mofo – 20-21 June

If you didn't make it to the Dark Mofo Cruise this year, don't worry. The response was so strong that we are already planning next year's event.

With 22 registrations from CYCT members and 22 from RYCT boats we had a real logistical exercise on our hands and that meant a good deal of co-operation between the two Clubs to fit everyone



Odyssey III manoeuvres into position

into a berth in the middle of the action. Tasports again came to the party and offered a



Kim and friends "herding cats"

heavily discounted berthing rate for the night of \$25, which was great – and then did not open the bridge for the second, afternoon entry into Constitution Dock, which was not. This meant that only four RYCT vessels were able to join CYCT in the dock but they very ingeniously squeezed over 15 boats into the Elizabeth St Pier facility. Boat Sales Tasmania also opened their marina for the night and took seven boats.

The effect of boats decorated with lights filling both Constitution Dock and Elizabeth Pier delighted the crowds of thousands who packed the waterfront and added to the spectacle of what was a perfect, crisp winter's night. Sammy the Seal performing in Constitution Dock during the day was an added bonus and we'll definitely book him again next year.

Members who brought their boats into the Dock are to be congratulated for their calm and careful boat-handling. Boats were squeezed into berths not much longer than the boats (some with a little tug-boat pushing) and everyone co-operated beautifully.

We look forward to working with other Clubs next year to iron out a few glitches and to filling Constitution Dock and to create a terrific show of light on the water. Thanks to Tasports, Boat Sales Tasmania and of course to MONA, who make it all happen.



A letter from Oxford to Albert Ross

Keith Wells



My dear Albert.

If, as I believe it to be so, all your boats have a draft, then they are on a list.

*(Keith's note: - "It is now 720, which is two times 360 and increasing every year"
Albert was heard to mutter as he read this first line.)*

I am inclined to believe also that you prefer a gentle list provided by a draught as you make your way to your BBQ ashore.

Do take heed of the need to limit the ebb of the draught that you quaff ashore.

And also take heed of the need to observe the flow of the EBB beneath your boat's draught as I do not want to see any of your boats appear on LLOYD'S LIST of Wrecks in Tasmanian Waters.

Yours sincerely,

Signed

Oxford

Albert's reply to Oxford.

Dear Oxford

I understand that you are an acquaintance of the former owner of *Windrush* who lives at "Windgrove" on Wingara Road.

How then?

You seem to have a fixation on the difference between draft and draught, which we Aussies don't give a damn for.

In this 40th year of the Club's History we have drafted that member to peruse the list and make some comments on variations that may have occurred in that time. While I agree that it is quite a large list, I now see it as a challenge not a penalty.

Perhaps I'll see you on the water some day?

Cheers,

Albert

PS. As I watched the video of 'Gourmet Farmer Afloat' last night, I vividly recalled the challenges that *Windrush* experienced when she made the same voyage in 1998!



MARITIME MYSTERY OBJECT #15



What was this item used for?

Tony Peach spotted this object in the Franklin Marine display case during the recent Huon Cruise. The function was unknown, but the owner thought it had come from an old wooden boat in the area. Any ideas what it is?

Answer in next month's Albatross.

The experience of being disoriented**Maureen Bryan**

The City Lights Evening Cruise piece that I wrote for the November *Albatross*, was not complete.

At 21.00 when Catherine and I headed for the P.O.W. Marina I told her that we had no headlights and she could help me watch out. I turned on the port and starboard lights. I had not planned to be on the river in the dark and had noted that high water was at 21.52 and moonset at 21.11. I was moving into very familiar water and was confident we could make it home OK.



Familiar landmarks are not always as obvious at night

I expected to line up with the Navigation lights on the Bowen Bridge and use the Nystar lights for guidance.

As we passed under the Tasman Bridge through the span port side of the three navigation spans, a power boat passed us and headed up river. I believed I was in the centre of the river and in a good position as we passed the Fuel Depot wharf. At that point I began to believe things which were not true. I believed I was on the starboard side of the river. The power boat was making passes port and starboard of us I became anxious about their intentions. It was a distraction.

The two port lights off the Nystar plant were clearly visible and also the many starboard lights on the shore. The Nystar factory lights were very faint. I believed that the two port lights were on the starboard side of the river and on the cliffs.

Catherine was not experienced with boats and could not offer any sense to my constant question. Why are the port lights on the cliffs, they should be on our port side?

The river appeared very narrow to me and I asked Catherine. Why is the river so narrow?

I was constantly squeezing my eyes and saying that I could not see properly.

I was on the port side of the river and then I noticed that we were very close to the shore, and at that point we ran aground on Stanhope Point. The instruments were not lit.

The power boat was level with us and on the starboard side of the river. They stopped and watched. It was 22.00.

Getting to the Marina after running aground

I called Tas Maritime Radio and asked if they knew if high water would be later up river. They were not sure.

I phoned Philip Bragg and he suggested I put the sail up and get the wind to blow her off. We did that and the wind changed direction and swung us around to face the shore. Strong wind was forecast for the next day.

I told Tas Maritime Radio operators I could not understand why the two port lights where on the cliffs.

When the Police launch arrived to give us a tug off at 24.00 I told them I was looking for the two port lights. They pointed to them up river and to my starboard side. They told me I must be disoriented.

Back at the P.O.W. Marina it all made sense. Added to my difficulty was poor night vision. I have now bought two pairs of fit-over night vision glasses, one for *Léonié* and one for the car.

Definition of Disoriented - alteration of mental status, off-course, at sea, adrift, lost my bearings.



Recipe: GlogiJackie Zanetti

It's cold and it's time to put the Gin & Tonic on the back shelf. But what to have for sundowners? Gluhwein is a midwinter favourite and is guaranteed to warm you down to your toes! There are lots of recipes for it on the internet, mostly with orange, cinnamon and cloves, but here is an unusual Finnish version with almonds and sultanas that a friend brought along on a recent cruise.

Glogi (Finnish mulled wine)

- 1 bottle of red wine
- 200ml black current syrup
- 5-7 cardamon pods
- ½ cup sultanas or raisins
- 10 cloves
- 1-2 pieces of cinnamon
- Orange peel
- ¾ cup sugar
- A handful of almonds

Mix everything and soak for 3-4 hours. When ready to serve, heat the glogi up just to the boiling point.

If you like, you can add Madeira wine, vodka, brandy or other spirit in small quantities.



**Cruising Yacht Club of Tasmania
General Meeting held at DSS on 2 June 2015**

MINUTES

1. Opening

7:30 pm, Vice Commodore Tony Peach presiding.

2. Attendance and apologies

34 members registered their attendance and there were 4 guests (including the guest speaker) and 17 apologies.

Were published in the *Albatross*. These were confirmed (Leigh Miller moved, Barry Jones seconded) and signed.

4. Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

5. Introduction of new members and presentation of burgees

Graham and Veronica McAlister (*Tiger Lily*) were welcomed to the Club by the Vice Commodore, presented with their burgee, and introduced themselves and their boating history.

6. Vice Commodore's Report – Tony Peach

Report published in June *Albatross*.

Tony gave information concerning the Huon/ Franklin trip. 19 boats attending. Franklin Marine will host a wine and cider tasting at 4.45 on Sunday. Dinner Sunday is at 6 at Living Boat Trust.

The Marine Diesel course will be held in Franklin the week following the Huon cruise and boats may wish to stay over for the week.

MoFo cruise to Con dock. Kim Brewer is co-ordinating. 15 boats attending. Kingborough Boat Club has 13 boats also wanting to enter Con dock. Our Club will go through the bridge at 11.30 am, KBC coming in at 3 so some may need to raft up.

7. Rear Commodore's Report – Catrina Boon

Report published in June *Albatross*.

There will be some games at the Kermandie dinner. Theme is Winter Woolies. Prize for the wildest Woollie!

July speaker from CSIRO re Citizens Science Project.

8. Treasurer's Report – Alex Papij

Alex was an apology. He had submitted a report to Committee, which will meet tomorrow.

9. Reports from other officers (if any).

Women on Boats – Julie reported on the weekend away on the water – a very successful weekend.

10. Commodore – Alan Butler

Alan was an apology. Report published in June *Albatross*.

We need new committee members to be elected at the AGM (September) so members are encouraged to think about standing for a position.

11. Other business (if any)

None

12. Next Meeting

The next GM will be on 7 July 2015 at DSS, 7:30 pm (note time revised from recent norm of 8:00 pm).

13. Close of formal business

7:50 pm.

14. Guest speaker

Catrina introduced the guest speaker, Matthew Clougher, who gave a very entertaining talk about his many and varied sailing experiences.

15. Close

The meeting closed at 9:15 pm

Ships are the nearest things to dreams that hands have ever made.
- Robert N. Rose



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