



# Albatross

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Newsletter of the  
**Cruising Yacht Club of Tasmania**

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**Send all material for publication in 'Albatross' to the Editor - [editor@cyct.org.au](mailto:editor@cyct.org.au).**



Cover page: Something brewing through the porthole (image Sheenagh Neill)

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### **Not a CYCT Member?**

Then download an application form from the Club website or 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!

**Club Moorings:** See p. 38

	<b>CYCT CALENDAR</b>
<b>May</b>	
Tues 2 <sup>nd</sup>	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest Speakers Margie Beasley and Chris Wilkie: <i>The Restless Wind - Cruising Patagonia, Cape Horn and the Falklands Aboard Storm Bay of Hobart</i>
Wed 3 <sup>rd</sup>	Committee Meeting @ 7.30 pm. Venue: RYCT
Sat 6 <sup>th</sup> -Sun 7 <sup>th</sup>	WoB Annual Cruise
Tues 9 <sup>th</sup>	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron. Topic: Navigation Lights and Shapes.
Fri 19 <sup>th</sup> -Mon 22 <sup>nd</sup>	Great Bay/Channel cruise
Tues 23 <sup>rd</sup>	Winter Forum @ 6.00 –7.30 pm. Venue:Derwent Sailing Squadron Topic: The 6 Ps: passage preparation prevents p!!! poor performance. Join Alan Gifford (chairman) and a panel of experienced long-distance sailors to discuss the many elements of passage planning.
<b>June</b>	
Tues 6 <sup>th</sup>	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron
Wed 7 <sup>th</sup>	Committee Meeting @ 7.30 pm. Venue: RYCT
Sat 10 <sup>th</sup> -Mon 12 <sup>th</sup>	Kermandie long weekend cruise
Sat 17 <sup>th</sup> -Sun 18 <sup>th</sup>	Dark MOFO cruise
Tues 27 <sup>th</sup>	Winter Forum @ 6.00 –7.30 pm. Venue:Derwent Sailing Squadron

### **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.

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**Editorial**

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I was not sure whether this issue should be called the tide issue or the recipe issue. Yes, I have relented to increasing pressure from those who have enjoyed other people's cooking and wanted their recipe. In this issue I have our first recipe – thanks Catrina. If you are thinking of submitting a recipe, please look at the following guidelines. Only recipes of dishes that have been cooked on a cruise will be considered for publication. Some evidence of this authenticity will be required – or at least details of where the dish was prepared and for whom. Each recipe will require an accompanying photograph, either of the dish itself or of persons consuming the dish in a cruise situation. Recipes that include a story around the dish, or some history of it, will be viewed more favourably. I want a story, not just a recipe.

The tide articles I have will be carried over to another *Albatross* since there has been so much cruising activity within the club. This issue, once again, is full of cruise reports. Thanks to all enthusiastic documenters of cruises. I appreciate the time that goes into preparing your articles.

Last month saw some media attention around rubbish on the foreshore, following the CYCT Clean up Australia cruise in early April. Who could have imagined that picking up rubbish could be so much fun and result in so much media attention. It is a testament to the power of Facebook and Twitter that the media became interested in our observation of rubbish – and also the community interest in marine farm developments on the east coast and what they might mean for the relatively pristine beaches of that area. The enjoyment derived from the weekend is testament to the wonderful company of the CYCT members who participated in the cruise.

The issue of marine farm rubbish is one that will not go away and strikes an emotive chord amongst many club members. Obviously the companies involved want to avoid bad publicity and will change practices if required to by legislative changes and proper oversight, driven by community pressure. This gives the public, including CYCT, a very strong position to take positive action to improve the situation.

I recently came across some interesting shell middens when walking around the foreshore after anchoring at Sloping Main. I reported these to Aboriginal Heritage and they have not been recorded previously. They will be sending out field officers to examine my reported find ASAP. Hopefully they will carry out carbon dating on charcoal fragments from the site because it is probably thousands of years old. If anyone comes across interesting aboriginal artefacts I suggest contacting Aboriginal Heritage so that they can be properly assessed.

Christian

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## Commodore's Report

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What a month we have had. The Clean-Up Australia Day results precipitated and contributed to lively discussions within the Club and in the media about the effect of fish farming on our shoreline and waterways. The Autumn Festival Cruise to New Norfolk went ahead and was enjoyed by all who attended, from both road and river; thanks especially to Bryan Walpole who organised the event but was unable to attend after an altercation with a truck while riding his pushbike. Then the Easter cruise was blessed with weather that we always hope for and saw 20 Club boats and hundreds of other craft head 'down the Channel' for four or five days.

Discussion about the effects of fish farming has been in the news a lot this year and the issue of marine debris triggered contributions from many members via the Members email list. To cater for discussion of this important topic, we have established a separate mailing list which members can subscribe to. If you would like to receive emails about the fish farming topic, send an email to [fishfarms@cyct.org.au](mailto:fishfarms@cyct.org.au) with 'subscribe' as the subject. I will then add you to the list and you will receive a confirmation email. After that, any email you send to [fishfarms@cyct.org.au](mailto:fishfarms@cyct.org.au) will be distributed to all subscribers to the list, and you will receive those from other subscribers. If you subsequently want to leave the list, send me an email ([commodore@cyct.org.au](mailto:commodore@cyct.org.au)) and request to 'unsubscribe from fishfarms'. The Club does not have a policy on fish farming, *per se*. In the past, we have made submissions to authorities and reviews about navigation and safety aspects of farms and their operations, including the effect of floating debris; also regarding the effects on the 'enjoyment' of the waterways. In the last few months we have made a submission to the ASC re-assessment of Tassal's north Channel farms regarding navigation and safety and we have been invited to update our submission to include marine debris on the shores. There is to be an ASC re-assessment of the other Tassal Channel farms later this year. We will continue to make submissions and representations on those issues which affect our cruising activities.

I know many members have reported issues with fish farm debris and abandoned farms, with mixed success. In my opinion, a single report through 'official' channels will be worth a lot more than talking amongst ourselves and I hope members continue with them. The Marine Debris Hotline (1300 706 973) is a way that we can advise the farms where their rubbish is so that they can clean it up. If calls are logged and results recorded, they will be valuable. If they are not, a parallel repository of calls to the Hotline and photos may be needed to ensure that the industry's performance improves.

For our part, I trust all CYCT members will act as we hope others will: take home all of our rubbish (and as much of others as we have space for) and refrain from discharging toilet effluent in anchorages and other areas in accordance with the law.

Andrew

Boon

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## Vice Commodore's Report

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The cooler are days are here and I hope this doesn't deter your desire to get out on the water. With modern heaters you can even stay warm. I am waiting for ours to be installed and then I know I will be fine all year round. The cold seems to seep into my bones as I get older. For an Irish girl I prefer a climate which doesn't get below 16 so winters are getting harder here for me. We have several upcoming cruises. The Women on Boats, WOB, weekend away on May 5-6, the Great Bay Cruise on May 20-22, Kermandie Long Weekend Cruise with Mike Ponsonby and Catrina Boon on the June long Weekend and the Dark MOFO Cruise to Constitution Dock on June 17-18.

For our new and established members I've included some notes about all CYCT cruises. The calendar is on our website. The closed face book group also lists the cruises and if you are a member you get invited to these through that medium.

As the date approaches, the Cruise Coordinator will send an email out to call for interest in attending.

You will then need to register with the Cruise Coordinator by return email that you are interested in attending the cruise. There is usually a cut-off period.

As the time of the cruise approaches final details and revised weather information will be sent to you and other registered boats only.

If circumstances or weather make you decide to withdraw then you are expected to let the Cruise Coordinator know.

If the cruise has started and you pull out again, there is an expectation that you communicate this to the Cruise Coordinator. They will have a list of boats on the cruise and contact numbers as part of their role.

Early in the cruise, a roll call would be carried out. This can be done daily or at other times dependent on the cruise. So it's important the Coordinator knows who is involved. We call cruise boats on CH 16 and then go up to CH 77.

I have learnt it's good to keep camp chairs and the standard CYCT camp table for onshore BBQs and a gas cooker for the days in summer when there is a total fire ban. Champagne is also recommended! I hope to see you on the Great Bay Cruise.

Sheenagh

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## Rear Commodore's Report

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Dorothy and Steve Darden were the Guest Speakers for the April General Meeting. They shared some of their most memorable cruises aboard their Catamaran home *Adagio*, including a trip to Alaska. Their photos were amazing and we certainly had a glimpse what life is like cruising on a Catamaran. If you missed their talk and would like to read about some of their adventures check their website out: <http://adagiojournal.com>

May General Meeting Guest Speakers will be club members Margie Beasley and Chris Wilkie. They have titled their talk: "The Restless Wind - Cruising Patagonia, Cape Horn and the Falklands Aboard *Storm Bay of Hobart*". Margie and Chris cruised high latitude South America in summer 2015-2016, before heading north around Brazil, through the Panama Canal, and arriving back in Tasmania at the end of 2016. They will talk about preparations for sailing, mooring and anchoring in wild places, along with showing some inspiring photos to encourage you to set off!

The Annual Dinner for CYCT will once again be held at the Merino Room in the Woolstore and the date has been set for Saturday 9<sup>th</sup> September. More details will follow but for now please put this date in your diaries!

Catrina

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## Letters to the Editor

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The results of MAST's mooring review will be of interest to CYCT members: <http://www.tas.gov.au/moorings-review-2016-second-final-phase-public-consultation/>

Kim Brewer

Members needing one-way travel to mainland capitals with more than a suitcase may like to consider returning a campervan from Hobart. At \$5/day and ferry fares paid by the rental company, it could be a good option for getting to that boat in NSW or QLD. See: [imoova.com](http://imoova.com)

Information from Ottmar Helm

The report into the transit of large fish farm vessels through the SBSC dinghy fleet in October last year is available at: <http://www.mast.tas.gov.au/wp-content/uploads/2014/05/Santa-Maria-Star-Ronja-Huon-and-Sandy-Bay-Sailing-Club2017.pdf>

Andrew Boon



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## Women on Boats

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The April Meeting was led by Kim Brewer and covered the topic of Pilotage: Navigating the world beyond the Screen. Pilotage means navigating by eye, compass and chart when in sight of land. Sometimes people forget to do this now we are so wonderfully assisted by electronic gadgets.

Kim and several other experienced sailors in the audience recommended that this ability to look around at the real world and take notice of landmarks, changes in water colour etc can avert potential disaster. Dee Deegan mentioned that if a yacht is hit by lightning then everything electronic is gone, so an understanding of paper charts is still essential for safe sailing. Everyone was also encouraged to master the electronic gizmos on their boats, like radars and chart plotters, and not just rely on the skipper or navigator to plot a safe passage.

It was a very interesting and lively meeting followed by an enjoyable meal at a nearby restaurant. The Women on Boats Weekend Away is on May 6<sup>th</sup> and 7<sup>th</sup>. Five yachts completely crewed by women will set sail for a fun overnight voyage to a destination (dictated by winds and forecasts) that will be decided by the skippers on the morning of Saturday 6<sup>th</sup> May. Yachts will rendezvous for a shared meal on Saturday night, and return on Sunday afternoon. Photos and reports will appear in the next *Albatross*.

Also starting in May is a Navigation Course run by the DSS in which six of our members will participate. This is a recognised qualification Australia-wide and we look forward to their feedback and commend them for their commitment.

Our next meeting is on May 9<sup>th</sup> and is on Navigation Lights and Shapes. New members are always welcome.

Wendy Le Cornu

BOM forecasters have been undertaking creating writing courses, as evidenced by the following:

### Weather Situation

A broad high pressure system, currently to the north of Tasmania, will saunter over the Tasman Sea tomorrow, where it will take up semi-permanent residency while extending a ridge over the state. This ridge will persist on Tuesday, with the flow to shift northerly on Wednesday as a trough moves over the Bight, however the high will hold its ground, blocking the trough from invading Tasmania on Thursday.

BOM forecast for the Channel, Easter Monday, 17<sup>th</sup> April, from the BOM website

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## The Findings of Flinders and Beyond

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Lew Garnham

After last year's two week Furneaux / Kent Island cruise and subsequent North East Tasmania Cruising Guide project, it was a must to return there. Though the trip was listed on the club cruise program, only two of the six potential starters set off together, *Minerva* and *Phoenix*. *Tahiti* and *Wayfarer 2* withdrew because of other commitments. Ian Johnston in *Juliene* wished to explore Tassie's south and western shoreline en route while Andrew Boon was returning in *Juliet* from Port Davey for a later start. Though it was a group cruise timewise, voyages taken were individual, being dictated by weather, desire and boat capabilities. Total self-sufficiency was paramount.

I recently purchased Rob Mundle's book *Flinders, The Man Who Mapped Australia*, and had hoped to see his namesake island voyage through ancient eyes from readings on the voyage. In preparation, it was a good opportunity to dedicate time to *Minerva*, not only the long awaited maintenance but improvements too. *Minerva* was slipped twice, the annual antifoul, anode change, auto prop greasing and new gearbox seal with Speedie shaft seal added. The next was for an overdue hull polish. The weather stained teak capping and doors required stripping and Sikkens coating. For stability, the davit screws were replaced with through bolts to under SS deck plates, new starter batteries, engine stop button wired to the aft helm and updated wind gauge housing added too. The aft Lectrasan head was removed with the plug falling out, (oh shi-!) an imported anode replaced the old, and finally a connection made to the holding tank. For the for'ard head, syphon breaker and blocked discharge pipe were replaced, along with a new circuit and breaker added for uninterrupted flushing. Hopefully, no more yelling out requests behind smelly locked doors. When the dinghy was recovered from lying alongside, it had acquired marine growth. A block and tackle was organised for outboard handling. A Wooden Boat Festival jaunt ended with the ordering and arrival of a Katadyn water maker, just two weeks prior to departure. A week later it was fully installed and working to the commands of my new vocabulary. Now for three new fuel filters, new anodes and an oil change. On a test run, water appeared to leak from behind a heat exchanger clamp. By 2100 it was taken out by my good boatie neighbour. A too long anode was discovered to cause the hidden mal-threaded plug leak. The partly blocked cooling tubes were Gurney cleaned before reassembly at 2230. Two days to go for outboard fuel, haircut, fit rail protectors, program new lifejacket with MMSI, pick up Victorian charts, tide tables, buy new fishing gear, fill water and fuel tanks, pack clothes/manuals and defy predictions that the boat would not be organised and tidy. Colin organised our TasRep number with TMR ensuring safety and group communication. Thankfully David Mitchell had assisted with some of the boat preparations. He was coming along again as our fine sailor chef, and had prepared another extraordinary victual. Dr Chris Lloyd supplied a medical kit and also procured the necessary fermented antioxidants to be administered at happy and dinner hour. At three am the pillow cushioned my head and the funny realisation that in a couple of hours the boat would leave the dock with us heading off for three weeks.

About 1100 we met to pack the boat and get fuel. It was Friday 10<sup>th</sup> with 25-30 knots southerly to delay departure. At 1730 a challenging refuelling, docking with a 20 knot stern wind heard 'fruitcake' reiterated many times. Passing between Black Jack and Betsey the Iron Pot flashed us a goodbye. At 2315 we anchored at Lime Bay among many other boats, a surprise as only one was shown by AIS. Lookout eyes are better than assumed technology!

Hobart high water on the 11<sup>th</sup> was about 0800 and with a 5 knot current and extra power for steerage at the bridge turbulence, our canal transit was rapid. Depth at the second lead in starboard buoy was 2.5 m. Exiting Blackman Bay deep water was found close to the final No 7 port pile and continued parallel to the close northern exposed spit. A NE wind saw sails furled and at 1517 anchor was set in sand at Passage Beach behind the low cliffs. *Phoenix* with skipper Ray Maloney and crew Colin Crowder were already at anchor. During our evening social visit an outboard whoosh astern was heard. On departure it was obvious that hasty enthusiastic loose dinghy painter knots undo. Thank you *Adagio* for the thoughtful recovery.

The next morning Colin and Ray visited via the red 'aircraft carrier' Zodiac. After socials and trip planning, a shore excursion to the unfortunate long-beached green motor-less yacht. Now there is a project...



Awaiting salvage on Passage Beach (image Lew Garnham)

Departure was next morning, having waited a day for the NE front to pass. In the darkness of the 13<sup>th</sup> at 0500, the anchor was weighed and the value of a standard compass course taken till the chart plotter boat heading was again evident. Land clearance distances are hard to judge in the dark. There was quite a NE roll and two hours out the tachometer read zero with no charging current! On previous trips it spelled alternator failure so after a call to *Phoenix* we backtracked. Despite heavy rolling a torch alternator inspection was made. Luckily the end of the short bare tinned wire shone out pointing at the wireless ring terminal. A push in recovered

all, but kept falling out despite crimping with pliers, tape and 'fruitcake' words. Finally a new bridging lead, Y terminal and joiner was a fix. Back on course again with smiles, coffee and real fruitcake! With a SW 15 k breeze, mizzen, mizzen staysail and two headsails took us north.

Off Eddystone, as we passed just to the east of the charted Norgate Rock, weed suddenly appeared and our progress slowed. When clear, all was not happy till reverse cleared a large seaweed clump. It was getting on dusk and Picnic Point, just north of Eddystone, was entered from the NE, watching out for the wash on Flat Rock. Anchoring close to the lee of the reef in deeper water, the swell was a little less than experienced by Ray's 'moonshining' *Phoenix*.

The morning of the 14<sup>th</sup> was calmer for a sunrise 0600 departure, catching most of the west flowing flood tide en route to Clarke Island. It was another calm motoring start. Rubecca Bay, Spike Cove and then west of Preservation Island, that was visited by Flinders in the sloop *Norfolk*. We had hoped to visit this island on return. Thunder and Lightning Bay was visited, inviting anchorage. At last we could sail however the 25 knot NE saw us motor into Long Island Passage in heavy rain. Shelter was not available and once more Trousers Bay was the destination where many yachts were anchored. The NE winds were amplified by their downward rush off the Strzelecki Range. Gillian and Tony Long were close by, Hobart-bound, completing their group Tassie circumnavigation. Astern of us was a magnificent 52' (~16 m) NZ built ketch, *Tauranga*, that was at Freycinet also.

Overnight we held firmly, but the winds had not abated, with white-capped wild seas beyond the point. Late in the afternoon Ray and Colin took us ashore in safe, speedy, dry Zodiac comfort.



Landing the aircraft carrier at Trousers Point Beach (image Lew Garnham)

The sand was clean, the sea warm, but at knee depth the cold cancelled my swim! Dr Rob Stewart met us with a home dinner invitation, Col and Ray declining on weather grounds. Once again we had a very congenial evening, with fine food, wine and company. We listened to the winding-up wind singing in the trees. On the dark beach the message of 'too rough and dangerous' sent us back to the Stewart's home. The wind howled, the bed did not move, and sleep would reveal if the unlit boat did. A real shower, breakfast and return to beach and boat, to face a westerly and then southerly change.

In the afternoon of 16<sup>th</sup> March, *Phoenix* anchored inside Big Green Island and missed the passing front swell, while *Minerva* rolled all night being just inside Trousers Point. As the day settled we visited the nearby East Kangaroo Island, anchoring off Laughton' Beach opposite the jetty, old farm and shearing shed. As the outboard died on the way to shore a hard row into wind brought us to the jetty. It was an interesting exploration. That evening the outboard had to be fixed and after plug and spark check, the engine was up-ended to drain old fuel, with good result!



Laughtons Beach, East Kangaroo Island (image Lew Garnham)

The next day as we sailed to Port Davies the starter batteries totally refused to engage. The dual switch gave action and a motor sail to the Mast mooring. No cause was found and it remarkably worked again! Ashore we visited the remains of George Robinson's tragic Wybalenna Settlement. The old brick Mission Chapel only bore printed voices of deception and lost hope, the graveyard now bare of tombstones of the dark. Ray knew Auntie Ida West who inspired the churchyard 'Healing Garden' and an inscribed table setting. I felt at loss as I walked the road to the long Settlement Beach on Lillie's Bay: the old jetty amid orange lichen-covered granite rocks at the point. The wind whispered the past softly in the dry she oaks. At the beach we met Richard and Marianne from Tauranga. That evening the new head failed and suspecting electrical issues, a faulty fuse holder was replaced. It still remained constipated! Just as well I had pulled the

old one apart, so the dreaded job was done again on 'Motor No 3' to remove the chocking ownerless excess toilet paper. DNA testing next time!

March 18<sup>th</sup> and the 25 knot winds dictated waiting, as did a medical condition requiring four doctors. Dr Lew put *Minerva* alongside *Phoenix* so Dr Chris Lloyd could diagnose the painful elbow. The hospital contacted the Flinders island doctor at Whitemark who allowed the medicine dispensation. Dr Rob Stewart drove up from Trousers' Point, collected the medicine and brought it to the rocky slip from where Dr Lew in the *Aquapro* collected and transferred it to *Phoenix*. Next, the aft Morse shift failed to engage the gears. Problem was a loose cable clamp requiring a right angle screwdriver fix. At midday we headed off to Roydon Island, anchoring on the sheltered eastern side of the bay. Chris caught two sharks, one ray and finally a King Flathead which, baked in the oven, fed three!

March 19<sup>th</sup>. Investigation of the under bunk night rattle revealed a loose hydraulic ram/tiller bolt! Two 25 mm spanners corrected this. A retaining plate will be made! The winds were 20-25 knots so HF aerial connection revised, corroded wire cut, end re-clamped and sealed. Mutual yacht visiting with *Tauranga*, a NZ Laurie Davidson design built in 1994 of strip cedar and Kevlar, only 13 tons - dream on! They were home bound for Sydney. At 1430 we were off to Deal Island 30 nm away. The sun set as we entered Murray Pass, so at 2030 we anchored in darkness off East Cove using radar, plotter, sounder and eyes on the lit boats, *Sonsy* and *Shaynee*.



Approaching Deal Island in the evening (image Lew Garnham)

The morning of the 20<sup>th</sup> was calm and with a good weather prediction. We motored out of Murray Passage into a slight NE swell. Low cloud veiled the peaks of Deal, draping over them

like spider webs. The autopilot took us to the east of the smooth Seal Rock, the most NE feature, which was true to its name both visually and by the smell. We were in Victorian waters. Boundary Islet was just to the SW and at the latitude of 39 degrees 12 seconds crosses it for 85 meters, the official land border between Tasmania and Victoria! This rocky outcrop was not a place to land. We sailed westward, north of the twin Islets and down the cliffy sheltered western side looking for any lee sandy anchorage. At the points the reefs came out well to seaward with frightening uprisings of rock shown on the echoes. A strong ebbing current made turbulent patterns till past Round Islet. The large eastern bay was rocky except at the southern end, containing a small beach and cattle yard. At the northern end inside a very turbulent cove was another beach overlooked by some sheds. *Minerva* passed through the narrow passage separating Long Islet from Hogan and into a calm sheltered bay where we anchored in sand, ate lunch and hopelessly fished. Refuge Cove was so close, but time and weather pointed for home. It was a southerly good sail, off course, so the last part was a motor into an increasing 30 knot easterly. A heavy swell rolled into Garden Cove so back to East Cove at twilight. A twin-masted junk-rigged boat made a nice silhouette. Not bad for a day's run, two Strait crossings to Victoria and back! *Tauranga* was well into Bass Strait.



*Minerva* under full sail (image Lew Garnham)

With wind and rain forecast we stayed the day and intended to walk about Deal. After the Telstra Seat the track took us to the caretaker's house where David and Mary were doing their third stint here, having been asked to cover. We were welcomed into the kitchen and about the Laminex table were about five other yachtsmen. Over fresh scones, jam, tea and coffee enthusiastic boat talk occupied the day. David and Mary are a remarkable couple, with sailing stories, and tales of an isolated Maatsuyker life, including a passing fishing boat wrecked and remarkable crew rescue.

The 22<sup>nd</sup> was no better but a good opportunity to socialise, visiting Bruce and Barb on *Sonsy*, Werner (early 80's) on his homebuilt junk-rigged ply boat, *Cloud Chaser*. His self-made pendulum self-steering was powerful and fascinating. Final visit was Peter on *Shaynee*, a Swanston 38. All were waiting for a non-head wind sail to Flinders. The latter boats were from the Lakes. We motored out the next day, passing close to Craggy Island and Rock for Sentinel Island to where a private mooring was meant to be. At

Killiecrankie Bay, behind Nobbies Rocks we arranged an o/n mooring, the fee of \$20 being collected just prior to our departure. We meet Andrew Boon and Judy in *Juliet* at Badger Island, at a deep and sheltered western cove. The 'Blue Bird of Happiness' (CYCT social flag) called well: good sundowners had on *Minerva*.

A good morning sailing breeze took us close to Goose Island Light and the coved coast to the north. Andrew went to Prime Seal while we headed for the western Chapel Island anchorage prior to the southern route to Lady Barron. Not all the leads were clearly visible. A strong current and widely spaced pier piles headed us to the MaST mooring. After fruitlessly searching for a misplaced wallet we went ashore for a great pub meal and to deliver Ian Johnston's chart. There I met Jim Luddington who took a group of us diving 28 years earlier! His advice on the eastern Vansittart route was sought. The sunset, rainbow and island views were stunning.



Sunset from Lady Barron (image Lew Garnham)

On March 26<sup>th</sup> we departed on the last of the flood tide. As we approached Vansittart Island and Ross Point a medium sea fog challenged us, just making out the form of the land to starboard and sea swell on the sandbank to port. We continued on watching depths and land shoreline. It soon cleared revealing the rusted sand-trapped wreck of the SS Farsund. In the non-swell conditions we had adequate water depth and were soon crossing Banks Strait for Eddystone Point. While off Cape Barren Island we started to notice that the sea surface bore thousands of small dead white fish. On examination, they appeared to be juvenile leatherjackets that were quite distressing to see. This wastage continued over Bass Strait and down the Tasmanian coast. The forecast was for N winds going SW. Another cold front was to cross later. We anchored under the lighthouse cliffs next to a fishing boat, however he advised us to move well out as he



was going to prior to departing. Another relaxed evening playing our favourite game, Sequence. A 0500 departure was planned to reach SBBC at Triabunna.

At 0200 I awoke fully bright with a desire to move. Up with the anchor to motor off. The others rose briefly before returning to bed. At 0500 it was David's watch. By 0630 I was up, believing it to be 0730, for the weather forecast. We motor-sailed south but the increasing wind went NE. Off Bicheno the 30 knot NE wind had built up the seas to tumbling and breaking white right into Wineglass Bay. At this point 54 knot gusts were frequent, the southern sky darkening. *Minerva* motored well with little water on deck. The fuel gauges were reading low, but how much was there in the tank? A wind shift to the north gave us shelter as we entered Schouten Passage, the sun shone, skies cleared and wind dropped for a full sail set! Great Oyster Bay was lovely sailing, till the NW change slowly ushered in. Dark clouds built up to the south. The mizzen was reefed and the main and genoa were totally furled when the rain squall struck, driven by a 64 knot wind. Thirty minutes later it had passed and we entered Spring Bay in 15 knot calm. When the Triabunna leads were aligned the wind took aim again at 54 knots so we backed off for Louisville. Tom said it was OK at the club and turning round it seemed just as bad. Continuing on trust it was calm enough for a lee marina berthing. Friends, fuel, food, ferments, a fresh shower and pillow feathers felt fantastic. A 2½ hour sleep was not enough for another late night.



*Minerva* behind Eddystone Point - Irapuna (image Lew Garnham)

Had hoped to make home the next day however on reaching Dunalley at 1710 with a low tide and more changes imminent, the MaST mooring was well utilised. At 1000, Hobart high tide, we motored against the canal current. When half way to Green Point and a prospect of a Storm Bay bash, Monk Bay became the option. When that front had passed, a S-SW was forecast for

another move to a Lime Bay spot. That too passed so as dusk faded out it was time to move again for a sheltered Monk Bay night. On the 30<sup>th</sup> March we made it home, refuelled and pickled the watermaker. In summary, we logged over 686 nm, crossing Bass Strait twice, travelling past Boundary Islet and Seal Rock into Victorian waters. We used the motor for ~109 hours using 477L of fuel at a rate of 4.4L/hour. A powerful motor-sailer pilot house ketch made poor conditions tolerable. The layout gave many private areas, and two heads are better than one.

We explored many new areas especially the Hogan Group, Killiecrankie, Port Davies and the southern track into Lady Barron, exiting east of Vansittart Island. Armstrong Channel and Preservation Island where Flinders explored were not visited this time. Both Eddystone Point anchorages were also used. Tide flow and height planning were essential. The weather conditions were unusually unsettled and very challenging, with 180° shifts not uncommon. However, good planning and forecasts resulted in many sheltered waiting days. Conditions curtailed detailed visiting and travel to the many planned areas.

Maintaining and repairing one's own boat well prior to the trip gives preparedness for ongoing issues. With a watermaker, we had sufficient provisions for three weeks away. Three crew is a good number for safety and balance of company. It was wonderful to have good steady reliable and adaptable crew. David, the Facebook photo media officer, did excellent galley work with various meals being a highlight. Chris filled in the spaces well, doing a little medicine, enjoying the sailing and especially smiling when catching fish! An evening Sequence game playing was a good bonding fun time where planning discussions occurred.

As on the VDL Circumnavigation cruise, there was a loose flexible vessel association meeting individual and vessel characteristics. Planned rendezvous points are good but timelines need flexibility. Phoenix was fast and powerful motoring and was with us till Roydon. Juliet joined later and had a different schedule. Ian Johnston in Juliene made it after we left as a part of his Tasmanian exploration clockwise circumnavigation.

'Oh yes', is definitely the answer to doing it again.

Lew Garnham, sailing with Chris Lloyd and David Mitchell.

Post Script:

The Mercury article on the 19<sup>th</sup> April reported that these tropical species had, in recent years, been sent further south by the Eastern Australian Current which had persisted longer and more southward. The Integrated Marine Observing System, said the fish die off with a drop in the surface temperature of 7 degrees from cold water upwelling or on reaching cold southern waters. Dead fish (mostly leatherjackets) had even been reported in southern NSW.

**Clean Up Australia Cruise to Great Bay 31<sup>st</sup>-2<sup>nd</sup> April****Sheenagh Neill**

A last minute check indicated the weather gods were sending a low front with a bit of force through on Saturday. This had the understandable effect of withdrawals from members and the 15 registered boats decreased to 8. On March 31, *Tahiti* and *Phase Three* set out in the sunshine from Hobart heading towards the Channel. The breeze was a gentle and warm NW, forecast to build through the day. *Tahiti* searched for the wind in the Derwent but it wasn't yielding as forecast. The sun was out and we made reasonable time with all our sails until we passed Taroona. Often past the Garrow there can be two winds, one coming up the river and one blowing down or from the SE and on this day as they often do, they were cancelling each other. After a bit of frustration we caught the beginning of a sea breeze and continued our sail until it was clear glassy water ahead and the motor had to come on, sails furled. I do not like motoring. *Dalliance* and *Trim* joined us in the channel and we all meet up at the entrance to Barnes Bay. We made our way to Rosebanks, next to Alexanders, which would be the anchorage for the next two nights. It's a good place in the W or SW winds and these were the predicted winds from the low coming through early on the Saturday.



Sundowners aboard *Tahiti* anchored off Rosebanks (image Christian Narkowicz)

On the first night we hosted sundowners on *Tahiti*, the Polish traditions were shared with new members from *Trim*. Lots of laughter ensued before everyone retired for an early night knowing the next day was going to be interesting. BOM forecasts were spot on and around 0300 the wind started to howl and the wind generator kicked in. It didn't stop. We were all fine in our little bay bar the occasional bullet that twisted its way around the headlands and into our bay. Dennes Point registered gusts of over 40 kts on Saturday so Rosebanks was a good place to be. Catrina and Brendan invited everyone on to *Dalliance* for morning tea. Catrina was trying out

her repaired oven and we were happy to act as crash test dummies for her apple cake. Cream was whipped in her 70's Tupperware jar and everyone enjoyed tea and cake and sharing stories in their comfortable deck saloon. When the wind eased in the late afternoon and shifted SW, a few members went out in their tenders: Paul Strong went fishing and Catrina Boon and Sally Schofield explored Burying Point. The Kettering boats made contact and wisely stayed in their berths. The rest of us watched the KBC Barnes Bay Regatta racers brave the gusts going around the course in Barnes Bay, before moving into Quarantine Bay for post-race socialising.

As I now know is the CYCT way we all got together and had a lovely afternoon gathering on a little beach exposed by the low tide. Christian had made a BBQ plate, after seeing Paul's, to use on cruises and we cooked up a great meal to farewell the end of daylight saving. The rain held off and everyone enjoyed themselves. Rufus and Max (4 paws) played happily in the shallows chasing a short section of rope found ashore – foreboding things to come.

Early the next day the 4 yachts departed Rosebanks heading towards Great Bay. Along the way we were joined by the Kettering contingent (*Easting Down, Fleur de Lys, Huon Belle*). In total 7 boats joined the clean up. It was such a great feeling to be doing this as a club. We all headed off to various destinations in Great Bay each Skipper deciding to clean where they wanted.

A lot has been communicated about the rubbish we found and collected (or were unable to collect due to its size) and our group disappointment about the quantity of marine farm waste and the environmental vandalism that we witnessed as we walked these beautiful bays. Our bags of rubbish were transferred to shore at the Simpsons Bay boat ramp for prearranged collection by the Kingborough Council.



The growing pile of collected rubbish at Simpsons Bay boat ramp (image Christian Narkowicz)

We gathered on Simpsons Point near Aikins Bay for another BBQ. Richard and Shona Taylor's grandchildren, Liam and James Snell, were over from Melbourne to visit. They collected rubbish near Stockyard Point. As they were returning home we held a presentation of certificates and gift vouchers to our two youngest helpers. Liam and James were lovely young men and they spoke of how you should always take your rubbish home when out on the water, and they are right. It was great to have some youngsters on the trip.



Liam and James accepted their awards with a proud grandfather watching on (image Shona Taylor)

It was such a lovely day several boats decided to stay another night and sundowners were held on *Trim* hosted by new members Dinah Jones and Alan Braddock. Afterwards mysterious lights were seen on the hill and both 4 paws appeared to be absent from their vessels.

As is the case on any CYCT cruise a camaraderie develops between the members who attend. This was the case on our last day. So it was with sadness we woke to find several boats already gone to face work commitments. Christian, Rufus and I spent the day exploring parts of Great Bay and the Channel we had not been to, before heading back reluctantly to Hobart. As we notch up more cruises with the club and get to know more members, I am so pleased we joined. I encourage all new members to participate in some of the cruises in the upcoming months.

Sheenagh

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**New Norfolk Cruise 8<sup>th</sup>-9<sup>th</sup> April****Julie and Ian Macdonald**

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Bryan Walpole is a great organiser so the planning of the annual club trip to New Norfolk was in safe hands: bridge operator contacted, dinner venue booked, boat list completed and suggestions made for activities in New Norfolk. The only thing he didn't count on was having an altercation with a B double lorry while he was riding his bike across a pedestrian crossing in Davey Street the day before the cruise. Luckily for all concerned he only sustained minor injuries and was home after a night in hospital but understandably wasn't up to travelling to New Norfolk.

When Liz rang and asked if we would take over as co-ordinators for the cruise we didn't hesitate as all the hard work had been done. We just had to confirm numbers for the dinner and coordinate opening times with the Bridgewater Bridge operator. The boats in the fleet were: *Amity* with Phil and his brothers, *Aquila Star* with Ken and Therese and their friends aboard *Matlock*, *Rubicon* with Mike, Julie and David, *Wanderer* with new members Jeff and Michele, *Westerly* with Julie, Ian and Russ. Catrina and Brendan (*Dalliance*) made the most of the calm waters at New Norfolk to paddle their beautiful hand crafted kayak and later joined us for dinner as did Judy and Andrew (*Juliet*), Barry and Margaret (*Lalaguli*) and Kevin and Chris (*Galadriel*).



The fleet rafted up at New Norfolk (image Andrew Boon)

The trip up the river on Saturday was delightful, with smooth water and warm, sunny weather. The willows and poplars along the river's edge were showing their autumn colours and the pelicans, ducks and swans added to the scenery. We rafted up at the jetty and enjoyed a pleasant afternoon chatting, eating and wandering around the town.



Catrina and Brendan Boon in their wooden kayak (image Andrew Boon)

When evening approached we headed for the Junction Motel for dinner where we were treated to a fabulous gourmet meal and light entertainment, not the least of which was Marshall Kimber's stirring rendition of his favourite poem, the Cremation of Sam McGee. Sunday dawned grey and misty and the consensus was to leave earlier than the planned 1330 to ensure that we were on the right side of the bridge if the predicted southerly came through early – the bridge will not open if the wind exceeds 45 km/hour. Some of us managed to have a quick wander around the Autumn Festival before slipping away at 1030 and we were all at Bridgewater ready for the 1200 transit. Worth noting is that, although the information in our Cruising Guide gives the height of the bridge as 15.02 m, that is the height from the road and there is a further 2m clearance on top of that. Overall, this was a most enjoyable trip and we wish Bryan all the best for a speedy recovery.

Julie and Ian Macdonald

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**Easter Cruise****Andrew Boon and Lew Garnham**

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The Easter Cruise was very well subscribed with 20 boats indicating that they would be out for all or part of the time. They were doubtless encouraged by a favourable weather forecast which was largely fulfilled with a couple of minor twists (where did that southerly come from?!). As the stand-in Cruise Coordinator, I indicated that I would have grandchildren aboard and would be tending towards shorter sailing legs and time ashore for exploring. This attracted the attention of *Serenade* who also had children aboard; *Juliet* and *Serenade* formed a junior sub-cruise with Max from *Serenade* providing much entertainment and education for our granddaughters.

Friday dawned fine and *Juliet* managed to get some sailing done in the River, aiming to be at The Quarries for the night. However, advice from *Westwind* and others in the Channel was that the SW wind was making things unpleasant for travelling south and we and most of the fleet anchored at Aikens Point for the night. There were 10 Club boats at Aikens Point with *Cleo* and *Heather Anne* at The Quarries and *Willyama* at Taylors Reef. *Fleur de Lys* had unfortunately returned to Kettering with a damaged headsail.



Part of the fleet at Simpsons (Aikens Point) (image David Mitchell)

After the radio roundup at 0900 on Saturday the main fleet split into two: the juniors (*Dalliance*, *Juliet* and *Serenade*) would head for The Quarries while the others (I hesitate to call them the 'seniors'!) made Tinpot Bay their destination. Sailing vessels sailed where they could, but the winds were 'light and variable', ie, they varied between dead calm to a pleasant, light, sailing breeze, from most points of the compass. Needless to say, most of us ended up motoring or motor-sailing. The juniors explored the quarry workings and had a barbecue lunch ashore, followed by fishing from the rubber duckyies for the children. The Tinpot group were heard to be going on a walk from Tinpot Bay to Conleys Bay.



Easter Sunday dawned fine and sunny. The Easter bunny spilled his bag on *Juliet*: there were eggs everywhere! I understand a couple of well-known rabbits on *Minerva* donned bunny suits and did the rounds of Tinpot Bay; well done Liz and Lew!



Easter bunnies doing the rounds of the fleet in Tinpot (image David Mitchell)

The 0900 radio roundup found most boats in Great Taylors Bay and intending to stay in that area for the day. *Willyama* headed to Barnes Bay. *Golden Dream* and *Xantia* were heading to Mickeys Bay. *Serenade's* crew awoke to very flat house batteries and opted to head back to Kettering for a 240 volt top-up. *Juliet* had a great sail across to Partridge Island where we searched for evidence of the old buildings and picked some lovely apples. No Codling Moth there! After lunch, we sailed, then motor-sailed, then motored to Quarantine Bay. This would give us some more exploring ashore and a shorter trip home. The junior group, *Dalliance*, *Juliet* and *Serenade* re-assembled in Quarantine Bay on Sunday night and the highlight was Max's pavlova with free home delivery! It was great to see so many other boats out for the holiday period. There were about 40 boats in Quarantine Bay on Sunday night, although *C'est Si Bon* was one of only three in the Duckpond.

*Juliet's* cruise ended on Monday with a motor-sail back to Prince of Wales Bay after a morning spent walking around most of Quarantine Point. *Express 3*, the newly-launched Incat ferry, was doing sea trials in the Estuary and Storm Bay as we went home. She is classed as a 'high speed craft' on her AIS transmission and the SOG readings confirmed that description. For the record, the following boats registered their intention to participate: *Beyond*, *C'est Si Bon*, *Cleo*, *Dalliance*, *Entourage* (successor to *Nuage*), *Fleur de Lys*, *Golden Dream*, *Heather Anne*, *Intrepid*, *Juliet*, *Minerva*, *Rubicon*, *Rusalka*, *Serenade*, *Sheokee*, *Stormfisher*, *Westwind of Kettering*, *Willyama*, *Windclimber* and *Xantia*. In addition, *Inca*, *Beyond*, *Pandora*, *Easting down*, *Lemaris* and *Irish Mist* (and possibly others) were out. Thanks for being there - you've all done very well!

Andrew Boon

From Great Taylor Bay:

A large portion of the fleet went to Little Tinpot. Friday was the day of arrival and most of us were tired and boat-bound. Dave cooked a magnificent thank you bouillabaisse and with wine....sleep was fine! Saturday was a great day for walking to Conleys Beach. It was a beautiful crescentic sandy beach, however, the plastic fish farm litter was everywhere: in the sand, seaweed and back in the dunes. Members of the club cleaned up the short burned off lengths, longer lengths of all colours and dimensions, small floats, bottles etc. We visited a local resident, Rod, who not only had all varieties of rope, plastic bags, all sizes of floats but also 100's of metres of 10 mm wall thickness plastic pipe. The beach only represents a small catchment area. What lies below the surface either as solids or micro filed flesh polluting debris?

On Easter Sunday, two Easter Bunnies visited all the Tinpot boats and delivered eggs! The children on some boats were 'EGGstatic'! A BBQ ashore was well attended.



BBQ site at Tinpot (image Julie Marsaban Stirling)

When a southerly change blew in, many boats made temporary departure to Lighthouse Corner where a dolphin pod drew amazement. Some legal sized flathead were also caught. Returning to Tinpot, the many vacant spaces were now filled by other boats. *Rubicon's* lead sounder gave an *Intrepid* stern shallow depth signal. The next morning the 'Rubicon had been crossed', with the sand holding *Intrepid's* stern high as a prize. This setback became an opportunity for a traditional wade and bottom scrub prior to an easy re-float. We arrived home late Monday, after a motor sailing in conditions varying from calm to 50 knot 'hillbilly' bullets.

Lew Garnham

## **CYCT Development Fund**

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At the discretion of the Committee, the CYCT maintains a Development Fund to promote training of members to improve their sailing and on water skills. All skills areas including, but not limited to, sailing, boat handling, vessel maintenance, navigation, safety and regulations are to be encouraged.

The rules governing the Development Fund are:

1. The annual allocation and the subsidy will be set by The Committee from time to time.
2. There will be an annual maximum fund allocation (Note 1). Once the funds are exhausted within a particular year (1 July to 30 June), then no more applications will be accepted until the next year, and rule 6 will still apply.
3. Open to any CYCT member, who has been a full member for at least 1 year.
4. Members are eligible to a subsidy (Note 2) towards the cost of a training course.
5. A member may only apply for one subsidy per year (1 July to 30 June).
6. Written applications must be received by The Committee after completion of the course but no later than 60 days after completion.
7. A member may only receive funding once for a particular course.
8. Only approved courses as determined by the Committee are eligible.

As a guide, most Sail Train courses run by DSS and courses organized by CYCT would be approved. Because it's impractical to provide a complete list of courses, applicants are advised to enquire beforehand.

2017 initial allocation and subsidy:

Note 1: Annual allocation \$500.

Note 2: Subsidy will be 30% of the cost of the course up to a maximum of \$60.

Alex Papij

**Recipe: Danish Apple Cake****Catrina Boon**

To put this in a bit of context ed was initially a bit reluctant to encourage the publication of recipes. However, if the recipes fulfill the criteria described in this issue's editorial, they may be considered, especially if they have a particular relevance to cruising: quick and easy to prepare in a galley; utilizing local seafood or foraged ingredients (samphire, fungi, berries, Partridge Island apples etc); using typical ingredients found aboard; they have been especially appreciated by the crew. I, and several participants in the Clean Up Australia cruise, can vouch for this apple cake, with whipped cream and coffee, enjoyed on a blustery morning at anchor. Additionally, Catrina did not use just any old apples, as she says, but home-grown windfalls with codling moth infestation. What a great use for grubby apples. Equally, one could use Partridge Island apples or foraged apples from many Tasmanian locations, such as Dover, Nubeena, Port Arthur etc. It is often possible to find under-utilised apples near anchorages in Tasmania. Thanks Catrina. ed.

<b>Cake dough</b>	<b>Filling</b>
125 g butter	2 large cooking apples (I used any old apple)
½ cup sugar	½ cup sultanas or raisins
1 ½ cups SR flour	¼ tsp cinnamon or mixed spice
1 egg	1/4 teaspoon cinnamon or mixed spice
	juice of 1 lemon if you have it.



Danish apple cake (image Catrina Boon)

**Method**

Gently melt butter and sugar together, cool, beat in egg. Add sifted flour and mix. Peel, core and slice apples and mix with other filling ingredients.

Put 2/3rds of cake mix into a greased 8 inch cake tin. Cover with apple mix and do blobs of remaining cake mix roughly on top.

Bake 30-40 mins at 180 degrees. Dust with icing sugar if you have it.

It is best served warm, but may be a bit crumbly coming out of tin. Good with cream or custard.

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**Preparing for an Offshore Cruise With the Inexperienced**      **Alan Gifford**

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## Part ii: Crew induction and preparation

This exercise can be dealt with in several ways. It can be addressed at a “kitchen table” meeting, at a preliminary meeting on board a day or two prior to departure or, more commonly, on board just before departure. It is worth making the point that everyone will learn best if fed in small doses, related to tasks and/or the operation of equipment. Motivation is highest if learning is coupled with real objects or particular tasks and the immediate need to know.

A good start is to conduct a “walk-through” the boat pointing out the essential features and facilities. Use both lay terms and nautical terms (eg: toilet - heads; kitchen – galley) but allow usage and familiarity to assist with the process of internalizing the information. Avoid the temptation to swamp new-comers with terminology and nautical names. Keep it simple at this stage. Learning will continue throughout the voyage. Specific items eg: hatch operation, light switching, the location of strong points, location of storm boards and other items of equipment could be included here.

You might choose to explain the mysteries of the toilet operation and the whereabouts of sink drains, bilge pumps switches etc to just two or three friends at a time. Given the foreign nature of these items don't be in too great a rush to explain. “Accidents” later in the cruise may result.

There will be some cautions and boat handling expectations you might want to make known. The article on day cruising in sheltered waters touches on some of these warnings. However for more serious off-shore sailing everyone might need to heed additional requirements such as: when PFD's must be worn and where they are stowed; the safe and effective use of harnesses; strict adherence to never go for'ard at night if alone on deck; the mandatory requirement that crew are harnessed to a strong point whenever alone on deck; the dangers of moving about in heavy seas; absolute reliability during watch keeping; the thoughtful use of torches and cabin lights at night (explain about night vision and careless use of light); accurate log keeping; the safe use of gas or liquid fuels; to always call up the skipper or other senior crew should uncertainty arise at any time; treat the boat and its gear with total respect and care – a major failure could cost everyone their lives.

There should be several members of the crew who have a sound working knowledge of all facets of boat handling. Backups are essential. The cruise will be an excellent opportunity to introduce, train and mentor your friends and novice sailors in all manner of tasks. For them much of the joy of the cruise will be in achieving meaningful skills and gaining useful experience. If inexperienced friends are buddied-up with regular crew for casting-off, hoisting sail, engine operation, the basics of radio operation, sail trim and winch operation, main sheet operation, simple rope work, some elements of navigation, galley operation etc tasks will be learned one at a time in a meaningful setting. It might take several days for all the basics to be understood, if not

learned, by all on board. Don't forget, it's taken you many years to be where you are. It will be unreasonable to expect others to match your knowledge and skill in just a matter of hours.

Be patient and understanding if some learning by your friends does not come quickly. Initially, avoid giving new chums critical tasks. Once learning and understanding have been achieved greater responsibility can be delegated. Nothing destroys enthusiasm and confidence like confusion leading to failure. As skipper you have undertaken the role of personal developer and your quiet confidence will be necessary to instil confidence in those around you. As skipper, you will want to encourage everyone's input and provide situations where they are empowered and enabled. Your input will be taken for granted. After all, you are the skipper. The happiest crew will be one where everyone is valued and encouraged to learn, achieve and grow. Many boundaries will be pushed throughout the cruise and much will be learnt through achievement and reflection.

It might be helpful is a very brief account of each person's sailing experience and personal interests is shared with the group. The point here is that sources of help, information and advice can be identified and targeted. If handled sensitively it can develop confidence and reveal previously unknown talents and abilities. There is a lot more to cruising than boat handling. How good would it be if a triage nurse was among the group, or a short order chef, perhaps a geologist or an amateur astronomer.

Seasickness afflicts almost everyone who goes to sea at some time. There is certainly no disgrace at being ill and it needs to be treated seriously. Provide buckets and screw-cap bottles of water to encourage frequent hydration. Supply dry, plain food such as dry crackers. Ginger can settle mildly upset stomachs although high concentration tablets can have quite the opposite effect!; Pharmacy medication is easily obtained. Prolonged and violent cases must be treated as a medical emergency. Medical advice ahead of the cruise can assist with the provision and use of suitable on-board medication such as injections and suppositories. Nice.

Cruising over an extended period of time can see personality issues arise among the crew. Should this situation arise it will require your very best counselling and tactful mediation. On-going disagreements and irritations can mar a cruise.

If all crew are friends any medical history of significance might be well known. However, you should be aware if a significant medical event could occur with a higher than normal probability. If necessary, seek such information privately and assess if it poses an unacceptable risk.

Vessel preparation and provisioning:

This is a substantial topic in its own right and won't be dealt with here.

Alan Gifford

## More on Radio Procedure

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Another word about VHF radio procedure and a slight disagreement with Albert Ross's comments last month. When you make a call on VHF channel 16, there are good reasons to repeat the name of the station you are calling. Firstly, many people have a habit of speaking as soon as, if not before, they press the transmit button on their microphone. This means that the first syllables are not transmitted. The name of the station you are calling is the first word you say and is truncated; repeating it gives the receiving station a better chance of hearing it intact. Secondly, many receiving stations will have a slight delay (a fraction of a second) between the start of your transmission and their reception beginning. This may be caused by receivers being in a 'scan' mode or, in the case of Tas Maritime Radio, that several radio links have to key-up in sequence when a call is detected. In any case, good practice is to press your transmit button as you draw breath, then start talking. This will mean that your signal is being transmitted for a second or so before you start talking – and everyone's receiver (within range) will hear all that you say.

When you make a distress call, your callsign or identity is important – repeat that three times.

When you are calling another station, the name of the other station is more important: if they don't hear their callsign or name, they won't respond. If they hear their own but don't hear yours, they can respond with something like 'station calling [mycallsign] please go to channel [72/73/77] and call again'. Sound familiar? As Derek often says: "Station calling Tas Maritime, please go to channel 78 and say again your callsign".

Andrew Boon

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### Guidelines for Contributions to the Albatross

The Albatross thrives on members' contributions. Here are a few guidelines to assist you but please contact the editor ([editor@cyct.org.au](mailto:editor@cyct.org.au)) if you have any questions or suggestions.

- Submit articles as a Word document, ideally less than 1600 words.
  - Boat names should be *italicised*.
  - Images: please send uncropped images separately from the text – not embedded
  - Please send up to 8 images. I may not use them all but I like having a few to choose from (editors license) and some could be suitable cover shots or page filler.
  - Photos must be your own or clearly attributed and should include a caption.
  - The deadline for each month is the 20<sup>th</sup> (there is no *Albatross* in January).
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# **DARK MOFO CRUISE**

**WHEN:**

**JUNE 17TH—18TH**

**WHERE:**

**CONSTITUTION DOCK**

**TIME:**

**BRIDGE OPENING AT  
11:30am**

**COST: \$30 PER BOAT**

DEFY THE DARK.  
CELEBRATE WINTER  
ON THE LONGEST  
NIGHT OF THE YEAR.

INVITE FAMILY &  
FRIENDS TO SHARE A  
FRONT SEAT AT  
TASMANIA'S BIGGEST  
PARTY.

BE PART OF THE  
SPECTACLE; LIGHT UP  
YOUR BOAT.

SEE THE PROGRAMME  
BOOK WINTER FEAST  
[www.darkmofo.net.au](http://www.darkmofo.net.au)

RSVP:

June 9th

[kim@boatsalestas.com.au](mailto:kim@boatsalestas.com.au)



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## Anchor Buoy – Potential Annoyances

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On the Easter Cruise in a crowded anchorage I thought I'd try out an anchor buoy I'd prepared months before just for such an occasion. I wanted to know where the anchor was so I could tell whether we had enough swing room, for Xantia is flighty and rarely lies quietly, let alone in the same direction as other vessels. I also use a laser distance measurer to get a very accurate measure of how far away boats and land are. But I discovered, on its first use ever, the pitfalls of anchor buoys. Next morning we noticed another boat with an anchor buoy was not pointing at it in the light air, so went to check ours. We seemed to be pointing in the opposite direction to everyone else, but that is not very unusual. The anchor buoy had disappeared, which was disconcerting. I investigated with the dinghy, finding that I could see the buoy line running down from the rudder, holding Xantia stern to wind. We must have swung over it during the night. No amount of pushing Xantia in any direction seemed to loosen it.

My view of water is that it is nice to look at and convenient for keeping boats off the bottom, but that swimming in it is only necessary *in extremis*. This was one of those occasions, so out with the wetsuit, bought for just such a time. It was pretty easy really. A sharp knife had the line cut in seconds. The buoy floated free, the line slipped off the top of the rudder and by the time I had my head back where it belongs, in air, Xantia was on her way to conformity.

The moral of the story, if there is one, is that anchor buoys in crowded anchorages need to be very weak. If I ever use one again, I'll get some thin cotton string, with a low breaking strain, and use an ordinary rubber balloon, half blown up, for the buoy. That's all cheap and biodegradable and most importantly, won't snag the boat. It only has to last a few hours, after all.

So, anchor buoys are all very well for those deep anchorages inside coral reefs, where unhooking an anchor from a bommie may be needed. For Tasmania, not very useful, and the water is too cold.



This boat (not Xantia) is close to drifting over its own anchor buoy, potentially fouling its rudder or prop.

Ian Fletcher

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**New Members**

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**APPLICATIONS FOR MEMBERSHIP**

***Gypsy Soul***

George and Maria Rance

***Tarangau (The Goo)***

David Paine and Melinda Rose

***Wanderer III***

John McClea and Sally O'May

***Vitesse***

Robert Howie and Katrina Hodge

These nominations will automatically be accepted within 14 days of the next General Meeting immediately following this issue of the *Albatross*, subject only to any Member lodging an objection in writing to the Secretary no later than that date.

**Payments to CYCT**

Payments can be made by direct deposit or transfer to this bank account:  
Name: Cruising Yacht Club of Tasmania Inc. BSB: 06 7002 Account: 2803 5573  
Please include your name and brief details of the purpose for the payment.

**WELCOME TO NEW MEMBERS*****Ocean Swan***

Quentin Tuxen and Fiona Tuxen

***Wanderer***

Jeff Caldwell and Michele Caldwell

***Magnetron***

Bill Enkelaar and Jan Enkelaar

***Meikyo***

Michael Mabee and Liliane Laporte

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.

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**Introducing New Members**

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Liliane Laporte and Mike Mabee – *Meikyo*

Liliane and I purchased our first boat, a CS 30, in 2006. I was new to sailing but Liliane had her own small day sailer when she was thirteen. She is also a terrific wind surfer, so she was more prepared than I was. After a year of cruising locally, with dreams of perhaps venturing further, we decided we needed to try living together on a boat! In June 2007 we left on a 2 700 nm four month journey down the St. Lawrence Seaway to Nova Scotia, down the coast to New York City, up the Hudson River and back into Lake Ontario - the Down East Circle. It was fabulous.

With a taste of the cruising life, we began a two year preparation plan to unshackle ourselves from land; more courses (celestial navigation, diesel mechanics, understanding weather, etc), as well as offshore crewing (Boston-Bermuda-St Martin, and an Atlantic crossing to the Azores-Gibraltar-Med). Then it was selling our house and buying our current boat, Meikyo, a Norseman 447 (Robert Perry design). We started our journey in October 2009, leaving from Connecticut. After a set-back (we spent the winter in Portsmouth Virginia installing a new engine), we arrived in the Caribbean April 2010. Our journey has taken us to Venezuela, Columbia, the San Blas, through the Panama Canal, the Galapagos, French Polynesia, Palmerston Atoll, Niue, Tonga, arriving in New Zealand November 2011. We enjoyed New Zealand so much we spent five summers there, travelling up to Tonga or Fiji each May.

In 2016 it was time to see new horizons. We sailed from Opuia to New Caledonia, then joined a rally from Noumea to Bundaberg. in October. Tasmania was the goal, so it was three big hops down the coast to Eden. We even skipped Sydney! (we'll see it on the way back up). So were here for a year, enjoying your beautiful country. People often ask us what it is like living and travelling on a boat. You get the usual questions about storms and pirates. But the two compelling things for us is the closeness to nature and the people we meet. A great example is the club members we met at an anchorage in Port Arthur. Convinced us to become members!



*Meikyo sailing off Venezuela*

Jeff and Michele Caldwell - *Wanderer*

I (Jeff) started sailing VJ's and Moths on Sydney harbor at about the age of 12 and was lucky enough to have a neighbour who was a Danish shipwright who cut his teeth under sail on whaling boats in the Antarctic. He instilled in me a love of all things maritime.

I lived in Darwin for a number of years where I owned a John Pugh yacht, *Sigrid*. While there I undertook a number of Darwin / Ambon races and the Darwin to Bali race in 1988. I also sailed the Darwin Sailing Club's yacht *NT Spirit* in the Bi-Centennial around Australia race. I sailed the Top End and East Coast extensively and undertook two voyages to Timor.

While we lived in the Philippines we sailed the islands for a number of years aboard a 52' yacht.

We have now lived in Tasmania for about 12 months. We are the proud owners of a 37' Huon Pine motorsailer: *Wanderer*.



*Wanderer* cruising up the Derwent River (image Julie Macdonald)

Dinah Jones and Alan Braddock – *Trim*

Dinah: I learned about small sailing boats as a kid, sailing out of Double Bay in Sydney Harbour. Three of my brothers were (and still are) very competitive sailors, two of whom won a Taser world championship and another skippering an 18-footer for a number of years. It's not hard to imagine why I'm 'over' the competitive thing. Anyway, I knew a little bit about how to sail a boat, and am on a pretty sharp learning curve now!

Alan: I was sailing on the Hawkesbury River on Brian Pettit's yacht in the '70's. I thought he was pretty good on the wheel to which he replied, "You can be too, Al. After all, I was into my 30's when I first started. Get yourself a Laser and when you can handle that go and buy a yacht."

Al and Dinah: So we bought a 25' Top Hat. My mate Brian had exaggerated somewhat and it was actually Dinah who taught me a bit about boat handling. Over 20 years ago we moved to Port Sorell with the Laser but not the Top Hat. But the magic sailing waters of the east coast eventually lured us to Margate in 2001. The place we bought came with a mooring but our pre-occupation with bringing up two boys delayed swinging a yacht off it until a couple of years ago. The dog was long dead, the boys had left home and Dinah had just cashed in a modest bit of superannuation: it was time. We bought *Elouise* at Kettering. A 36' glass-hulled Roberts sloop which we re-named *Trim* whom, most people know, was Matthew Flinders' cat. We've joined two CYCT cruises already and enjoyed them immensely. We've been made so welcome that it's hard to believe we've been members for such a short time.

Before retirement, Dinah was a radiographer and Alan, a labourer, office worker, teacher and taxi proprietor. You're right, neither of us was career driven.



*Trim* at home on its mooring at NW Bay (image Alan Braddock)

### CYCT MOORINGS

**Nubeena:** Mooring number 9615 at Nubeena is a bright yellow buoy situated close to the jetty opposite the main town wharf. It is in a great position to row to the main wharf, boat ramp or beach. The depth at high tide was 5.7m, with about 21m of mooring tackle to the three heavy train wheels. The position is 43°06.265'S 147°44.346'E. The buoy is yellow with hooks for the pickup float. The mooring is a short row from the public jetty in the SE corner of Parsons Bay.

**Barnes Bay:** Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2-inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain. Simmonds Bay mooring is for up to 12.2 m vessels.

**Mooring guidelines::** [https://secure.cyct.org.au/mooring\\_guidelines.php](https://secure.cyct.org.au/mooring_guidelines.php)

**\*\* When on a club mooring please fly the CYCT burgee \*\***

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members (log in [here](#)) or emailing the Vice Commodore, Sheenagh Neill at [ViceCommodore@cyct.org.au](mailto:ViceCommodore@cyct.org.au)

Please note: the mooring buoy MAST registration numbers given in the membership list are incorrect.

Recently found on the fuel jetty at BYC was a dead cormorant entangled in a fishing jig. This serves as a reminder for what lost or discarded fishing tackle can end up doing to non-target marine creatures. It is quite obvious what contributed to the death of this bird. Death from ingestion of plastic is less obvious but apparently also quite prevalent.



Fishing jig entangled in this dead cormorant's legs (image Julie Macdonald)

## **General Meeting held at Derwent Sailing Squadron on 04 April 2017**

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### **Opening**

Commodore Andrew Boon declared the meeting open at 7:35 pm and welcomed those attending.

### **Attendance and apologies**

Fifty members and guest registered their attendance. Fourteen apologies recorded on the attendance sheet.

### **Minutes of the last General Meeting (7 February 2017)**

The Minutes were published in the Albatross. These were confirmed and signed as a true record of the meeting pursuant to a motion by Dave Davies, seconded by Leigh Miller.

### **Business Arising from those Minutes**

There was none.

### **Introduction of new members and presentation of burgees**

Eleven new members accepted this month and three were present to introduce themselves.

Susan Molyeux & Lee Faulkner, Blues Away.

Dinah Jones & Alan Braddock, Trim

Quentin & Fiona Tuxen (rejoined) Ocean Swan

Garry & Jill Butterfield (Jill not present) Maybe

Michael Mabee & Lillian LePorte, Meikyo.

### **Rear Commodore's Report – Catrina Boon**

Report in Albatross but specific item mentioned as follows:

- Next meeting speakers – Margie Beasley & Chris Wilkie – “The restless wind-cruising Patagonia, Cape Horn and the Falklands aboard Storm Bay of Hobart”.

### **Vice Commodore's Report – Sheenagh Neill**

- Report as published in the Albatross. Specific items highlighted were as follows:
- Recent cruise successes.
- Forthcoming Cruises: As noted in CYCT calendar and Facebook.
- Brian Walpole's New Norfolk Cruise. – 9 April. Program and boats attending updated via e-mail.
- Easter Cruise – Don Sutherland Cruise. Andrew Boon coordinator. Cruise will not be around Bruny Island but short trips. Program forthcoming.
- June long weekend cruise in planning stage.



- Clean-up day at Great Bay. 31/3 – 2/4. – Reduced support due to poor weather, however much debris was cleared, generally consisting of rope and fish farm articles. Sheenagh is to report to Clean-up Australia of the club's findings.
- Moorings: Review continues. Maintenance of both moorings is due.
- Mentoring Offers of mentoring continue, Thank-you. Mentors being available for sailing support and information. Cruising through the Denison Canal will be offered later in the year.
- Tas. Maritime Radio's notice of correct use of channel 16.
- Forums: Winter forums commencing on Tuesday May 23rd.

### **Treasurer's Report – Alex Papij**

The Treasurer's Report is available on-line

- Little activity this month
- Accounts are tracking well with the budget
- A couple of expenses this month will be Moorings and bulk purchase of burgees.

### **Commodore's Report – Andrew Boon**

Report as published in the Albatross. Specific items mentioned by Andrew were as follows:

- MAST Recreational Boating Fund Applications" have closed: Andrew discussed the CYCT application for St. Helen's Barway camera. Lew Garnham also mentioned Public Mooring in Pirates Bay is accepted: 5 new Reflector Nav. Aids from Heriots Point to Franklin, to support the existing 10 up-graded aids; No new landing at North Simmonds Bay but Kingborough Council will continue to maintain existing Jetty in good condition and amenity on foreshore.
- Work in progress with North-Eastern Cruising Guide: Expect completion of task in June.

### **Women on Boats**

- Kim Brewer spoke of next meeting – Tuesday 11th. April covering Coastal Navigation, the non-electronic version.
- 5 women booked to commence DSS Coastal Navigation Course. A further course will be arranged for this popular course later in the year.
- 4-5 Boats will venture out with women-on-board 1st. weekend in June, this is hoped to lead toward greater confidence for future independent women sailors.
- There are currently 120 women registered with WoB's.

Kim offered all women an invitation to come to the post evening meal at a local restaurant regardless of attending meeting. All welcome.

### **Items from other officers/other business**

- Forums: Bryan Walpole has arranged 4 Forums. First one to commence on Tuesday 23rd May @ 6pm.

- Andrew asked the floor if anyone had heard or been present at the last ASC Assessment – Tassal – D’Entrecasteau Channel stake holders meeting in March: Dinah Jones had attended and gave an overview of the meeting with 30 attendees at Oyster Cove Inn. They were mutually appalled by what is happening to our waterways and upset by the rubbish left around. Dinah reported a stakeholder stated that there is 900,000 tons of farmed fish in Tasmania which, the group thought, could lead to a lot of discharge and rubbish. It appears Tassal in Macquarie Harbor is not asking for ASC assessment because it doesn’t have to; and The State Government is thinking Fish Farms will NOT have to pay Rates. Apparently, the out of date 2003-9 data are being used.

**Next Meeting**

The next GM will be at DSS on Tuesday 2<sup>nd</sup> May 2017 at 7:30 pm.

**Close**

The formal meeting closed at 8:16 pm.

**Guest Speakers**

Dorothy and Stephen Darden spoke about Cruising on their 50’ Catamaran Adagio. A great slide presentation by Stephen. What a trip or years of trips. How comfortable is that Cat. Thank heavens for auto-pilot. Dorothy impressed Stephen with being able to produce green veggies even by the end of each long leg. A thankyou plaque was presented by Catrina.

**Close**

The meeting and guest speaker presentation concluded around 9:15 pm.



Sunrise departure of *Minerva* (image Lew Garnham)



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