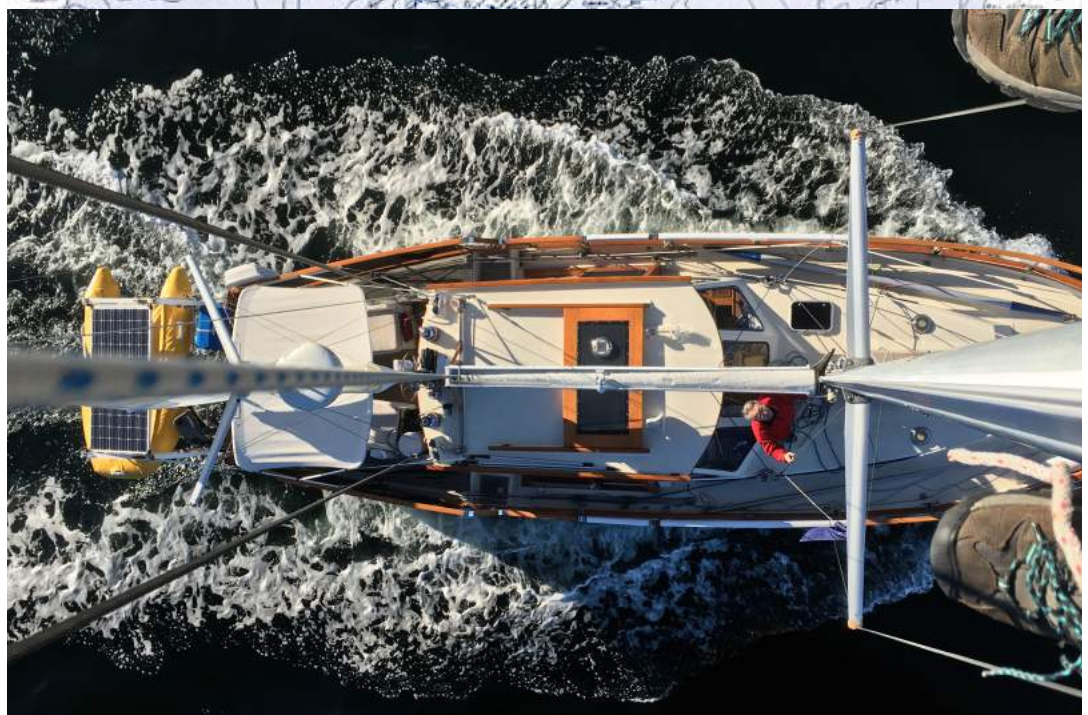




# Albatross

Volume 43 No 6 July 2017



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

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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](mailto:editor@cyct.org.au).**

Cover page: *Minerva* from aloft on the Kermadie cruise, 2017 (image Lizzie Garnham)

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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. 33

	<b>CYCT CALENDAR</b>
<b>July</b>	
Tues 4 <sup>th</sup>	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Peter Hopkins will speak about 20 years of MAST
Wed 5 <sup>th</sup>	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 11 <sup>th</sup>	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron. Topic: Reading the omens – weather lore
Tues 25 <sup>th</sup>	Winter Forum @ 6.00 –7.30 pm. Venue:Derwent Sailing Squadron What makes a good skipper
Fri 28 <sup>th</sup> -Sun 30 <sup>th</sup>	Upside down Xmas cruise to Quarantine Bay, Leader TBA
<b>August</b>	
Tues 1 <sup>st</sup>	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron
Wed 2 <sup>nd</sup>	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 8 <sup>th</sup>	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron.
Tues 22 <sup>nd</sup>	Winter Forum @ 6.00 –7.30 pm. Venue:Derwent Sailing Squadron Facebook – how to make yourself safe and use this medium efficiently

### **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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A very strict deadline this month as there was a plane to catch that could not be missed. Unfortunately Sheenagh and I will miss the next 2 months of winter cruising but as a small compensation we will be checking out some interesting coastal locations in the northern hemisphere. Jackie Zanetti has very kindly offered to edit the August *Albatross* for me. The first Tuesday falls on the 1<sup>st</sup> of August so she will not have the luxury I have had this month of a few extra days to get it together. So please support Jackie and get articles to her ASAP for August.

I had a tremendous response to my request for cover art. Thank you to all members who submitted images. I now have a supply of beautiful images for *Albatross* covers that will get us through the rest of the year, at least. It is obvious which image was selected for the July cover – Lizzie Garnham aloft on *Minerva*. This picture is not only a beautiful image it tells a story and conjures up a lot of emotional responses in many people. The first is respectful awe for Lizzie, who found herself up the mast by default, because she would have found it too difficult to get Lew up using the manual winch. It represents a lot of things that cruising is about: self reliance, overcoming challenges, conquering fear, team work, being prepared, satisfaction in achievement, having a go. What an inspiration. We saw Lizzie the day after she went up to retrieve that wayward halyard, and she was still buzzing with excitement and running on adrenalin. But then she is still a relative youngster, not yet having reached 70. Next she will be over the side with a knife between her teeth to cut a stray rope from the prop shaft, or diving to free a fouled anchor. Great image Lizzie, especially as you took it with eyes closed due to the fear of heights. El Capitan awaits.

June has been a very active month for the club, starting with the dinner for new members. This had a good turnout of new members: a very positive sign for the club. With a shrunken committee it meant the catering crew had their work cut out for them. It was a very enjoyable night. Sheenagh and I joined the cruisers at Franklin for dinner on the Kermadie long weekend cruise. Another enjoyable night. And, for those on the water, some quiet and not-so-quiet conditions. Then at the end of the month was the Dark MOFO gathering at Constitution Dock. Mostly not-so-quiet.

I had a first this month – my first written-on-paper submission that came by snail mail in an envelope together with a photograph. It was typed, not hand-written. But I would have been happy to have received even a hand-written note. Please don't let a lack of computer skills or a lack of confidence with the written word get in the way of sharing a good story in *Albatross*. The editor's knife may do some surgery where necessary but I do want to hear your stories.

Christian

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**Commodore's Report**

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Plenty of activity this last month both on and off the water.

I met with Hon Rene Hidding MP, Minister for Infrastructure and Minister responsible for Marine and Safety Tasmania, to discuss a range of navigation and safety issues, primarily concerned with marine farms. There is a report later in this edition.

At the June General Meeting, a motion was moved “that the CYCT adopt a stance, associated with appropriate comment from the Club, that the salmon grower fish farms immediately adhere to the EPA requirements.” My judgement was that passing that motion moved the Club into the political arena and that all members needed some notice of that course of action. As chairman I ruled that it not be put to the vote due to inadequate notice, expecting that it would be submitted to the July General Meeting. That motion was subsequently withdrawn (after the meeting) and a new motion proposing an amendment to the constitution was proposed. This was received by the Committee which acted to expedite a vote by calling a Special General Meeting before the July General Meeting (rather than wait for the Annual General Meeting, when constitutional amendments would normally be considered). However, discussion around the proposal generated such disquiet that it too was withdrawn.

It has not been a happy month and I freely admit that matters could have been handled better. But we are where we are and should take account of the many concerns that have been raised and incorporate them into our activities. One thing that is clear is that we need to take more account of the effect on the environment of our recreational activities. We have office-bearers with specific responsibility for our social activities and for our on-water activities. We might eventually decide that the environmental side of our activities justifies a specific position, but I have initially suggested that a sub-committee be set up to guide us in this area. This is just a suggestion and has not been considered by the Committee, but the idea has received some support. It will be on the agenda for the July General Meeting.

The June long weekend cruise was fabulous. Many thanks to Mike Ponsonby who coordinated the cruise and to Catrina Boon for organising the social side. The grounding/recovery practice at Kermandie was valuable and the weather and tides were so favourable that everyone managed the trip to and from Franklin without incident.

The good weather continued for the trip into Constitution Dock for Dark MOFO. Thanks to Kim Brewer for organising everything and providing us with a front-row seat for this event.

Andrew

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## Rear Commodore's Report

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Our guest speaker for June, John Sansom, gave us a wonderful insight into the life of a rock lobster fisherman and the challenges faced by those in the industry. As Executive Officer of the Rock Lobster Association and a fisherman himself, John drew on both his personal and professional experience resulting in a very interesting presentation.

Peter Hopkins, General Manager of Marine and Safety Tasmania, (MAST), will be our Guest speaker for our July general meeting.

The annual dinner for CYCT will once again be held at the Merino Room in the Woolstore on Saturday 9<sup>th</sup> September. The Woolstore is within walking distance of Constitution Dock, which gives an opportunity to spend the night on our boats in the Dock. The fee for staying in Constitution Dock for the night is \$30. The cost for our dinner will be \$60 a head with drinks at bar prices. Last year we enjoyed shared platters for 3 courses with tea and coffee provided. It was a fabulous meal, with plenty of choice and those with special diets were well catered for. We've opted for a similar arrangement this year. Margie Beasley and Chris Wilkie will be our Guest Speakers at the dinner. Margie and Chris spoke at our May general meeting about their cruising around Patagonia. They proved so popular that we have asked them to speak at the annual dinner about cruising in the Falklands.

RSVP by Friday 1<sup>st</sup> September by email to myself if you wish to attend this dinner. Please include any special dietary requirements and whether or not you plan to bring your boat into Constitution Dock for the night in your reply. Payment for the dinner can be made on the website and the Dock entry fee will be collected from boats on the day.

The June LWE cruise was once again a very successful cruise and the weather was quite balmy for winter. Many thanks to all those who helped to make this such a successful WE! Thanks to Mike for organising the boating aspect of this cruise. Look for a more detailed report complete with photos in this edition!

So good to see many people out enjoying being on the water in the winter. Put on an extra layer and enjoy the stillness of winter on our waters!

Catrina

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**Kermandie/Franklin June LWE Cruise 9-12 June**

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**Mike Ponsonby**

The June 2017 LWE cruise proved popular with 23 boats participating, including a number of new members. The weather this year was about as good as it gets for mid June for both the sailing and social events.

Participating boats were *Cleo*, *Dalliance*, *Easting Down*, *Entourage*, *Fleur de Lys*, *Freedom*, *Irish Mist*, *Julienne*, *Juliet*, *Kokomo*, *Minerva*, *Objectif Lune*, *Phase Three*, *Rose*, *Rubicon*, *Rusalka*, *Sea Raider*, *Serenade*, *Stormfisher*, *Tainui*, *Vitesse*, *Westerly*, and *Westwind of Kettering*. Robert and Jillaine Williams (*Rose*) are very new members and their boat is based at the Kermandie Marina so it was an easy journey for them. Rob Howie and Katrina Hodge (*Vitesse*) were inducted at the June GM and this was their first cruise. Some boats hosted other club members on board for the cruise and some club members drove to join us for the dinners. It was great to see Roger and Patricia Locke join us for this event by road. Roger hopes to be back on the water soon!

Four boats arrived at Kermandie on the Friday and this enabled some advanced planning on the berthing arrangements and greatly facilitated an orderly berthing process as the majority of the boats arrived throughout the day on Saturday. Several boats made the most of the conditions enjoying Friday night on the water in the Channel/Port Cygnet or Huon Estuary. Dean Marks (Marina Manager) went to a lot of trouble to prepare for us by moving around and moving out a number of boats prior to our arrival enabling the entire CYCT fleet to be accommodated within the marina precinct.



Part of the fleet at Kermandie (image Wendy Kennon)



For most the trip to Kermandie was straight-forward. On *Minerva* Lew sent Liz up to the masthead to fix the main halyard. Phil and Wendy Kennon made the journey in *Sea Raider*, a small runabout, as *Schouten Passage* was not available. *Vitesse* arrived at Port Huon just on dusk and had a short delay on a Kermandie mud bank before being quickly and safely extricated by a highly skilled CYCT crew aboard *Serenade*, led by Dave Watson and family.

The dinner at Sass on Saturday was thoroughly enjoyed by all with Brian Parkinson providing background music. Lew and Liz Garnham, in typical fashion, dominated the theme dress competition, Nau-t-tickle, and Putin's Russian sleeper spy cell (aka Richard and Shona Taylor) brought the house down.



Smiles all round but who is that wearing the blue feather boa? (images Julie Macdonald)

The Sunday morning trip to Franklin was made in ideal conditions and although there was a little mud plowing by some it did prove that boats drawing 2.4 metres can make this passage under ideal conditions with careful planning. Several boats took advantage of available space at the Franklin Marina while others opted for an anchorage in the river just offshore.

Some 40 Club members took advantage of the opportunity to have a look over the *Cartela* while

Ross James (former Club member) explained the Cartela Trust's plans for the boat's restoration. Chris Creese drove from Hobart just to attend this tour. Many members reminisced about childhood trips on the old lady. This was followed by a session at Franklin Marine with equipment demonstrations as well as product tastings provided by local cider makers and vignerons.



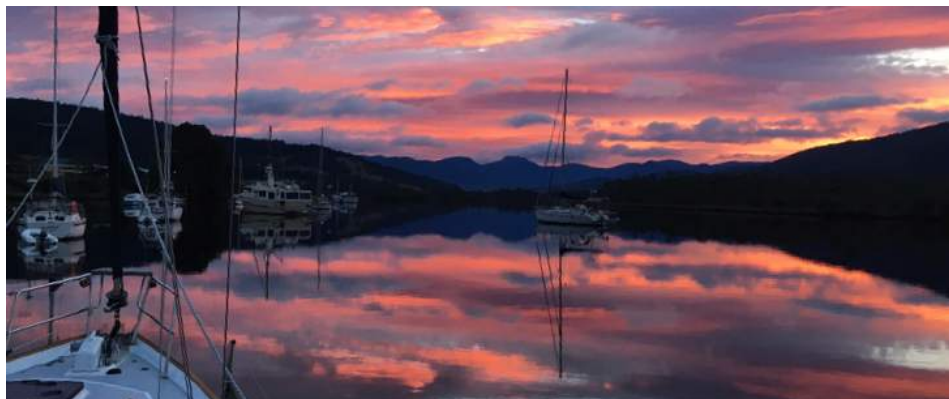
Franklin with some of the fleet and *Cartela* and the Palais in the background (image Max Watson)



LBT dinner (images Julie Macdonald)

The final social event of a busy program was an enjoyable dinner at the Living Boat Trust. As in past years this was a great event, enhanced this year by live music from two local musician couples known to some members from the show at the Franklin Palais during the post AWBF Cruise hosted by the Club. It was a calm night on the river and some were up early enough to witness a lovely sunrise over the Franklin River. Boats started heading off early particularly those returning to the Hobart area. The deeper draft boats had to wait a while for the incoming tide and improved water depths around Castle Forbes Bay.





Sunrise at Franklin (image David Mitchell)



Phase Three running inside Arch Rock (image Shona Taylor)

Largely favourable but highly variable winds enabled many of the yachts return home largely under sail power.

Mike

The Royal Yachting Association (RYA) has some safety information that may be useful. Have a look at: <http://www.rya.org.uk/knowledge-advice/safe-boating/Pages/safety-advisory-notice.aspx>

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## Report on Meeting with Minister Hidding

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On Wed June 1st 2017 I met with Rene Hidding MP, Minister for Infrastructure, Police, Fire and Emergency Management and Lia Morris, CEO of Marine and Safety Tasmania. Also in attendance was Richard Wilson, Senior Advisor to the Minister. The meeting was in response to a letter from the Club to the Premier, as Minister for Sport and Recreation, concerning the safety of navigation in the D'Entrecasteaux Channel and Storm Bay.

The Minister explained that responsibility for the issues raised by the Club was spread across several ministries/departments [which was why we wrote to the Premier] but that MAST had primary responsibility for the safety of navigation. He also stated that the Government was very aware of the issues and was taking action on several fronts. He mentioned 'self-policing' in the discussion about marine farms, but that marine farms were expecting, and about to get, more policing of regulations by departments.

Identification of marine farms was discussed. MAST is finalising an agreement with Tassal and Huon to install synchronised lights around their leases to make it easier to identify individual leases amidst a 'sea' of flashing lights. I have/hope to circulate these details to members.

Identification of towing of fish pens, pipelines, etc was discussed. I had raised the lack of day shapes with Peter Hopkins of MAST previously and I knew that action was in train to have them provided (and an infringement notice associated with towing). I repeated that Tassal and Petuna had agreed to put out a call on VHF to advise vessels in the immediate area that a tow was underway, also to install AIS transmitters on the towing vessels, but that no action had been taken yet. The Minister suggested that a Notice to Mariners could be broadcast regularly by Tas Maritime Radio while a tow was under way.

The question of the appropriate authority to notify in the event of a navigation hazard caused by 'debris', or in fact any other cause (large logs from floods, boats adrift from moorings, etc) was firmly resolved: contact MAST. Lia Morris will advise contact details, but advised that we could ring either her or Peter Hopkins after hours to arrange a N2M to be broadcast and follow-up action to clear the hazard. This does not remove the need/desirability of contacting the Marine Debris Hotline if it is 'debris', but the emphasis in this discussion was on navigation safety. The Minister asked whether we had any experience with the hotline and I passed on a couple of (second-hand) reports about it.

We discussed the absence of detail on the official charts about marine farm lease locations and markers. The Australian Hydrographic Service has been unwilling to include the marks on charts, for a number of reasons. I left a copy of the response from the AHO to a request to include mark details on the charts (see Appendix). I believe there is no disagreement that having this information on the charts is desirable, but there will be some negotiation required at a national level to achieve it. The Minister has all the information and could see the advantage of having

complete charts. MAST is about to re-issue the chart overlay image with the locations of marine farms; I pointed out that this would not be necessary if the information was on the official charts.

I mentioned the perennial issue of floating lines around lobster pot buoys. Ms Morris queried whether the issue was with commercial and recreational pots. I responded that at least one I knew of (off SW Cape) was almost certainly commercial but others were unknown. I advised that the Club was seeking more information (eg from the Exec Officer of the Tasmania Rock Lobster Fisherman's Association) and would contact MAST about this issue in the future.

The final point discussed was means by which details of the establishment, alteration and removal of marine infrastructure and restricted areas (eg Marine Protected Areas) should be conveyed to the Australia Hydrographic Service so that charts could be updated in a timely way, rather than relying on users to detect errors.

The Minister will formally respond to our letter and the points raised in this meeting.

I left a copy of my notes with the Minister. Included were some background to the issues and copies of correspondence that I and the Club had regarding them, including the response of the Australian Hydrographic Office to a request to include marine farm boundary marks on charts. I also left the following:

**Desired outcomes:**

1. Marine farm leaseholders to confirm to MAST the location and light characteristics of the special marks on their lease boundaries. Completion by Oct 2017, allowing MAST to forward the details to the Australian Hydrographic Office and have the information added to charts before the summer.
2. The Australian Hydrographic Office to agree to include details (location, type and light characteristics) of marine farm boundary marks on official nautical charts.
3. Marine farm workboats undertaking tows to advise vessels in their area of the tow via 'Securite - All Ships' broadcast on VHF channel 16 at 30 minute intervals. Tows to carry dayshapes and lights in accordance with Colregs.
4. Establish a programme to equip marine farm workboats undertaking tows with AIS transmitters, configured to send Navigation Status 11 (power driven vessel towing astern) when towing.
5. Licences for marine farms and other marine infrastructure to contain a condition requiring the leaseholder to advise MAST or the AHO of details to be included on the official charts, on establishment, alteration or removal of the infrastructure.

6. Details of the establishment and alteration of Marine Protected Areas and other restricted navigation areas to be advised to the AHO as part of the process.

7. Details of the action to be taken when a vessel identifies a navigation hazard, including litter in the waterways: what action should be taken, what authority should it be reported to? CYCT has recommended to members that they put out a 'Securite – All Ships' call on VHF channel 16 advising of the location and nature of the hazard, then advise Hobart VTS (TasPorts) of the details. This may not be the most appropriate action.

Andrew Boon

Commodore

## CYCT Annual Dinner

**When:** Saturday 9th September

**Where:** Merino Room at the Woolstore

**Cost:** \$60 a head, with drinks at bar prices. This includes a 3 course shared platter meal with tea and coffee.

**Guest Speakers:** Will be Margie Beasley and Chris Wilkie from *Storm Bay of Hobart* and they will be talking about their adventures in the Falklands.

**RSVP** to Catrina Boon by 1st September, payment can be made on CYCT Website.

**Come by boat and stay at Con Dock for \$30 a boat.**

(Please mention this when you RSVP if you intend to come by boat)

## New Members' Dinner

This year (May to May) we had 29 new memberships which translates to 48 individual members. This is 5 more memberships than we had the previous year and since the beginning of June this year we've already had 5 new memberships, so the club is strong and growing.

Fourteen new members were able to attend the new members' dinner, which was again held at the Lindisfarne Citizens Community Centre. The committee put on a very impressive spread including Christian's to-die-for creme brulees and pavlovas. A good night was had by all.

Julie Macdonald

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**Tinderbox to the South Coast, 2003**

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**Ian Johnston**

I had just a week for my second attempt to get to Port Davey, 120 sea miles from home in Northwest Bay. My planned voyage would take me around the southwest corner of Tasmania. My craft was *Tinderbox*, an 18 foot, modified Swampscott dory, a highly refined, swift, rough-water rowing boat. She was very strongly built from plywood with built-in buoyancy compartments including a double floor and was well equipped for coastal cruising with a spray dodger that wrapped around the mast and along the sides to the rowlock blocks. She carried a substantial Danforth anchor with ample chain and warp, a spare fisherman's anchor for rock and weed, a sea anchor and drogue, and spare set of short oars for faster stroking into a head wind. Also a free-standing mast, a very simple dipping lug rig and safety equipment including flares, V-sheet, bailer, hand held VHF radio and safety harness. I also had a 6:1 tackle for manoeuvring on shore. Camping equipment stowed in sealed compartments or lashed down in rafting drums included plenty of food, diving gear and a cray ring. The only item that did not have a spare was the rower. Weighed down as she was, *Tinderbox* was stable with low windage and, although it was harder to row in calm conditions, the inertia helped maintain a reliable steady pace when conditions became rough. On a calm day I could cover 25 sea miles but with a favourable wind 60 miles was a realistic objective.



*Tinderbox* (image courtesy Ian Johnston)

Although *Tinderbox* had a deep pivoting centreboard, windward performance wasn't too hot as she was a narrow boat and could not carry much sail without dipping the gunwales under. Well equipped and with many sea miles under my belt I felt confident that with reasonable luck I could undertake a seaman-like passage. If conditions were bad, the longest passage between beaches was 23 miles. In an emergency I believed I could survive by lashing everything down and, with life jacket on, land through the surf with the drogue out the back for directional stability. If I was

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swept out of the boat I hoped it would follow me to the beach.

Rowing is an excellent low impact exercise that also helps straighten and strengthen the back. There are several different rowing styles for difficult conditions that will also give particular muscles a rest while others are used. The only time you bother to feather your oars is when you have an audience: the extra effort outweighs the benefit. The standard dory stroke is a fairly rapid, short stroke, reaching forward with a straight back, pulling back with arms straight and finishing with the elbows bent. Long balanced oars with a degree of handle cross over and lubricated rowlocks make life much easier. Rowing with the centreboard partially lowered and the rudder lashed helps to prevent leeway and contributes to directional stability. It's also important to occasionally turn around to see where you are going.

Day 1 was a pleasant long sail to Recherche Bay, the last outpost of civilisation before the first big corner, Southeast Cape. I spent a reasonably comfortable night sleeping aboard wrapped in the sail to keep the dew off.

Day 2 I left at dawn to row and row for 25 miles without a breath of wind. I decided to stop at Surprise Cove, the first safe beach, and after waiting for a couple of two metre sets to pass through made an easy landing.

Day 3 dawned sunny and warm. With no wind forecast for the next two to three days decided that I wasn't going to make Port Davey without a massive rowing effort. In any event I was there primarily for rest and to escape normality. I was able to persuade a nice couple who were walking the South West Track to camp locally for the night and spent the rest of the day fishing with them. With the first couple of casts of a light rod we fought and landed a huge blackback salmon. This was followed by a 3 kg trumpeter that also provided great sport on the light gear. Down went the cray ring and after a few spots were tried we hit the jackpot and landed more crays than we needed. The small ones and those too big for the pot were returned. That night the hills were ringing with laughter and good cheer as we consumed our catch along with wine and all the condiments and garnishes a person could wish for.

Day 4 I returned to the Channel, and by Day 5 had reached the Quarries, only 20 miles from home.

Day 6 changed my perspective on life. At 0830, I was in the Channel heading home. The ABC forecast moderate southwest winds easing later in the day. By 0900 I was approaching the Gordon Narrows and the wind had built up and was gusting 40-45 knots. With the mast down, everything securely lashed and with life jacket and harness on and rain pouring down, I thought the squalls would soon ease. By 0930 I was experiencing whiteout conditions as 60 knot squalls came roaring in with white walls of driven spray. The noise was tremendous and my clothing was flapping so violently it was throwing me off balance. By this time I had all the anchor chain and warp out over the port quarter as well as a very long knotted rope, to increase directional



stability and avoid broaching in the steep 2 metre seas. The wind was driving me onto a lee shore and I needed to row very hard to work around the now invisible western shore. Between squalls the anchor and chain came in but the knotted rope stayed out and I pulled for my life. The seas were no more than 2 metres but very close together with occasional breaks. As the waves reared above the boat I would throw all my weight on the windward gunwale. The boat was being filled by the seas but because of the inbuilt buoyancy I was able to slop much of it out. With the centreboard half down and rudder lashed almost amidships I was able to maintain a weight balance on both oars. With too much centreboard down, *Tinderbox* would tend to trip as she was hurled sideways by the breaking seas, the tip of the board being in relatively stable deeper water while the hull was flung violently down the face of the sea. *Tinderbox's* heavily laden state was also an advantage in the conditions, reducing windage and creating momentum that helped reduce the violent motion.

With visibility down to 20-30 metres, the sea was a mass of driven foam and the air was thick with salt-laden spray. The tremendous roar was constantly changing pitch. In the violent squalls I was unable to use the windward oar as it was flung by the force of the wind like a twig vertically over my head. I sat high on the windward side clinging to the gunwale pulling desperately on the leeward oar. With adrenalin coursing thickly through my veins I found myself seeing the situation as from afar. It was like watching a movie of a person I knew and understood well. I was experiencing a big adventure that was just slightly out of control. I thought it would be very nice if this unforecast storm would ease off. Wishful thinking! During a lull, I sighted Green Island directly to leeward and managed to pass within 50 metres of the rocks. Between squalls with better visibility I could see Fisher Point several miles ahead but to leeward and beyond that Roberts Point. My plan was to round both and take shelter at the Ferry terminal immediately behind Roberts Point. As I was pushed closer to Fisher Point another tremendous squall roared through. I couldn't trail the anchor warp as I desperately needed to make more ground. Within 30 metres of the point, a counter current caused the seas to stand up more steeply like a series of crashing brick walls. I was throwing my weight to windward as each wave passed over me filling the boat. Then one I could see had my number on it, picked *Tinderbox* up like a twig and hurled her down the wave upside down. I swam out from under her into a surreal world where everything was in shades of grey and very peaceful. No longer was I being buffeted by the screaming wind, no longer was pulling on oars with exhausted muscles. But once I surfaced I could see the rocks close by and knew once we were in the surfline we would be hurled on those rocks with *Tinderbox* smashed to matchwood and me in similar condition.

A rage gave me the strength to right the boat, climb in, restow the floating gear, slop some water out, get the oars back in and row, row, row. At Roberts Point I was rolled again but this time knew I could right the boat and reach the safe haven of the ferry terminal. When I finally rowed in to the relative calm from the raging storm around the point, I was greeted by a huge lineup of cars waiting to catch the ferry, which had been cancelled for the previous four hours. The ferry crew later said it was the worst storm they had ever encountered and had recorded 60 knots of wind when tied up.

In Kettering a group of spectators came down to greet me as I staggered ashore. All I could do for some time was sit on the jetty and try to control the overwhelming wash of emotions. It was difficult to communicate coherently with people who had just left the safe confines of their car. I had experienced a lifetime in a day. After changing into warm and dry clothing, I grabbed a ride back to Kettering on the ferry, got a lift home with a friend, grabbed the ute and trailer and rushed back to catch the next ferry to pick up *Tinderbox* from where I had left her safely on shore next to the terminal. I raced home, unloaded the trailer and sped to the airport to arrive just ten minutes late to meet my family returning from Sydney.

Ian Johnston *Juliene*

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## Albert Ross Dispatches

Albert spied a few boats near Arch Rock returning from Franklin. He was interested to observe what he thought was *Fleur de Lys* under full sail rounding up quickly to better handle one of the offshore gusts. The response was so quick and un-CYCT-like he was surprised Leigh was so alert after the evening's eating and drinking. Later, up from Middleton Light, there were frequent gusts, some to 30 knots. Again, *Fleur de Lys* was seen tramping upwind, boat flat, headsail drawing well and mainsail flogging. Dinghy sailing at it's best. Onya Leigh, that's the way to go! It was only closer that he realised it was actually David and Jenny Graney sailing their 44 ft Jeanneau just like they used to sail their 10 ft Mirror dinghy in the early 80's to regularly clean up the fleet. Perhaps they need a CYCT chill pill so they can settle down to the normal mode of reducing sail and using the engine so the chardy does not get spilled.

Albert was also out and about one Sunday in June and noticed a large number of boats milling around Sullivans Cove. More boats than in a Governor's sail past on opening day; more boats than at a Hobart Regatta; more yachts than a Bellerive Crown Series or a Sydney-Hobart fleet. Going in for a closer look Albert was intrigued by the diverse nature of the vessels: an Admirals Cup winning yacht, gin palaces, cray boats, abalone mother ships, dinghies, runabouts, yachts of all sizes and descriptions, a good representation of Club members. What could possibly bring together such an eclectic mix of vessels and such a diverse range of people from all walks of life? The vessels motored around Sullivans Cove and then suddenly a cacophony of noise – horns and tooters blaring loudly and enthusiastically. All went quiet and boats dispersed back to home base or out to quiet corners for lunch. Then Albert realized, it must have been horn-testing day.

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**A Light for Whalers Point**

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**Erika Shankley**

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Tasmania's south-west coast is notorious for the frequent gales of the Roaring Forties. Boats looking for a safe haven head for Port Davey, a sparsely inhabited region on the perimeter of the South West National Park and World Heritage Area, where there are some sheltered anchorages. However, for many years (and before the advent of radar and GPS) it was a matter of feeling their way into these more sheltered waters as there were no lights to guide them. Local fisherman, Clyde Clayton, decided to do something about it.

Writing in her book, *Wyn & Clyde, side by side in Tasmania's South West*, Janet Fenton writes: 'Coming into Davey at night can be tricky, or indeed in daylight if landmarks disappear in a white-out of rain or fog. A calm sea, too, can be a hazard, with no tell-tale white breaks to show the location of submerged rocks.' "No radar in them days," remarked Clyde.

*'Approaching Port Davey from the south, a group of islands and rocks, the East Pyramids, herald the crumpled cliffs of Hilliard Head. Turning into Port Davey requires concentration even on a clear day. Swainson Island and the Big Caroline present towering flanks of fissured grey quartzite to the full force of the ocean's swells; anything that can be prised loose is scoured away. Further into Davey, Nares Rock is one to watch out for, awash at low water. Then the cluster of jutting rocks, the Shanks group in the South Passage, or Boil Rock, not quite submerged in the middle of the North Passage between Breaksea and the mainland.'* These are the hazards that are presented to skippers on a dark night or in poor visibility.

For a long time it seemed that the various authorities didn't want the responsibility of installing and maintaining a light in such a remote area. Then at last in 1959, after eight years of negotiations, money was made available through the Public Works Department and Clyde Clayton was contracted to install the navigation light on the northern shore of Port Davey at Whalers Point. The lantern, its associated hardware and set of four acetylene cylinders, finally arrived in Hobart from Sweden.



Unloading acetylene cylinders for the light (image C Vaughan)

As usual, the job could not begin before loading all the gear and then unloading it at the other end. Clyde's fishing boat, *Stormalong*, was strongly built but some alterations had to be made as the 'powers that be' must have forgotten that all this stuff had to be taken ashore by dinghy and winched up a cliff – 'not a lot was done by helicopter in those days!'

All sorted out, the load now consisted of a new Lister engine to put in Clyde's cray dinghy; supplies for the Clayton, Edwardsen and King households who lived in the area; and curved sheets of roofing iron for a bushwalkers' hut at Melaleuca. That was in addition to materials for the lighthouse: *'Cement, 8 bags; bolts and spikes, 1cw; Dawn winch, 1; wire rope, 100ft; timber for boxing, 100ft; stand for light, 2 sections; stays, 2 sections, bolts and screws and box; gas cylinders, 4 charged; paint, silver, 1 gal.; base for cylinders, 4.'*

Before starting to erect the lighthouse, they first needed to gather some bush poles, then land the gear. Clyde had selected the best site for navigation purposes, rather than for ease of access. To get the gear up the 26 metre high cliff, a dinghy landing had to be made in a narrow gulch where the swells heaved in and out. Then everything had to be carried over slippery, jagged rocks before being hauled up a 'billy-goat track' (as Clyde called it) – to the chosen site.

The dinghy was secured fore and aft across the gulch to keep her off the rocks. They then rigged the Dawn hand-winch on a post at the lighthouse site. Seventy feet of wire rope went down to the waters' edge in the gulch and was used to haul up gas bottles and bags of sand and gravel for the concrete base. They even had to cart fresh water for the concrete. Clyde suggested using local sand, but Clyde's brother-in-law, Deny King, said *'no, it would have too much salt in it for the concrete.'* Further trips were needed to collect sand and gravel from a small beach near Mount McKenzie where the water was not so salty.



Winching gas cylinders (image J Poynter)

*'Sea rather big. Landed sand, carried it all up, dug hole for foundations,'* Deny wrote in his diary. Three days later Freddy Edwardsen, Deny and Clyde laid the concrete pad. When it was set they bolted down the tower, a prefabricated steel structure about four metres high, built in the PWD workshops in Hobart.

The lantern itself arrived in Port Davey a few weeks later on board the Fisheries vessel *Fiona*, and was installed by Fisheries and PWD technical personnel. At last, on Monday 16 November 1959, the flash of this little lighthouse welcomed sailors into Port Davey. *'This light will be known as the J J Dwyer Light'*, the department optimistically announced in a press release, honouring the Minister for Fisheries. However, it has always been known as Whalers.

'Light on Whalers very comforting,' Deny wrote in his log on his next trip home to Melaleuca in August 1960. To facilitate handling the ninety-five kilogram cylinders up the 'billy-goat track', Clyde later rigged an ingenious flying fox from wire rope, shackles and a snatch block. He maintained the light and exchanged the gas cylinders every two to three months for the next ten years – his wife Win often working the winch.



Clyde Clayton at the Whalers Light (image from the Clayton collection)

Deny sometimes helped Clyde service the light. They would try to leave an extra pair of gas cylinders in case the swell was too big to land new ones in the gulch. If the light went out at times like this they would take a dinghy into James Kelly Basin and walk overland to the light to change the cylinders using the emergency pair left on site. On completion, an unsigned letter in October 1959 indicated that *"The completion of work in the time available represents a considerable achievement ..."*. Clyde Clayton received an annual fee of \$200 as supervisor of the Port Davey light. In November 1969, Nigel King, skipper of the fishing vessel *Granada*, took over with an increased annual stipend of \$300. A rapid turnover of supervisors followed, and by the mid-1970s the PWD was attempting to foist responsibility onto the Hobart Marine Board.

At some time between the mid 1970s and late 1990s the light structure was replaced and converted to solar power. However, the rusted remains of Clyde's winching system, overgrown by the relentless south-west scrub, still stands testament to his work in lighting the darkness for mariners heading into Port Davey. Today the light is the responsibility of Marine & Safety Tasmania and since September 1998 has been serviced under contract by Australian Maritime Systems.

#### References:

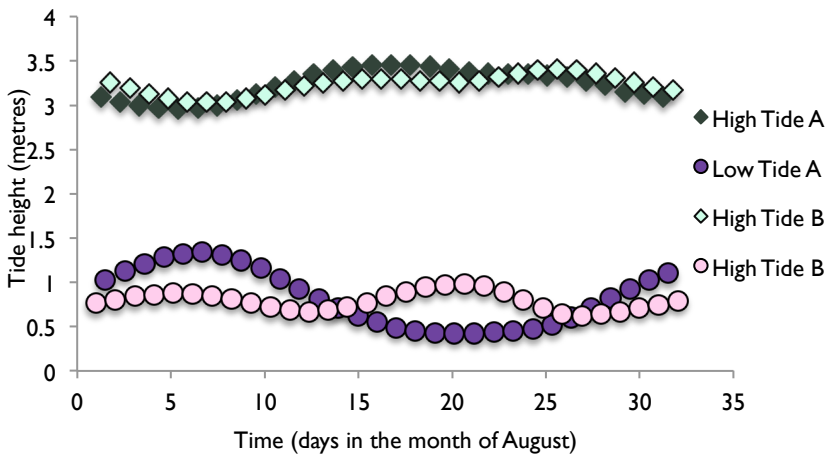
Janet Fenton, *Win & Clyde – side by side in Tasmania's far South West*, 2010  
King and Clayton personal archives, Archives Office Tasmania,  
Marine and Safety Tasmania, Australian Maritime Systems

## Tides in Northern Tasmania

Christian Narkowicz

For comparison with the tide analysis of Hobart tides presented last month, I have performed a similar analysis of Devonport tides. The immediately obvious difference in the north of the state is the greater tidal range, which is typically 3-3.5 metres. Apparently this is because there are two main tidal waves that enter either end of Bass Strait, one from the east and the other from the west. When these tidal waves meet, the result is a high tide that is about twice the tide seen outside of Bass Strait. On any given day there is little difference between the high tides, which is consistent with a semi-diurnal tide pattern. However, on any given day, the low tides may vary by upwards of half a metre (eg on 20<sup>th</sup>), which shows there is still some mixed influence on the tides. The low tides are equal around the neap (7 days after full moon and new moon), the full moon occurring on 7<sup>th</sup> and new moon on 21<sup>st</sup>.

Daily tidal high and low extremes in Devonport through August 2017



There is variation in tidal range through the month, with the lowest tidal range occurring around the full moon. What this means is that if you want to go cruising around the Furneaux Group, the time to go, if you wish to have the least tidal current to contend with, is around the full moon. Ah – those romantic islands under a full moon – bring it on.

There has been extensive modelling of tides and currents carried out for Bass Strait. These models are available, for a price, as GRIB files that show current direction and strength, as well as tidal height, with a resolution of 2 nm on an hour-by-hour timeframe. They appear to be primarily targeted towards yacht racing customers. The company that sells them is Tidetech. Examples of GRIB files and images that they deliver are available from their website.

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**News**

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## Award for Chris Palmer

Past Commodore Chris Palmer was a well-deserved winner at the recent Volunteering Tasmania awards. From the article in the AWBF Newsletter:

“Chris Palmer is both a volunteer Board member of AWBF, Inc. as well as a project manager responsible for the International Wooden Boat Symposium. The latter role involved coordinating the venue, program, international speakers, travel and accommodation for this prestigious event, run as part of the 2017 festival in cooperation with the Australian National Maritime Museum and the University of Tasmania. Chris was named the overall winner of the Arts, Heritage and Tourism Award.”

[http://awbf.com.au/volunteering-tasmania-awards/?mc\\_cid=279c0b0ecc&mc\\_eid=c51f1c7cee](http://awbf.com.au/volunteering-tasmania-awards/?mc_cid=279c0b0ecc&mc_eid=c51f1c7cee)

## West Coast Cruising Guide

I have put together an extensive series of mud maps from Port Davey to Strahan. But I think they should be joined with mud maps and additional notes from Whale Head to Port Davey and also the coast north of Strahan. I have heard that there are considerable notes written originally by Cray Fishermen. If anyone has these notes can they forward them on to me and I will try and collate them logically and we will make them available for perusal and checking before posting on the website. Of course these sort of notes will need to be strongly emphasised as being a guide only.

Ian Johnston *Juliene*

## Reporting hazards on the water - update

Following Andrew Boon's ministerial meeting, there is an amendment to the reporting procedure outlined in Sheenagh's article last month. The only part that changes is to whom the report is sent, with priority being given to contacting MAST.

- Report the hazard immediately to MAST:
  - email details including photos and location to: [admin@mast.tas.gov.au](mailto:admin@mast.tas.gov.au)
  - or phone MAST on 6235 8888 (less preferable option)
  - AFTER HOURS call Peter Hopkins (MAST) on 0418 145 439
- Make a radio "securite" call as previously detailed
- If appropriate call the Marine Debris hotline on 1300 706 973

MAST will, if circumstances warrant, arrange a Notice to Mariners

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**Fish Farming - Acceptability and Social Licences**

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Bryan Walpole

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A report on a lecture by Karen Alexander, 02 June 2017 at UTAS, Sociology Department

The academic lecture was well attended with 40 people, with four CYCT members present.

Introduced by Professor Richard Ecclestone, Karen Alexander, a Scottish social researcher currently with IMAS, spoke on her experience with social and acceptability licences for aquaculture. She ranged over surveys from Norway, Scotland, Ireland, Israel, and Italy. Worldwide there is conflict twixt the extractive and primary production industries, and the local communities, so affected by their work. There is a crisis in public confidence, people not knowing whom to believe, with polarised opinions in a post-truth world, affecting the granting of a social licence, as without it there can be no social acceptability, and thus no industry.

**The social license** is the level of approval continually granted to an organization's operations or project by the local community: it is being a good neighbour.

**Social acceptability** relates to judgements about the policies, programs, and projects proposed: "Do we want it". This will relate mainly to jobs, food and health, vs. pollution, animal welfare and scenery as determined in a limited European 5 nation aquaculture survey.

A Scottish survey, taken at supermarket exits, asking about social, environmental, human, financial, and physical aspects of aquaculture, produced a "Maybe" for social acceptability, but the issue is far more complicated, she claims. A social licence is gained when there is good local support, and this follows industry engagement with the locals, via grass roots organisations, like the voluntary Community Councils, who act as elected spokespeople for the local Scots. But in some cases, once the industry has all the approvals; they can leave the communities behind, losing credibility and legitimacy so there needs to be a robust process for removing the approval, to keep the company honest.

Her talk provoked some discussion relevant to Tasmania where it seems that there is very limited community involvement, leading to considerable dissent as we currently see, and a doubtful social licence.

She admitted that the scientific side, water quality, marine debris, and bottom soiling, was outside her remit.



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**Recipe - Crème Brûlée**

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**Christian Narkowicz**

As much as I did not want to get into recipes in *Albatross*, I was asked so many times and so nicely at the dinner for new members in June, where 15 of these desserts were polished off, too sweet, that I felt I had to put this one in. This is a super simple dessert (cream, sugar and eggs) that is very easy to make once the technique is sorted. Also, it is really good on boats, especially for those weekend getaways, for several reasons: it is best prepared the day before, so do it at home and finish off aboard the next day or even the day after; it is made in individual dishes so no dishing out is required; it can not be spilled; it goes great with coffee and/or the type of liquor found on many boats – cognac, Benedictine, Drambuie, Frangelico, etc; it requires a very useful tool that should be on every boat.

Ingredients: 6 large eggs, 600 ml unthickened cream (eg Betta), sugar to taste (¼ to ½ cup), vanilla (½ tsp extract, 1 pod or 1 tsp concentrate), extra sugar to caramelize.

Method: Turn on your oven at 150°. Separate the eggs. Do this carefully to exclude as much white as possible from the yolks because too much white will give an eggy flavour. Use the yolks to make the crème. (Make a pavlova with the egg whites.) Add the sugar to the egg yolks and whisk gently to dissolve. Castor sugar is quicker to dissolve so use this if you have it. If you are using a vanilla pod, add the scrapings from this to the cold cream in a pot. Otherwise you can add vanilla (extract or concentrate) to the yolks. Heat the cream to a simmer, without boiling. When hot, add the cream to the yolks with mixing. Don't whisk strongly because you do not want froth. Pour the mixture through a fine sieve into a jug. This removes any lumps of egg that may have solidified. Remove excess froth with a slotted spoon. Pour the mixture evenly into 6 crème brûlée dishes or else small bowls or coffee cups. Place the dishes in a roasting pan and put this in the oven. Pour one kettle of hot (just boiled) water into the roasting pan. Cook until the custard has set. To test for this, give a custard dish a gentle wiggle. The outside should be firm and the middle should wobble a little. The time this takes will depend on the size and shape of your dishes and may vary from 30-60 minutes, typically. Carefully remove the pan from the oven and remove the custards from the hot water. After about 30 min, wrap with plastic film and refrigerate.

Before serving, remove from the refrigerator. Evenly spread about one teaspoon of sugar (castor, white, brown or raw – your choice) over the top of each custard. Now fire up your blowtorch and melt the sugar until you have a nice toffee, slightly burnt, on each custard. This is the brûlée – which means burnt. Serve immediately. The brûlée should crack under the spoon, the top of the custard should be warm and soft and the bottom should still be cold and a little firmer. The contrast adds to the pleasure of eating, which may take only about 20 seconds.

Every boat should have a butane-fired blowtorch – so useful for making crèmes brûlée and also for many other essential jobs on a boat. For example: lighting cigars; soldering; tinning electrical wires; heating shrink wrap insulation; sealing cut ends of ropes; softening thread locking

compound on bronze plumbing fittings, such as 2" head outlet ball valve threads; starting fires. If your boat does not carry a butane blowtorch buy one for your or your partner's next birthday and as a bonus try making crème brûlée.

## Dave's Dispatches

Dave was travelling through Lefkada, an island (and town) in Greece, where he spotted an interesting vehicular bridge. Connecting the island to the mainland is a causeway but to allow boat access there is a floating roadway (barge) that is self propelled and simply lifts its ramps and moves around to allow boats through. A simple engineering solution that works in an area of only 20 cm tidal variation. Dave also spotted a bridge in Holland designed like a submarine. It has ballast tanks that can be flooded to sink the bridge to allow boats to sail over it and then purged with air to refloat it. Engineering horses for courses.



Floating bridge in Lefkada, Greece (images Dave Davey)

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**New Members**

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**APPLICATIONS FOR MEMBERSHIP**

***Karm***

Darren and Chris Schmidtke

***Mystic***

Bev and Greg Hitchens

***Rose***

Robert and Jillaine Williams

***Peter Robyn***

Jeff and Rebecca Murray

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**

Jennifer Birch  
(no boat)

***Uhuru***  
Mal Botterill

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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John McClea - *Wanderer III*

My boating experience started at the age of ~10 years old, sailing on my father's old cray dinghy in the Ralphs Bay Neck canal. Then later, sailing out to Droughty Point on the early northerly, downwind, to catch some crayfish. We set the nets to catch trumpeter, and returned to the canal on the sea breeze. As a boy I joined the Buckingham Rowing Club. I crewed in the maiden 8 rowing team, representing my school and the club. Some time later I left to join the Park Beach Surf Club. Four members of my Buckingham rowing team went on to win a King's Cup for Tasmania. I loved the Park Beach SLSC in many ways, and made the A boat crew. One Friday night on the 8<sup>th</sup> of February 1963 I was part of the crew that rowed a surf boat from Constitution Dock in Hobart to Park Beach. We left at 6 pm, rowed past the Iron Pot and Betsey Island to Park Beach. We completed the journey at 6 am the next morning, a 12 hour effort. The Mercury Surf Safari was subsequently established, with all Tasmanian surf clubs participating in racing to Park Beach through the Ralphs Bay canal. I met a girl called Dianne, who later became my wife of 48 years. She died 4 years ago – the love of my life. We had many wonderful boating trips with her father, Colin Brown, on his then brand new yacht called *Intrigue*, a steel Tempress. I learnt a lot from an old sea dog. In 1973 I joined the Bellerive Yacht Club and bought the motor-sailer *Wanderer III* from the HC Millington estate. Its nickname was *The Coffin Boat*. Later I joined the RYCT so our sons Adam and Phillip could sail Cadet dinghies. One son was crew on *Volante* that won three Stonehaven Cups. *Wanderer III* (with a good crew) performed very well in navigation trials, won a RYCT East Coaster race, and pennants in navigation trials and cruising events at the BYC. I am now enjoying my retirement, and look forward to cruising and meeting you, with my friend and sailing companion, Sally O'May.



Figure 1 *Wanderer III* coming up the Channel (image courtesy of John McClea)

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Mal Botterill (PSC) – *Uhuru of Melbourne*

Hi to all Members of CYTC allow me to introduce myself: I am *Uhuru of Melbourne* or more informally just *Uhuru* to my friends. I am attached to a poor simple carpenter or PSC who mistakenly believes himself to be the boss of this outfit. Apparently *Uhuru* means freedom in Swahili and myself and my predecessors were so named as the PSC's first yacht was an international Freedom class design that he acquired in Rabaul, PNG. This yacht taught him the basics (just), drifting around Rabaul along with a few cruisers doing the real thing on their circumnavigations along the equatorial route. Therein my seed was planted, however, the great procrastinator didn't get me started for another 7 years while squandering time in Port Moresby with an A class cat and then in Darwin on various boats and doing the 1974 Darwin - Dili race and other racing with the Darwin Sailing Club.

Ms Tracy further delayed my inception although my detailed drawings were finalised before a move back to Victoria where initially I gained some priority. Things progressed well for a couple of years, however, the easily distracted PSC got involved in ocean racing at Sandringham Yacht Club, often hanging over the side contemplating life the universe and hereafter in Bass Strait, Hobart and Port Phil' Bay. I thought a crewing gig from Hong Kong to PNG on a Peterson 44 named *Blyth Spirit* might re-inspire him but he continued to be distracted by work and relationships (can't remember how many) and I was completely ignored for 25 years in his backyard in Williamstown. Finally the penny dropped. PSC, old mate, time is running out, your youth has passed, extract the digit and get real. So, we moved into a factory in Willy where my priorities were finally established. Another 5 years while the PSC worked out how to complete me to the standard I expected and I was finally introduced into my rightful element on 26-4-2012. Ha-ha, he thought, now it is time to play. Wrong, my son, first you have to provide the doors, saloon table, do the odd bit of interior varnishing -10 coats please of the finest Epifanes not that cheap stuff from Bunnings, etc, etc. Ok, Ok, I guess we can do a bit of sailing around the old Port Phil' but only so you can sort out the more obvious of your blunders.

Believe it or not I was finally able to allow our first real cruise. What about we go see the Wooden Boat Show in Hobart? Let's see what the real people do. So off we went, 41 years after first thinking about the cruising life. Had a comfortable and safe 9 day cruise via Refuge, Deal, Nth Flinders, Lady Barron, Wineglass, Reidels Bay and finally Kettering. After a long 5 minute discussion I convinced the PSC that this was the spot to base our cruising. You are too old for that circumnavigating trick. Port Phil' is about as interesting as an AFL game. But Kettering and the Channel have it all. So here we are and looking forward to some great cruising with like-minded people but I think the PSC needs a bit more practice with the sailing so, if any of you fellow members can put up with a cantankerous PSC just tap gently on my hull and introduce yourself at E33 in Oyster Cove Marina.

Many thanks, *Uhuru*.



*Uhuru on Port Phil* (image courtesy of Mal Botterill)

#### Jen Birch (no boat as yet)

I moved from Brisbane to Hobart twelve months ago driven to make a lifestyle change, but ultimately motivated by an exciting job offer from the University of Tasmania. I made the right decision and intend on staying here for the long term.

I first fell in love with sailing thirty years ago when I was invited to help with the delivery of a yacht from Lord Howe Island to Sydney after the Syd-LHI yacht race. What an amazing three day experience, I was hooked!

After moving to Brisbane in the 90s I decided to learn to sail properly. I completed a competent crew and navigation course through a company called Sailaway located in Manly. I was then lucky enough to be invited to crew on a Beneteau First 50, *The Matrix* from RQ and spent a few years sailing in combined clubs races, twilights and the Kingfisher Night Series. During that time I realised I needed to learn the basics on smaller boats and subsequently completed several courses on Elliot keel boats through the Royal Queensland Yacht Club.

I am a now member of the DSS and spent last summer crewing on David Brett's yacht *Illusion*, trying to learn the foredeck role. I really enjoyed the series, especially the Maria Island Yacht Race. I also got a chance to help with the delivery from Hobart to Beauty Point, which made me appreciate the sublime coastline of eastern Tasmania. I am now looking forward to crewing on *Illusion* during the Hamilton Island race week in late August and hope to assist with some of the delivery legs, maybe crossing Bass Strait for the first time!

I joined the CYCT primarily to learn from the highly talented women that facilitate the Women on Boats sessions. However I also plan to buy myself a yacht in the next few years and once I do that I am hopeful that the club will offer me lots of support and advice.

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## Minutes of General Meeting held at DSS on 06 June 2017

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### Opening

Commodore Boon declared the meeting open at 7:30 pm and welcomed attendees.

### Attendance and apologies

50 members registered their attendance along with 2 prospective new members – Celia & Robbie Williams from QLD. 9 apologies recorded. A total of 52 attendees.

### Minutes of the last General Meeting (2 May 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 Ottmar Helm & seconded by Phil Bragg.

### Business Arising from those Minutes

There was none.

### Introduction of new members and presentation of burgees

9 new members were welcomed,

John McClea and Sally O'May, *Wanderer II*

Robert Howie and Katrina Hodge, *Vitesse*

George and Maria Rance, *Gypsy Soul*

David Paine and Melisa Rose, (Melisa not present) *Tarangau (The Goo)*

Mal Botteril.

### Rear Commodore's Report – Catrina Boon

Report in *Albatross*: but specific items mentioned as follows:

- Catrina reminds members she is retiring her position this AGM and the position needs filling.
- *This meeting speaker* – John Samson of the Rock Lobster Association.
- *June Long Weekend* is being coordinated by Mike Ponsonby. 1st night: Kermantie and dinner at the Kermantie Hotel with Brian Parkinson entertaining. Theme this year is Nau-tic-al, a prize for the best theme dress. 2nd Day: Cartella Visit, Franklin Marine cider tasting and dinner at the Franklin Living Boat Club with entertainment.
- *Annual dinner* – 9 September at the Woolstore with shared platter meals. Cost \$60 head. Guest speakers – Margie Beasley and Chris Wilkie talking on their Falkland Island visit.
- *New Member's Dinner*: was a great success and who knew the Committee were such good cooks.

### Treasurer's Report – Alex Papij

The Treasurer's Report is available for perusal after the meeting and has been posted on the website.

- Members' subscription renewal will be posted out from 1<sup>st</sup> July. Please do not pay your subscription prior to this date.



- This month CYCT largest expense will be in the thousands of dollars for mooring maintenance. Otherwise budget is meeting expectations.
- Treasurer will be retiring from his position this year and once again encourages members to apply and receive free MYOB training.

### Vice Commodore's Report –

Commodore Boon presented this report confirming to members the resignation of Sheenagh Neill from this position.

- Cruising Information :
  - June Long Weekend Cruise 10- 12 June. Kermandie and Franklin.  
20 boats registered. Mike Ponsonby coordinator, said marina manager Dean said the marina is large enough for all. Mike asks cruise participants to phone 1 hr prior to approaching marina so that a berth position can be notified to them. Any participant cancelling the weekend either by car or boat please ring as Mike will already be at Kermandie.
  - Up-side down x-mas event- No member had any information on this event.
- Dark Mofo: Constitution Dock, weekend of 17 - 18 June. Kim Brewer is handling members' bookings through her e-mail, 13 boats already booked. Entry/exit to Con. Dock is strictly at 11:30am.

### Commodore's Report – Andrew Boon

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

- MAST meeting at Bellerive Yacht Club re: recreational boat funding applications. Commodore attended. MAST to make final decision
- Fish Farm boundaries waterway debris and safety issues:
  - A letter to the Premier resulted in a meeting with Minister Rene Hiddings and MAST CEO Lisa Morris – report sent to members Friday 2 June.
  - A letter from Minister Hiddings is on table to view, otherwise a summary will be in next months *Albatross*.
  - After several CYCT member sent letters to Minister Rockliff on waterway debris, Minister Rockliff issued a Press Release on some of the issues brought forward on Fish Farm debris.
    - Commodore clarified a misunderstanding by some members that 4 EXTRA MAST staff would be made available for looking into infringements but actually 4 existing staff will be given greater authority to include work on the EPA act of infringements as well.
- CYCT has a position on SAFETY around Fish Farms, and the Commodore is sure many members are happy with that position.
- Cruise of the Year: There is 1 nomination so far. Please continue to send in others.
- A note on the death of Jack Lush – written in the Yachting monthly magazine.
- Commodore thanked Membership Officer, Julie MacDonald for the happy and well run New Members dinner.

- Commodore reminded members of the soon to be vacant 6 committee positions including the Webmaster and IT Manager

### **Women on Boats – Kim Brewer**

- Next Tuesdays WoB meeting on Maintenance – antifouling, paint etc.
- A mention to new members that they are welcome to attend these meetings and invitations to non-members as well.

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

- Forum:
  - Bryan spoke of the next forum on Tuesday 27 June @ 6pm–7:30 in the DSS training room will be presented by Barry McCann from Tasmanian Maritime Radio. He will conduct a UHF and VHF voice procedure practical demonstration. All welcome.
- Membership Officer – Julie MacDonald:
  - New Members Dinner was a great success last Saturday.
  - A reminder Membership Position is also available at this years' AGM.
- Editor- Christian Narkowicz:
  - Relief editor for the month of August is Jackie Zanetti whilst Editor on holiday in Ireland and Italy.
  - Albatross 1<sup>st</sup> time colour front page, by new publisher this July issue, will be celebrated by a competition for members for their best 'boat in full sail' photo. Winning photo will be published front page on this inaugural colour issue.
- Warden – Chris Crease:
  - Displayed on table old issues of Albatross, magazines and other paraphernalia for give away.
  - Library is little used and cabinet is full of boats to read.

### **Other Business:**

*Notice of Motion:* Proposed by Tony Peach Seconded by Lew Garnham

*'I Move That The Cyst Adopt A Stance, Associated With Appropriate Comment From The Club, That The Salmon Fish Farms Immediately Adhere To The EPA Requirements'*  
A continuous slide presentation on fish farm debris was shown during the meeting.

Tony Peach and Lew Garnham spoke to the motion highlighting how over the years debris has increased; how no one seems to notice the 1995 EPA regulations; and how future accidents will lead to litigation where no one wins. They suggest the Club should take a stand. Lew suggested a political stand and opined that we are already taking a stand by being complicit. The sludge under fish farms in Macquarie Harbour and the Estuary is smothering everything and encouraging algae growth. Mercury Passage is at present clear but with an Okehampton Fish Farm it will be damaged.

Bryan Walpole said we need something more positive on general environmental issues as we are stewards, & Leo Foley supported the motion to get the EPA to be more

effective. He also suggested interested members could form a group to investigate fish farm issues and to contribute to other groups with similar interests.

Conclusion: The Commodore deferred the vote till the next General Meeting in July due to lack of sufficient time for members to consider the motion. Tony Peach and Lew Garnham were asked to write up a Statement to be presented to the members in the July issue of the Albatross.

A card was circulated for Floatmo – a marine protest on Sunday 18 June.

### Next Meeting

The next GM will be at DSS on Tuesday 4 July 2017 at 7:30 pm.

### ...Close

The formal meeting closed at 8:40 pm.

### Guest Speaker

John Sansom, Executive Officer of the Tasmanian Rock Lobster Fisherman's Association and a retired cray-fisherman spoke of a personal journey to where he is now. He explained quota and scientific management protocols. He even hinted at where best we could place our own pots for a good catch.

### Close

The meeting and guest speaker presentation concluded around 9:30pm.

### 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](#))



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