



# Albatross

Volume 44 No 6 July 2018



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).**

**The normal deadline for publication is 19<sup>th</sup> of the month prior to issue.**

**Negotiation with the editor may be possible**

*Cover page: Wayfarer II (Anne Clark) heading up the Bathurst Channel during the 2018 Port Davey cruise (image Christian Narkowicz)*

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**Table of Contents**


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Table of Contents.....	1
CYCT CALENDAR .....	2
Editorial.....	3
Commodore’s Report.....	4
Vice Commodore’s Report .....	5
Rear Commodore’s Report.....	6
Membership Officer’s Report.....	7
Facebook Report.....	7
Women on Boats – June 2018 .....	8
Letter to the Editor .....	9
Queen’s Birthday Weekend 2018.....	10
Cruising New Zealand – Summer 2018.....	14
Official navigation charts and OpenCPN.....	20
<i>Honey Bee’s</i> Circumnavigation of Australia in 2014 and 2017.....	24
More on Moorings .....	31
New Members .....	34
Minutes of General Meeting held at DSS on 05 June 2018.....	38

**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 3 <sup>rd</sup>	General Meeting @ 7.30 pm. Venue: DSS. Guest speaker Nick Brown, The new icebreaker.
Tues 10 <sup>th</sup>	WOB meeting @ 5.30 pm. Venue DSS. Keeping It All Together-Routine Maintenance
Tues 24 <sup>th</sup>	Winter forum
<b>August</b>	
Wed 1 <sup>st</sup>	Committee Meeting @ 7.00 pm. Venue: RYCT
Tues 7 <sup>th</sup>	General Meeting @ 7.30 pm. Venue: DSS. Guest speaker Rev Warwick Cuthbertson former sailor and chaplain, RANR
Tues 14 <sup>th</sup>	WOB meeting @ 5.30 pm. Venue DSS. Care and repair of sails.
Tues 28 <sup>th</sup>	Winter forum
Wed 29 <sup>th</sup>	Committee Meeting @ 7.00 pm. Venue: RYCT

### **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.**

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**Editorial**

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I am really pleased that member contributions are pouring into the editor's in-box at a great rate. In fact, I have had to hold over some items until next month. Actually I am very pleased about quite a few things this month. I have had my first original poetry contribution, submitted by Julie Macdonald on behalf of her late father, Don Cunningham. Don was the proud owner of *Miska*, a 27' Huon pine cota boat that he kept for many years at Muddy Creek, Port Sorell. According to Julie, he loved nothing better than an overnight trip up the Rubicon or a longer trip to the Tamar.

And he obviously also enjoyed waxing lyrical with pen on paper. Thanks Julie for sharing your father's love of being on the water. I think we can all relate to a quiet night at anchor somewhere in Tassie as the sun goes down.

We have two articles describing extended cruises. I know that many members have followed the movements of *Honey Bee* (Chris and Peter McHugh) from their numerous Facebook posts. Their article goes back to the beginning in 2014 as they leave Hobart at the start of their adventure heading north and eventually around Australia. I have a love/hate attitude to articles such as these. I would love to follow in their footsteps but I hate that I can't do it yet. Grrrr!

As pointed out by Andrew Boon at the last general meeting, there are numerous club members away for the winter, cruising in warmer climes. Another member, Tracey Taylor, has joined them, helping to deliver a boat to Tassie from Brisbane. This will be her first major ocean passage. Tracey joined *Tahiti* in Bathurst Harbour hoping to head up the west coast for some more open water experience but unfortunately we could only take her the other way. It is tremendous to see the developing confidence of club members such as Tracey. Go WoBs!

Another thing I am pleased about is being able to feature *Wayfarer II* (Anne Clark) on the cover of *Albatross*. I don't know if Anne was aware that I had the long lens out as she was heading out of Bathurst Harbour while we were heading in. I believe that this was Anne's second cruise on *Wayfarer II* to the Port Davey area.

I am also really pleased to be getting regular WoB reports this year. Thanks Tracey and Kim. In fact this month I received two WoB reports that I have merged into one.

And this month we have what may be the first centrefold for *Albatross*. Perhaps long-term members may be able to comment on this assertion. Thanks to Ian Johnston for literally putting pen to paper to produce what I think is a very succinct chart showing strategies for heavy weather anchoring. Anchoring and mooring seem to be a popular theme at the moment.

Thanks to all contributors to this bumper issue of *Albatross*.

Christian

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**Commodore's Report**

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What a great long weekend we had in the Huon River! The weather was great as was the company. Special thanks to Lyn and Tony Peach who organised the off- and on-water sections respectively, as well as hosting a lot of people for gluhwein on board. The entertainment and hospitality provided by David and family aboard *Serenade* was also superb.

Following last month's Committee Meeting, I welcome Lew Garnham to the Committee to fill the vacant General Committee position until the next AGM. The Committee decided to defer any action to dispose of the Nubeena mooring until a review in 12 months. Lew has taken responsibility for management of the Club's moorings.

There has been some discussion about the future direction of the Club and the need for a longer-term plan. We do seem to have got a bit bogged down in dealing with a variety of ancillary issues (fish farm policy, websites, privacy, etc), all of which are important, but have overshadowed our main reason for being: to assist members in their enjoyment of yacht cruising (and boat building). There will be some turnover of committee members at the AGM in September and this will be a good opportunity for the new Commodore to begin leading us in an agreed direction. In the interim, discussion will continue and if any member would like to contribute, please grab the ear of any of the present Committee members. And, please, give serious consideration to putting yourself forward for a Committee position.

On a sad note, I extend condolences on behalf of the Club to Barbara Willson on the death of her son David, and to Mike Ponsonby whose father John died recently.

Finally, congratulations to Tas Maritime Radio on the opening of their new operating centre at the Queens Domain. Now the operators have a window to look out! It might be time to arrange another Club visit.

Don't forget to fly your burgee!

Andrew Boon

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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## Vice Commodore's Report

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There were two very different but highly successful cruises in June. Lyn and Tony Peach led the Kermadie Long Weekend Cruise down to Franklin and surrounds. From all reports the on- and off-shore activities were enjoyed by all. A big thanks to both of them for their work on this successful cruise. The June Dark Mofo Cruise was also well attended with 19 boats going into Hobart for the event. Sadly Constitution Dock allows a max draft of 2.1 m after the recent floods and so several boats were restricted to the outside because of this and limited space on the inside. It was great to see several families attend this event and enjoy mid-winter in Hobart.

I am awaiting news on some delivery jobs before I look at our last cruise for the season. This is the Clean-up Cruise to Great Bay. If you would like to be on the email list please let me know or keep an eye on our Facebook group or website. I would also like to invite members to join me on a winter cruise to Norfolk Bay, most likely in August at this stage, so again check your emails for this short notice weather-dependent cruise. Sean Connelly has offered to host a winter forum on his boat for those skippers who have an ICOM HF radio set up on their yacht. Andrew Boon will lead this and spaces are limited so keep an eye out for it in September.

The editor has already announced this is his last year in the role and so I am also giving up the reins and passing onto new blood. We are looking forward to cruising further afield and for longer. My yearning for warmer waters will be hopefully finally satisfied. The Vice Commodore role is a busy one. It involves attending and presenting at two meetings a month, coordinating and leading longer and regular calendar cruises and the writing of reports on these. Also, helping both the Commodore and Rear Commodore on combined cruises or land events. Next year it will also involve supporting the club with the Wooden Boat Festival 2019 events. In the past some Vice Commodores published annual cruise booklets. I replaced the booklet with a calendar spreadsheet of cruises published in October each year. As someone who is passionate about the environment I chose to stick to electronic communication for detailed information.

If I reflect back on my time I'd say it has been interesting to say the least. Change and getting support for that is always hard. Being a strong female is sometimes not an easy road to be on. In my time I've tried to see more cruises happening and led by more members. We are a cruising club: being on the water is our main purpose. I'm proud that more members readily held their hand up and led cruises. I am also pleased that this year we had two female members put their hands up to coordinate cruises. We also had several cruises running at the same time or overlapping during February/March. It's these initiatives that see more people coming on cruises and adventuring to places they haven't been before. I hope these popular initiatives continue. I will still offer to run a cruise or two next year. One to Flinders and beyond is on the cards.

Sheenagh

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## Rear Commodore's Report

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A huge thank you to Alex Papij for his detailed presentation at our June meeting about his experiences aboard *Rusalka* on his recent trip to New Zealand. Although I personally found some of his video quite terrifying, it was quite an insight into how he and his crew made decisions and coped so well in such challenging conditions.

As reported elsewhere in this edition, our Kermandie-Franklin June long weekend was enjoyed by all, and the weather was kind to us - calm seas and sunny days, even if it was chilly overnight with some fog – but that's just all part of the Huon's charm. Thank you to everyone who attended and made the whole weekend so much fun. A special thank you must go to the Watson family, not only for their amazing hospitality onboard *Serenade* but for all the assistance rendered by Max, Izzy and Lucas in directing our boats to the correct location at both Kermandie and Franklin. With a total of 23 boats, this was quite an achievement.

Another important event for your diaries is the Club's Annual Dinner on Saturday 8 September, in the Merino Room at the Old Woolstore, Hobart, 6.30 pm for 7.00 pm. Our guest speaker at the dinner will be Club member Chris Le Cornu, who will share details of his many and varied sailing experiences. The Woolstore is within walking distance of Constitution Dock, which means you can spend the night on your boat, for a fee of \$30. Details will be provided at a later date about the bridge opening times on both Saturday and Sunday. The dinner will be \$60 per head with drinks at bar prices. Shared platters for 3 courses will be served at the tables. Those with special diets will also be catered for. Tea and coffee will be provided.

Please RSVP by Friday 31 August, either by registering on the website or emailing me ([lynpeach@gmail.com](mailto:lynpeach@gmail.com)). Please also let me know whether you are planning on bring your boat into Constitution Dock and whether you have any special dietary requirements. Closer to the date, payment for the dinner can be made on the website and the Dock entry fee will be collected from boats during the weekend.

We look forward to seeing you at our next General Meeting on 3 July, 7.30 pm at the Derwent Sailing Squadron, where our guest speaker will be Nick Browne from the Australian Antarctic Division. Nick will give a presentation on the new \$529 million icebreaker, *RSV Nuyina*, being built in Romania to replace the *Aurora Australis*. It is expected that the vessel will undergo sea trials at the end of next year, with delivery to Hobart in mid 2020. See you there!

Lyn Peach



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## Membership Officer's Report

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As the cooler winter months roll in new members interest has slowed a bit. I would guess that holidays in QLD and warmer parts of the world in charter yachts or luxury cruise ships may take some priority over joining our club, however we have two new family members applications this month to join our club.

Our Kermandie and Franklin long weekend cruise was a great success. Over 50 members attended. We had a number of interstate guests who, in their own words, were “blown away” with the organisation and enthusiasm shown by all. The after dinner construction competition at the Kermandie Hotel was a test of skill and luck. A lot of fun and patience was a prerequisite to be able to win. Unfortunately our table understood that the article we built had to be built to the latest Australian standards and could not be completed in time. Had the winner been judged on strength and design we would have been the winner .

The Royal afternoon high tea on the good ship *Serenade* at Franklin hosted by the Watson family was by any standard a highlight. The younger Watson crew were busy in their hospitality roles!! What a spread! Well done.

The boaties market to be held in Kettering has been rescheduled to Saturday 15<sup>th</sup> September. We were clashing with some sort of football AFL grand final on the date previously advised. Same conditions apply: hire a bay at the hall, bring old marine stuff to sell and buy the same amount of other peoples marine stuff and take it home. I will need a hand to organise this so let me know if you can help.

Richard Taylor *Easting Down*

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## Facebook Report

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Closed Group: 118 members still being enjoyed on a daily basis by members. Dark Mofo photos have been populating recents posts.

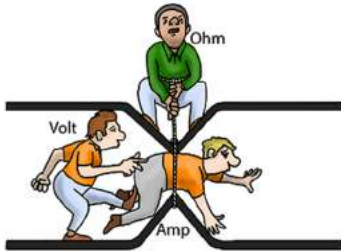
Public Page: Likes 149, Following 154

We have more likes this month and the public face of the CYCT is growing

Sheenagh

## Women on Boats – June 2018

The WOB meeting for June was led by the very capable tutor, Kim Brewer. Another inspiring, informative meeting for June, seeing 14 Ladies attending to learn more about the basics of 12 V electrical systems. WoBs members got An Absolute Beginners Guide to 12V Marine Electrics at their June get-together. The theory side of things was reduced to the simplest terms:



Then the basic components of a 12 V system were looked at in more detail. Batteries, as the power source we all depend on, were considered in detail. The various functions (house and engine start) and battery chemistries (flooded, AGM, gel and lithium) and their pros and cons were explained. Battery charging options were highlighted. Interesting to see the hydrogenerator being added to the traditional methods of wind and solar, genset or portable

generator charging options. Battery monitoring, types of switches and fuses (including the latest touchscreen switch panels) and grounding were covered. Some detail of the alternator and smart charge regulators were delved into with a variety of great visuals to aid comprehension. Kim rounded off the evening with some handy troubleshooting tips, tools to have aboard as well as reference links to carry out further research.

We finished off with a large gathering of ladies at Kathmandu (Nepalese restaurant) in Battery Point. The food was well enjoyed and some excellent storytelling ensued. A highlight of the evening's gathering was Val's account of her recent passage, Skippering *Aziza* to Sydney. What happened to foil her trip north beyond Flinders and how marvellously she coped with challenging conditions to salvage what could have been a dire situation! Troubleshooting and solving issues, bringing *Aziza* home safely, making sensible and well informed decisions to ensure safety of vessel and crew, Val highlighted how much the WoB meetings had aided with her preparation to make this trip north.

Congratulations to Val, who indeed embodies the very spirit "Women on Boats" strives to engender in our CYCT members.

WoBs July – "Keeping It All Together- Routine Maintenance"

As we pass mid-winter and thoughts turn to the annual slipping and general maintenance, it's timely to consider what needs to be done and when, so that's the topic for July. In August we'll take this further with a look at maintaining and repairing sails.

Looking forward to a trouble free summer ahead with boats in tip top order!

Kim Brewer and Tracey Taylor

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**Letter to the Editor**

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It's that time of year again. You've just checked your flares and found that they are out of date. Time to trot down to the chandlery and fork over \$65 to \$125 depending on your needs and preferences. As the owner of three boats, the dollars do mount up. Worse, we have a growing collection of out of date flares. We usually take some to the annual flare demo night, and have found old, out of date flares to be just as reliable as new ones. Disposal of out of date flares is becoming a significant issues to boat owners, authorities and councils.

Should we be still carrying flares at all?

We have radios: VHF, with DSC, and HF. We have mobile phones. We have EPIRBs and AIS on the boat and on our life jackets. We would use any one of these in preference to lighting up a flare. Indeed, it is difficult to think of a situation where one would choose to use a flare. Robinson Crusoe probably wished for a box of flares, but did he take a flare container with him when he was shipwrecked?

To quote the March 2108 issue of Yachting World: "The Royal Yachting Association is clear on the issue. Cruising Manager Stuart Carruthers says: 'We think making flares compulsory is barking mad. They're legalised firearms. We shouldn't be having to make a case to justify their removal, they should be justifying keeping them.'"

I suggest the club forms a technical sub-committee to address the issue, seeking input from members and technical experts, and make a submission to MAST.

I for one would like to see the end of these archaic, dangerous, wasteful and polluting items.

Chris Le Cornu *Golden Dream*

*Technology may just overtake the need to take action on this issue. I believe that laser flares are just around the corner as a significant development with many advantages over pyrotechnic flares. MAST is aware of the technology and it may be just a matter of legislative changes being required. According to one supplier: "Unlike pyrotechnic flares, the Rescue Laser Flare is non-flammable, environmentally safe, and can operate continuously for 72 hours on two AA replaceable batteries." Legislation has been passed in the US allowing rescue lasers to be pointed at aircraft for signalling purposes, as an exception to the usual prohibition on pointing lasers at aircraft. Laser flares are waterproof and safe. They can be purchased in Australian stores. When (if ever) will they replace pyrotechnic flares? Perhaps MAST can answer this question. Perhaps it will take some lobbying. The CYCT would be the right club to do so. And what about all those old flares? While I am not advocating that you keep out-of-date flares and not purchase replacements, I believe that it is not strictly against the regulations in Tasmania to do so. I have heard of people using them, well away from the water, to liven up outdoor parties. This is something I do not recommend. Hand them in to MAST on flare collection day. Ed.*

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**Queen's Birthday Weekend 2018**

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**Lew Garnham**

Home again drifting off to sleep in the home bed, warmed by the electric blanket, foggy thoughts of the morning drifted in. Were we really in that misty far away Franklin township this morning? I fell asleep with a smile! There must be many individual different memories from this trip, now hopefully embedded like the instincts of a salmon going yearly upstream to the 'grounds'. Laurence Burgin who helped me organise the first Combined Huon Cruise in 2012, and also supportively participated in most others, missed this year's from serious ill health. He felt proud at being involved in this traditional event, especially seeing the fleet coming up river again. How fantastic that the winter weather was kind, but it still threw a variety of challenges.

For three days prior to departure *Minerva* had been on the DSS slip. An original bronze skin fitting was suddenly 'fluffy' and threatening to sink the boat. There was a green ring of 'no confidence' surrounding it and somehow the temptation to scratch and clean a damp spot was curtailed! It was also a good chance to polish the hull, change the shower sump box and redo the Prop Speed coating. The clouds that were billowing as we relaunched brought over 40 knot gusts on approaching the Tasman Bridge. Back-up was called to assist Lizzie and me to get *Minerva* in for refuel and re-dock. Though a windy night, it had settled by departure at 0930 hrs. Dave Mitchell came with us knowing it would not be like his Tasman crossing!?? All sails were soon set, a Wind God, bait quickly taken with gusto at the Garrow. Quarter winds, side winds, head winds and no winds as we motored and intermittently sailed. Gordon's wind bullets were not too flash, heralding a head wind for the Huon. The AIS showed *Rusalka* heading for Kermandie, *Juliet* off Middleton later joining *Easting Down* in Randalls Bay, as did *Argos*, *Mystic*, *Beyond*, and *Brite Star*. Richard and Shona later held a very pleasant impromptu sundowner. *Minerva* had continued to Cygnet, being rapidly passed by *Serenade*, skipper David showing his Targa driving form. *Minerva* picked up her mooring buoy ready to be serviced the next day. *Westwind* made a Middleton late social stop, anchoring at Gourlays Bay at 11 pm!

Saturday morning's mirror sea vanished as servicing shackles and antifoul emerged, but the job was still done. We sailed down Kangaroo Bay to Beaupre Point where strong head winds and spray saw us retreat to the Webasto warmth and the pilothouse comfort of motoring! We could hear Tony on the VHF taking good command of the Kermandie marina docking. His smiling face and waving arms indicated instructions were followed. The young Watsons (7-14 yo) Max, Izzy and Lucas from *Serenade*, carefully nudged us all into our docking spaces. We were also met by Anna and Steve, boat hunters, who were keen to see a Nauticat. The 22 boats were: *Argos*, *Ariadnes Clew*, *Aziza*, *Brite Star*, *Beyond*, *Cleo*, *Easting Down*, *Freedom*, *Juliet*, *Kokomo*, *Minerva*, *Mystic*, *Phoenix*, *Piper*, *Rusalka*, *Schouten Passage*, *Sea Raider*, *Serenade*, *Solemer*, *Trim*, *Venus* and *Westwind*. Road cruisers were Patricia and Roger Locke with Judith de la Mare.



The winning tower (image Lizzie Garnham)

*Westwind* kindly provided a sundowner social venue with Tony and Lyn and enthusiastic helpers warming us up with hot gluhwein and spicing curiosity at the 'towers' to come. A hotel smorgasbord dinner soon saw heaped plates for the poor malnourished crews. Tony's creative engineering purchases from Shiploads challenged tower building skills, using newspaper, balloons, marshmallows, some sticks and the apical lemon. The provided sticky tape was jinxed to tear off in hard fought small pieces from the roll. After a lot of huffing, puffing and popping, the poorly engineered structures bent, wobbled, and collapsed. A well-coordinated team on Alex Papeij's table built a column of balloons inside a newspaper skin. It was topped with a Parliament House-styled flagstaff of sticks supporting the lemon; balloon anchored with the sticky marshmallows. A clear winner! Happy birthday was sung to Lucas, who had just turned seven. Bursting all the balloons was a special treat.

With high tide late morning, low temperatures and fog were reason enough for a Sunday sleep in and a late morning departure. We were joined by Anna who had not been on boats before!



Morning mist at Kermandie (image Lew Garnham)

The Good Samaritan *Serenade* skilfully towed the disabled *Yukon* up river to berth alongside the *Cartela*. *Freedom* did not venture up stream, however *Storm Boy 2* was there, arriving the previous day. After shuffling of anchoring positions and avoiding the submarine cable, social time on *Serenade* with a petalled flower of dinghies fanning the stern. Lucas, Izzy and Max had a cooking competition producing a delicious afternoon tea of cakes and lemonade scones. They were all real winners, as were our kind hosts David and Kate. Thank you for giving the CYCT a home on the water. Next destination was the Australian Wooden Boat School for hors d'oeuvres, cider sampling and to sniff the Huon pine of the skiffs.



Boats at the Australian Wooden Boat School (image Lew Garnham)

Wow, 1200 grit used to smooth bare timber and those scrappy looking bent dark river scavenged bits are not firewood but would be wood knees and stems! A rare King Billy timbered boat was under construction. All very interesting

Our small group bailed out to join others in queue for the Annual Living Boat Trust three course sit-down dinner. The cool air soon heated up answering Tony's 20 item questionnaire. Richard was the MC. The albatross Vs condor's widest wing span saw both as winners! As two tables drew at 14 points, young Lucas was awarded the prize box of chocolates that he generously shared with all the tables. The familiar face of the LBT and AWBS founder, John Young was missed.

It was a cold still night with wisps of mist veiling the anchored hulls lying under their anchor lights. Two trips, including Anna, before the dinghy was hitched to the falls and stowed. After a few games of Sequence we turned in. My mind in overtime planned for a bump free trip. A six

thirty rise, breakfast, procedure discussion and at seven the mooring was cast. Nav lights on, two lookouts at the bow, Dave reading the radar shadowed chart plotter with the snail trail, we rounded the anchored boats to the reed bank. With an ebb tide the engine was throttled back, but ready for a steerage thrust. The new MaST piles were great but all looked grey and top marks indistinct in the fog. The radar was not picking them up but the lookouts did for course adjustment. Reed bank to port, then starboard, another pile and then the gate. Helm to starboard and then the search for the next markers. Later it was the anchored boats to starboard but the final one was tricky, it was underway with no navigation lights! *Serenade*, two hours behind, lost her trail about the 'gates' and anchored. Luckily *Juliet* came past to escort her to clear waters.



Mystic Huon Island (image Lew Garnham)

On clearing the red Port Huon pile, time now to retreat to the pilothouse, coffee, and put on the automatic fog horn. The fog was lifting at the Huon River and finally cleared about Arch Rock. Sails were set to run with the katabatic winds. At the Channel, headwinds again so a motor and sail home. The Kettering boats *Easting Down*, *Solemer* and *Westwind* with *Venus*, were able to have a final Lunch together at Apollo Bay.

I am certain that all skippers would like to thank the CYCT for paying the \$10 per boat unanticipated marina fees due to different management from the Kermandie Hotel. Also a thank you to the organisers, boat hosts and assisting crews and especially *Serenade* and to Tony and Lyn for their organisation: a 'towering' Shipload of effort!

Lew Garnham, *Minerva*

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**Cruising New Zealand – Summer 2018**

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**Jackie Zanetti**

I want to address right up front the question we were frequently asked when we mentioned our plans to sail to NZ this summer: “Are you going up to the Pacific islands/Fiji/Tonga/Vanuatu... after NZ?” As odd as it may seem, we are really not hot weather people and so returning to Australia the long way, by way of the tropics, didn’t appeal. Also, we wanted a trip that could be contained within one summer season, so we focussed on South Island, NZ. Alex had hoped to go to Fiordland and Stewart Island, but I have to admit that my lack of enthusiasm, combined with poor weather in February (including two cyclones!), led to our decision to hang around the northern end of South Island and explore Abel Tasman National Park and the Marlborough Sounds. We’re glad we did as they are both delightful areas that can easily occupy a cruising boat for months. This article is just a taste of what the area has to offer.

But first, a word or two about Nelson

Nelson doesn’t seem to feature high on cruisers’ bucket lists, but it’s actually a very convenient place to check into NZ and a pleasant place for a stopover, with a sheltered marina with good facilities and a reasonable size town centre only a 15 minute walk from the marina. We weathered Cyclone Fehi here in late January, only a few days after *Rusalka* arrived. It was forecast well in advance, so we were securely moored when it hit. We awoke to sultry, blustery weather and the wind gradually increased to the mid-30’s, topping out at 42.5 knots. It really wasn’t too bad, so we were a bit surprised later to find that there had been a lot of damage in Nelson, mainly due to flooding. The biggest concern we had was watching the wooden pile that was holding our finger pontoon in place gradually disappear as the king tide rose. We wondered what would happen if it went under, but the flood water stopped about 30 cm from the top.



Low tide and cyclone affected king tide at Nelson (images Jackie Zanetti)



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Abel Tasman National Park (ATNP)

We visited this small park twice, once at each end of our stay in NZ. It's a popular tourist destination, famed for its golden sand beaches, warm water and pleasant weather. It is only a four hour sail from Nelson, making it a popular weekend destination. On the way to and from ATNP we sailed through the Astrolabe Roadstead between the mainland and Adele Island. It was very crowded with kayaks, water taxis and pleasure boats, but it looked like a pleasant place to play and there is a good anchorage in the lee of Adele Island. Nearby Fisherman Island is a lovely spot to stop for lunch and a swim in delightfully warm water. On both visits we chose to stay in the all-weather anchorage called, most appropriately, "The Anchorage", on the eastern side of Torrent Bay. This beach and bay are very, very popular – the Abel Tasman walking track runs past the bay and walkers, kayakers and day-trippers are brought in by water taxis and tour boats. At one end of the bay is a large Department of Conservation campsite and at the other end are a cluster of limestone rock stacks covered in names and dates carved by visitors over the years.



Torrent Bay carved sea stacks (image Jackie Zanetti)

## Marlborough Sounds – Queen Charlotte Sound

The Marlborough Sounds, which are drowned valleys, are often very deep right up to the shore, making anchoring a challenge. Three of the local boating clubs, Mana, Waikawa, and Pelorus, jointly own about 100 moorings scattered about the Sounds. Before leaving Hobart we joined one of these clubs, and enjoyed using the moorings and meeting local sailors on boats with which we were occasionally rafted. The moorings themselves are a fantastic design, comprising of a sphere with a plastic tube running through it. The plastic buoys are soft enough not to bang

or scratch the boat. The mooring line is threaded through the tube and a loop spliced on the end that prevents it being pulled out, but allows the rope to slide freely through the tube. The loop (usually) stands clear of the water, keeping it clean and easy to pick up with a boat hook and lift onto a cleat. The only time we had trouble was when there was a build-up of mussels below the waterline that prevented the line sliding freely and we had to lift the weight of the rope, buoy and mussels all together! This would be a great design to consider for Tasmanian conditions.



NZ mooring innovations: well designed buoys and prepared stern lines tied to trees (images Jackie Zanetti)

The most scenic of the sounds is Queen Charlotte Sound, which abounds in lovely quiet bays, fringed by native bush and echoing with birdsong. We visited quite a few nooks and crannies. The highlight was Ship Cove, which Captain Cook enjoyed so much he stayed there on 3 separate voyages. On shore there is a monument to Cook and walking tracks, including the multi-day Queen Charlotte Track. The bush is very lush, with vines climbing tree trunks, ferns, palm trees and waterfalls.



Cook's monument and a waterfall at Ship's Cove (images Jackie Zanetti)

Another lovely feature of the sounds is the resorts that are only accessible by boat. Typically, the resorts have moorings that they allow visitors to use for free, with the expectation that you'll have a coffee or meal in their restaurant. They will even ferry you to and from your boat in their dinghy. We enjoyed the hospitality of Furneaux Lodge, Bay of Many Coves Resort and Lochmara Lodge to name a few. We picked up a mooring at Bay of Many Coves Resort and got a lift ashore for a late light lunch. Alex really got into his cider!



Bay of Many Coves Resort (image Jackie Zanetti)



Alex gets into his cider (image Jackie Zanetti)

About 20 nm into the sound is the small town of Picton, mainly noted as the point from which the ferries to Wellington depart. We left *Rusalka* berthed in the marina there while we nipped over to Wellington for a bit of tourism. *Rusalka* rode out Cyclone Gita quite happily without us on board!

Inner Queen Charlotte Sound is more populated, with weekend shacks (bachs, as they're called locally) dotting the shores. Some bays were surrounded by bush, while others were semi-agricultural. Very few had sandy beaches. The water was quite warm and we enjoyed swimming on most days. Dolphins (5 species), Blue Penguins, and stingrays are common sights. Although the guides rave about the blue cod abounding in these waters, I wasn't very successful at fishing, landing only a single small blue cod that was quickly returned to the water to grow up! We also poked our nose into the Tory Channel. This narrow passage to Cook Strait has some pretty strong currents. At one point we had 2 kts pushing us along and that wasn't even the

strongest flow. We checked a couple of anchorages, but found that the hillsides were covered in pine plantations and didn't have that "special feel" to us.



The town of Picton (image Jackie Zanetti)

#### Marlborough Sounds – Pelorus Sound

Pelorus Sound is larger than Queen Charlotte Sound, but somehow not quite as spectacular. It's more settled and many of the hills are either cleared for grazing or covered in pine plantation. Still, it has some wild bush areas and has the advantage of fewer boats visiting, allowing us to enjoy some private anchorages. We spent a couple of nights in a tiny cove with a club mooring called Muzz's Cove. It looked protected and had a phone signal (weak). The club mooring is in the middle of the cove, but we noticed another small buoy in a little nook very close to shore. On closer inspection by dinghy we discovered it was holding a line that was tied to a tree on



Muzz's Cove (image Jackie Zanetti)

the shore and is intended to be used as a stern line for boats that want to anchor (in 10 m of water!) close to shore. We also explored Tennyson Inlet (very pretty bush setting) in search of another mooring with fewer bugs and better internet, but the only prospective mooring in Deep Bay was occupied and there was no phone signal. We spent the night in Ketu Bay at the N end of Pelorus Sound, which has moorings on either side offering protection from N or S winds. SE winds were predicted, so we picked up Ketu Onion mooring on the southern side of the bay. As we learned, actual wind direction in the sounds is not very predictable. We had 30+ kt bullets sweep across from the NE of the bay and throw us around all afternoon!

### Marlborough Sounds - d'Urville Island

D'Urville Island is a large, mostly uninhabited island that guards the western edge of the Marlborough Sounds. French Pass is a narrow, sometimes dangerous, slot between the island and the mainland, which requires careful planning as tidal currents can reach 8 kts and whirlpools can knock a boat around. Even though we transited the pass at the calculated slack water, we still had an exciting ride through the pass. While there are anchorages on the north and east of the island we only had time to visit one area, Greville Harbour. The inner harbour area is protected by a natural boulder bank. We carefully nosed our way through a shallow gap in a boulder bank and picked up a club mooring in Mill Arm. It was a peaceful and private bush setting, with birdsong all around and still water the colour of jade. We put the dingy down and went as far as possible up the end of Mill Arm, then back to the boat for a swim. What lovely water! A young stingray kept gliding past the boat, seeming to be checking us out.



An inquisitive stingray and a floating hazard on the return trip to Nelson (images Jackie Zanetti)

After a month of exploring the sounds we headed back toward Nelson. On the way we came across large areas of floating wood debris, most likely from Cyclone Gita. We had to hand steer for quite a while in order to dodge the larger logs. The debris ranged from sticks under one metre long to a whole tree! At least everything was still clearly floating on the surface.

So, if you have a yen to cross the Ditch, consider visiting Nelson and the Marlborough Sounds. You won't be disappointed!

Jackie Zanetti

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**Official navigation charts and OpenCPN**

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**Andrew Boon**

At the May Winter Forum, I presented a very brief introduction to the *OpenCPN* charting package and explained how to subscribe to and view the official AusENC digital charts. Explained below is a detailed set of instructions for setting up a laptop with a charting programme and all of the official charts from SW Cape to Freycinet Peninsula for an initial cost of \$40 and an annual cost of \$20 for the updates. In the words of Wikipedia: “*OpenCPN* is a free software project to create a concise chart plotter and navigation software, for use underway or as a planning tool. *OpenCPN* is developed by a team of active sailors using real world conditions for program testing and refinement.”

*OpenCPN* running on a PC, laptop or tablet can replicate most of the functions of a dedicated chart plotter and then some. On the downside, the displays are generally not waterproof or bright enough for viewing in sunlight, but OK for use on a chart table. The upside is that the program is free to download and use (a donation is always welcomed) and it can display the official Australian digital charts, AusENC. Dedicated chart plotters, MFDs, etc, cannot use the official charts, but require one of the ‘licensed products’ such as C-Map, Navionics or Garmin digital charts, which may or may not incorporate the information from the official charts.

So: if you want to use the official digital charts and have them updated with the latest Notices-to-Mariners every fortnight, this is what to do if you have a PC (laptop) or Mac. There is an Android App for tablets (Samsung Galaxy Tab, etc) which I haven’t tried yet, but the process will be similar.

1. Download the latest release of *OpenCPN* from [opencpn.org](http://opencpn.org) (select *Downloads*). Select the flavour applicable to your laptop.
2. Run the install programme.
3. Download a tutorial programme such as *Soggy Paws* (go to <http://svsoggypaws.com/> and look in *Presentations* for *Getting the most out of OpenCPN*. Run *OpenCPN* and step through the tutorial.
4. This tutorial does not deal with *S-63* charts, so when you get to the section on loading charts, go back to [opencpn.org](http://opencpn.org), select *Downloads* and *Plugins for OpenCPN 4.2 and up*. Download the *S-63 Charts* plugin from the *Chart Support* group.
5. Close *OpenCPN* then run the *S-63 Charts* installer programme that you downloaded in 4.
6. Run *OpenCPN*. Select *Options* (the shifter), *Plugins*, *S63*, *Enable*.
7. Still in *Options*, select *Charts*, *S63 Charts*, *Keys/Permits*, *Create System Identifier* file (aka ‘Fingerprint’). Note the location of the resulting *.fpr* file.
8. Go to [o-charts.org](http://o-charts.org), *Shop* (blue button at top right) and click on *MY PRODUCTS*, *My S-63 User*

*Permits*. Create an account or sign in if you already have one (you will be back more than once!).

9. Buy a *User Permit* (12.5 Euro, ~\$20). You need a *User Permit* for each chart provider (ie one for AHS, regardless of how many chart packs you subscribe to).

10. After you buy a *User Permit* (it will appear in the *MY PRODUCTS*, *My S-63 UserPermits* page), upload the *Fingerprint* file (.fpr from step 7.) and get an *InstallPermit*. You ultimately need an *InstallPermit* for each machine that you want to use the charts on (max. 5).

11. Now buy a licence for the AusENC charts. Go to <https://www.cairnscharts.com.au> or [https://www.boatbooks-aust.com.au/index.php?cPath=189\\_191](https://www.boatbooks-aust.com.au/index.php?cPath=189_191), select *AusENC*, choose the type of Pack you want eg Port Packs, select *PT706 - Hobart* and add it to your shopping cart. You will be asked for a 28-digit permit number; this is your *User Permit* from o-charts. Enter your *User Permit* (copy and paste from the o-charts page) and *OpenCPN* in the software box. Check out, pay your money (\$20 for a Port Pack) and 1 or 2 business days later you will have a Permit file (ENC.zip) from the Australian Hydrographic Service.

While you wait for the permit to arrive, go to <http://www.hydro.gov.au/webapps/jsp/downloads/products.jsp> and download *AusENC Base* (~200 MB) and the latest *Cumulative AusENC Update* (up to 20 MB). I suggest you set up an *AusENC* folder with sub-folders *Permit*, *Update* and *Base Map*. Unzip the Base Map and Update files into the relevant folders. You now have the data for all Australian AusENC charts.

When you get your permit file (ENC.zip) from AHS:

12. Unzip the permit file into the *Permit* folder. Then in *OpenCPN*, go to *Utilities*, *Charts*, *S63 Charts*, *Keys/Permits* and fill in the *New Userpermit* and *New Installpermit* boxes. Test each of them.

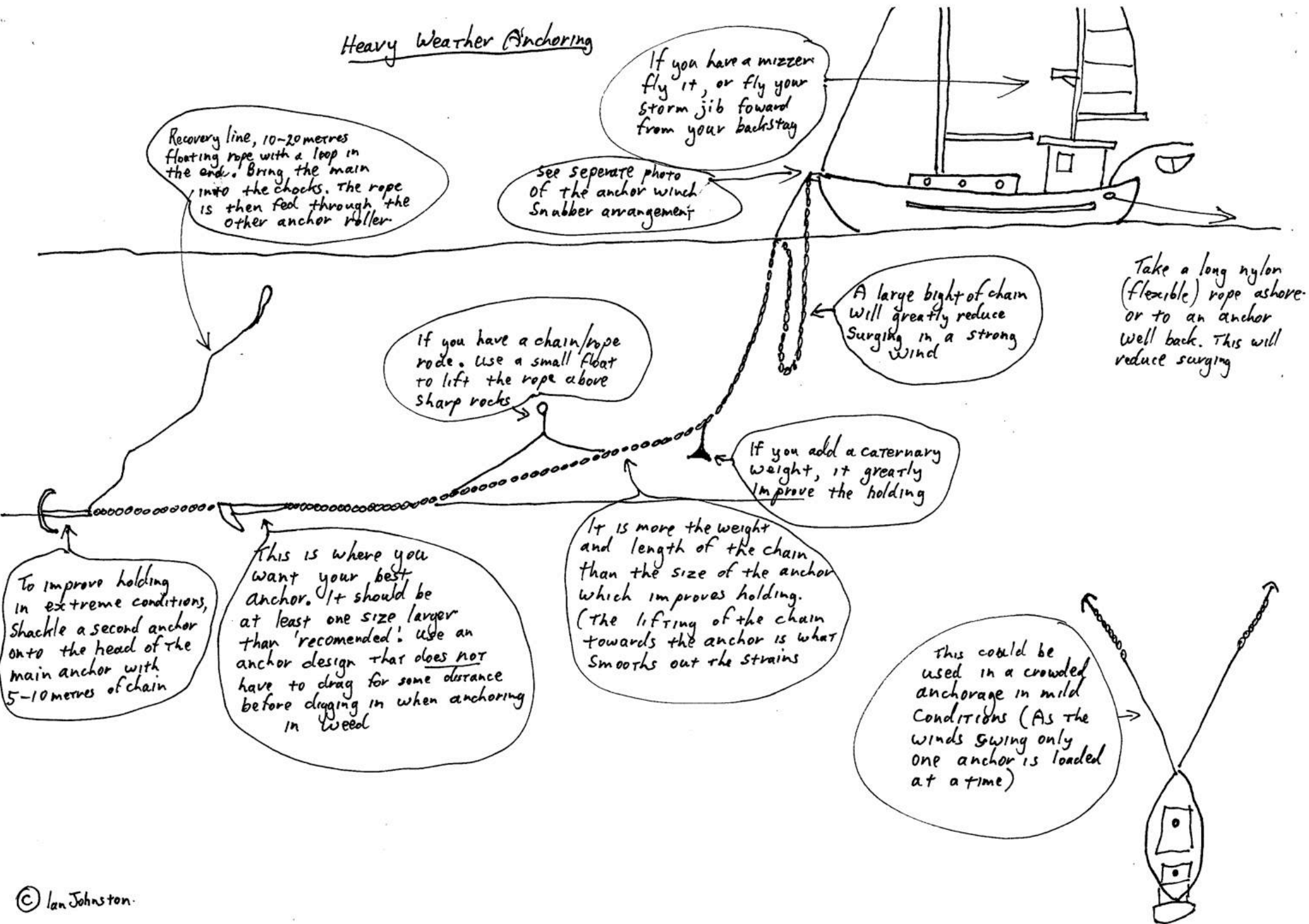
13. Select the *Chart Cells* tab, then *Import Cell Permits*. Select the PERMIT.TXT file in the Permit folder and click *Open*. After the permits have loaded (fairly quick), click on *Import Charts/Updates* and select the ENC\_ROOT folder in the Base Map folder, then *OK*. Select *Yes* to create the sENC files as the cells are imported. The base map will be loaded – takes a minute or two. When it is finished, click on *Import Charts/Updates* and select the ENC\_ROOT folder in the Update folder, *OK*, *Yes*. Wait again.

14. Up-to-date AusENC charts are loaded and ready to use. Click *OK* to exit *Options*.

Once you get to this stage and become familiar with *OpenCPN*, you will want to explore the other plugins available. There is more information about charts and some local overlays on the website ([cyct.org.au](http://cyct.org.au)) in Documents, Cruising, Charts. It will also help to have a source of GPS information connected to your laptop, either from a dedicated USB or wireless GPS receiver or from the boat's own receiver. Built-in GPS receivers sitting on the chart table are not always reliable.

Prepared by Andrew Boon, [aboone@bigpond.com](mailto:aboone@bigpond.com), 21-Jun-2018.

# Heavy Weather Anchoring





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**Honey Bee's Circumnavigation of Australia in 2014 and 2017****Chris and Peter McHugh**

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## Part I - Hobart to Thursday Island and west across the Arafura Sea to East Indonesia, 2014

The *Honey Bee* has been cruising continuously in Australia and SE Asia over the past four and a half years. We never intended to circumnavigate the Australian continent but there are certain places that we knew were worth visiting: the Queensland coast, the Kimberleys, the Recherche Archipelago and coastline east of Esperance in Southern Western Australia. Our initial cruising plans started out quite different, but ended up evolving, as they often do.

After the long, drawn out process of packing up our home so we could rent it out, we set off for NZ in November 2013, with plans for a summer cruise there before heading to the Pacific. Two and a half days out we got news of a family event that meant a return to Hobart. Five days after clearing Customs for NZ, we were back in Hobart, with no home or car and a need to re-plan. Several weeks later, we were ready to go again, but the weather wasn't co-operating. Eventually, we decided that we were out of time for the planned NZ cruise and new plans developed. Early 2014 we cruised up the west coast of Tasmania, stopping for 2 weeks in both Port Davey and Macquarie Harbour. Both these destinations are amazing cruising grounds, especially the many wilderness anchorages and walks in Bathurst Harbour and Port Davey. Our conditions that summer heading north up the west coast of Tasmania were favourable and we rounded Cape Grim to anchor off beautiful Three Hummock Island, before heading east to see family in Devonport, our original home port. Dark Hollow near Beauty Point was a delightful spot to leave the Tamar and cruise north through Flinders Island to reach Eden early March.



Stanley Island from Flinders Island (image Chris and Peter McHugh)

By then, we had decided to join the Sail 2 Indonesia Rally in July in Cairns so the pressure was on to move fairly quickly north up the east coast. Two years before, we did a dedicated cruise to the Whitsundays from Tasmania, so we were familiar with many anchorages and were keen to revisit some and explore new territory too. The Alan Lucas guides were our bible for cruising NSW and QLD, plus Noel Patrick's Curtis Coast and 100 Magic Miles, which together cover the QLD coast from Bundaberg to the northern group of the Whitsundays.



Heading north from Flinders Island (image Chris and Peter McHugh)

Some of our favourite anchorages and harbours in Southern NSW are Eden, Bermagui, Jervis Bay and Grenwell Point. All have fairly easy entrances and provide good provisioning and/or walks ashore. Jibbon Bay in Port Hacking is a picturesque bay for resting up before heading to Sydney or Pittwater, further north.



Sydney anchorage at Rozelle Bay (image Chris and Peter McHugh)

We like to go to Sydney's Blackwattle or Rozelle Bay for a convenient short stay city anchorage. Many boating related businesses and supermarkets are close by, plus good access to public transport for sightseeing. After Sydney, we love the nearby quiet, sheltered Ku-ring-gai Chase National Park.

When sailing north in NSW in Autumn and early Winter, local marine forecasts and weather apps are usually fairly accurate and one can head north in quiet or brisk southerlies or westerlies. Cray pot lines and other fishing gear are fairly rare on the NSW coast so sailing or motoring at night is normally ok. Some of the bar entrances in central and northern NSW are more hazardous than the entrances further south and should not be attempted in large or dangerous swells, or if one's arrival doesn't coincide with the later part of a rising tide. We had calm conditions to cross the bar and anchor off Tuncurry for a night's sleep. Laurieton, a favourite town of ours, is convenient for replenishing supplies but favourable conditions are needed for crossing the Camden Haven bar and also the Clarence River further north. Port Stephens offers good cruising and many sheltered anchorages, although a lot of the area is fairly shallow. There are excellent marinas in Newcastle, Port Stephens, Port Macquarie, Coffs Harbour and Yamba but their costs do vary. Another interesting cruising area in Northern NSW, that *Honey Bee* has yet to explore fully, is the Clarence River where cruisers can go inland as far as Grafton, stopping at small towns along the way. This time, we anchored at Iluka Harbour, then sailed north to Byron Bay, an open roadstead anchorage and on to the Seaworld anchorage, inside The Spit on the Gold Coast, Queensland.

We travelled over 2 days through the Gold Coast inland waterway to Moreton Bay, exiting near Caloundra and on to Mooloolaba. This area can be explored more leisurely, which we did in 2012, stopping at Tullen Island and Moreton Island, including the anchorage at the Tangalooma wrecks. Caution is needed due to sandbanks and shallow depths in this area. Mooloolaba has 2 marinas and a town anchorage and is excellent for boat work and supplies. From Mooloolaba, we waited for settled conditions to exit the bar and used a full tide for the Wide Bay Bar, south of Fraser Island. Once through Wide Bay Bar, we anchored in Tin Can Inlet, Garry's anchorage, Kingfisher Bay, and Big Woody Island before heading to Bundaberg.

After Bundaberg, Pancake Creek is a very sheltered anchorage and we enjoyed the walk to nearby Bustard Head lighthouse. Some cruisers head for Gladstone next, but we went direct to Cape Capricorn, then Great Keppel Island which offers some good hiking, and on to Pearl Bay. The islands north of Shoal Water Bay and Broad Sound up to Scawfell Island offer some challenging cruising, often with roly anchorages, big tides, cross-currents and military activity. In 2012, we explored the Percy Isles, spent a night at Digby Island before heading to Mackay, but in 2014, we went from Pearl Bay to Curlew Island, then to Mackay. As we were heading to Indonesia, we had our diesel engine serviced in Mackay, which gave us peace of mind when heading further afield. Many cruisers miss Mackay, head to Scawfell or Brampton Island and onto the Whitsundays.

The Cumberland Islands, including the islands north of Mackay and the famous Whitsundays offer excellent cruising, swimming, snorkelling and walks. Several months can be spent exploring and enjoying this area. We found the guidebook '100 Magic Miles' excellent for information both times we cruised this area. The first time we sailed north of the Whitsundays was 2014. We stopped at Montes Resort near Gloucester Island and Bowling Green Bay before anchoring in Horseshoe Bay, Magnetic Island, three days after leaving Airlie Beach. Magnetic Island, close to Townsville is a pretty island and offers some good walks and swimming. Sadly we only had 3 days there before heading north to Cairns to join the Sail 2 Indonesia rally. Orpheus Island, Dunk Island, Mourilyan Harbour and Mission Bay provided overnight stops on our way.



Horseshoe Bay, Magnetic Island, off Townsville (image Chris and Peter McHugh)

Far North Queensland offers some interesting cruising and Marlin Marina in Cairns was very convenient for loading *Honey Bee* with plentiful supplies before heading north. Organising paperwork for Indonesia took longer than expected and so the whole fleet was late leaving Cairns. Consequently we rushed through an area that otherwise merits more time to explore. Fortunately, the SE trade winds continued to give us vigorous sailing from Cairns to Cape York.

We sailed direct to Lizard Island, often the most northern point for many cruising in Queensland. Due to a fire on Lizard island, we never went ashore and after another long day sailing, we anchored in Owen Channel by Flinders Island. Matthew Flinders has certainly left his mark all over Australia! Other rally yachts anchored in nearby Bathurst Bay, west of Cape Melville. We explored some of Flinders Island, quite different vegetation to its counterpart further south.



Morris Island (image Chris and Peter McHugh)

Morris Island, a coral cay and part of a much larger reef, provided us with a short walk, a brief swim and a sheltered anchorage before heading north past Cape Grenville to Margaret Bay, and then to the Escape River, a very sheltered river in Far North Queensland.



Anchorage west of Cape York (image Chris and Peter McHugh)

The following day we sailed through Albany Passage, rounded Cape York and anchored west of the cape for a walk to the northern tip of Australia with others who had driven there. We all felt quite an achievement that day. After a night at Simpson Bay near Possession Island, we carried on to Horn Island, a sheltered anchorage where we could catch a ferry to Thursday



The Top (image Chris and Peter McHugh)

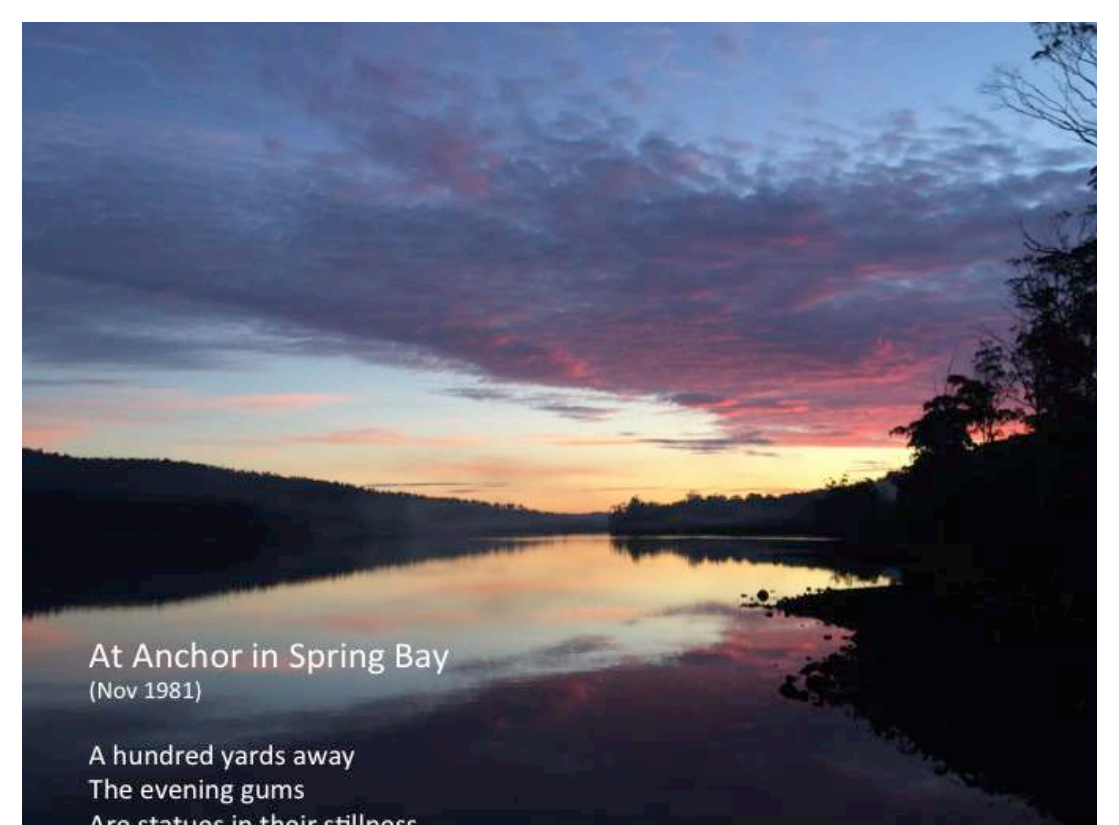
Island for sightseeing, supplies and to clear Customs with other Sail 2 Indonesia rally boats. It turned out to be an unanticipated pleasure, a tiny south sea island that is part of Australia.



Thursday Island with the fleet at Horn Island (image Chris and Peter McHugh)

From Thursday Island, we crossed the Arafura Sea in a 600 miles passage to Saumlaki in the Tanimbar Islands of Eastern Indonesia. The Tanimbar Islands, north of Darwin are often a stop over for yachts returning to Darwin after their race to Ambon further north. SE Asia was an interesting cruising ground for us for nearly 3 years but the lure of the Kimberleys brought us east back to Australia and Darwin in April 2017.

Chris and Peter McHugh, *Honey Bee*



## At Anchor in Spring Bay

(Nov 1981)

A hundred yards away  
The evening gums  
Are statues in their stillness  
The ti trees, grey white  
In their coat of blossom  
One host to the last bees  
The water flickers  
With tiny wavelets of light  
The boat, uncertain and uneasy  
In this new found stillness  
Circulates round her anchor  
Aboard we too rest, replete  
The radio is almost alien  
With its tinkling piano  
A voice rasps in on the two way  
I turn it off  
Through the cabin door  
The water is living silver  
A pathway to the setting sun  
The world is at peace!  
Tomorrow will be a lovely day

Don Cunningham (1913-2004)

Submitted by Don's daughter  
Julie Macdonald

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## More on Moorings

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### Moorings at More Moorings?

Varying circumstances determine whether it is better to anchor or moor. Unfortunately there is no easy answer to this as each situation has different requirements and conditions, and none are immune to the “what if?”. As boat ownership has increased, costly marinas now provide compact relative security and convenience. They supersede and supplement the traditional harbour moored fleets of overcrowded boats. Many still prefer a swing mooring as being cheaper, more convenient to use and kinder on the boat. However bad weather, access difficulties, bird damage and failures, generally from lack of maintenance, do occur. The secure heavy ground tackle used is beyond most boats capacity to match when anchoring. In the fjords of New Zealand for example, the steep bottom slope require a close to shore anchoring, often with a safety shore line. Tidal range and flows, strong katabatic winds and sea conditions have promoted boat clubs to use good locations wisely, with development of either marinas or multi boat moorings on a short flexi bottom attachment. A string of moorings has been established for safety and environmental preservation, and use is almost mandatory.

Moorings also offer sea floor protection as the CQRs and similar anchors plough through the bottom while attempting to gain a hold. In the corals, gross damage has been seen and moorings are almost mandatory. In crowded areas, the shorter mooring scope attached to a well-designed bottom fix allows more boats in relative safety. Heavy moorings can hold where anchors will not. Screw moorings sometimes replace some mass blocks and minimise sea floor damage.

The MAST mooring at Dunalley is excellent for a safe overnight canal opening wait. Another is at Coles Bay where the sea breeze could send the shopper's boat ashore. Appropriate moorings are a great asset.

Anchoring (except for permanent industrial mooring anchors) is usually a temporary measure being less secure than an appropriate mooring. Anchoring requires proper seamanship skills, application and continued assessment as environmental conditions change, eg wind strength and direction or other anchored boats. Anchoring is about risk minimisation. Any boat can drag no matter how good your skills are.

Choosing a safe site on a weather shore, good bottom, adequate tidal depth with swing room (and possible extra rode) for the predicted weather are initial considerations. Local knowledge is important as some bottoms are poor holding. Coarse sands off Freycinet or Deal, the mud and weed of Nubeena, Taranna or Claytons. They may pull test safe till the wind changes. A change of anchor type, plough to fortress with mud palms and 45 degree fluke angle may assist in initial holding. Adequate rode and correct embedding technique may suit initial conditions however a 90-180 degree wind change may see a weed chocked anchor pull out and rapidly skip



across the surface. I have read that the benefit of a rode kellet (angel) is not great. The method and use of a second anchor is also controversial as is rode catenary in strong winds. An oversized anchor seems to help.

Unless well anchored, with stable and very predictable conditions, then leaving a boat unmonitored at anchor can be risky. I do like anchoring for the freedom of isolation, exploration, choosing a weather shore. It is good that Quarantine has a sheltered mooring-free zone and more of these should be encouraged. KBC has six moorings here! That said, it is also nice to pick up a mooring at dusk in unfamiliar places and not worry about anchoring issues for the night. Nothing can ruin your cruise than more worrying if you will drag onto rocks or other boats as the wind jerks (with snubber) all your chain rode tight!

The CYCT members are an eclectic group with various individual needs relating not only to personal physical and experience attributes but boats of various sea going capacity. The KBC has 22 moorings and many of our members belong to this club for this benefit of choice. At any time it is illegal to pick up another person's or a club mooring unless authorised. The person to whom the mooring is issued has rights over prior anchored boats. The object of the CYCT is to promote and encourage safe cruising in Tasmania. I believe we should offer our members more appropriate moorings in mooring areas, poor holding grounds and places of convenience as the KBC does. An ability to overnight at Cygnet, Dover or Taranna and possibly Rose Banks are on my list. Taranna is a great destination, has poor holding and the chain is an awful mud mess. Ideally we should have multiple moorings and these can occur with demand.

Sharing a mooring can be dangerous if conditions deteriorate, not only staying but leaving when forced to. The average CYCT boat length is 11.2 m. A15 m mooring will accommodate 94% of the CYCT fleet. Boat windage, weight and lying characteristics are also important. The club cannot provide for everybody all the time but for somebody some of the time. It is nice to have a good parking spot!

I encourage members to use the CYCT 15 m Nubeena mooring. Go ashore at the boat ramp jetty, turn right up the road to the Tasman Ex-Servicemen and Women's Association for a meal. North Simmonds has now been upgraded to 13 m and its great being close to the jetty! One hat size will not fit all and we also need different types of hats for the circumstances.

Lewis Garnham.

### CYCT and Related Moorings

The CYCT has two moorings for the convenience of members, one in North Simmonds Bay and the other at Nubeena. Our moorings are also available to members of the Coastal Cruising Club of Australia (CCCA). CYCT members may use CCCA moorings in Broken Bay NSW, under the terms of a memorandum of Understanding with the CCCA. Rules governing the use of CYCT moorings are on the website at [cycyct.org.au](http://cycyct.org.au), login, Cruising, Moorings; the CCCA

MoU can be found at [cyct.org.au](http://cyct.org.au), login, Member Menu, Documents, CCCA Documents. The CYCT does not have any other agreements for the use of moorings. If members wish to use another club's moorings, they must sign up with the other club. Locally, the Kingborough Boating Club maintains 22 moorings mainly in the Channel area. Details of membership are at [kingboroughboatingclub.com.au/](http://kingboroughboatingclub.com.au/). The Derwent Sailing Squadron operates the *String of Pearls* moorings. DSS members sign up to use the *String of Pearls* moorings by paying the \$75 annual fee. Details at <http://dssinc.org.au/cruising/string-of-pearls-registration-and-terms/>

Regulations: "A person must not use a mooring without the authority of the holder of a permit relating to that mooring." (Marine and Safety (Moorings) By Laws 2013, cl.22). Over the years, several members have indicated that their moorings are available for use by Club members, so ask around. But, if you do wish to use a private mooring, it is not only courteous but mandatory to obtain permission in advance.

Marine and Safety Tasmania has installed public cruising moorings, 19 at last count, from Flinders Island to Port Arthur. These are available to any recreational boat. The terms of use and locations can be found at <https://www.mast.tas.gov.au/moorings/public-cruising-moorings/>

Andrew Boon

### 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

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**New Members**

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**Andrew and Jill Hudspeth *Charm***

*Charm* is a 1981 long-keel steel Adams 40 masthead sloop, purchased in Queensland and resurrected by the previous owner, a diesel engineer, who sailed her to Tasmania and has cruised Tasmanian waters for many years. While not the most elegant ship on the seas, she's solid and roomy, and sports a particularly bright and open saloon, bombproof rigging and spars, and a 30 hp Lister 'iron jib'. She sleeps five to seven (with an additional jury rigged double). My (Andrew's) parents owned a couple of small cruising yachts from the seventies into the nineties, so I grew up floating around the Channel and environs. For our part, we've sailed our acquisition to Recherche on a couple of occasions and to the Peninsula, and are keen to get her to Port Davey and further afield, but are still sorting out some issues and making improvements around some of the systems. A recent flooding of the motor triggered a review of the siphon break, which should now be reliable, so it's been a steep learning curve and I've learnt more about diesels and marine electrics than I ever wanted to know. Hoping we have the worst of that behind us now, it's time to get out there and explore. We're moored off the Ferryview jetty in Kettering. Our TasMar VHF callsign is RG1096, and HF is VNZZ2017.



*Charm*, a Roberts 40 sloop (image Andrew Hudspeth)

Gavin Adamson and Janene Frawley *Paradiso II*

Janene, Hugh (10 months old) and I have recently joined the CYCT because we have recently purchased a cruising motorboat (Riviera 36 called *Paradiso II*). We also own a racing yacht *Madness*, a Mumm 36 and have previously been a partner in the yacht *Fine Cotton*, a Knoop 36. Currently, we race on *Madness* that I co-own with my partner Janene in the Harbour, Long and Crown Series and I sail on friends' boats for both Wednesday and Thursday night twilight races, as well as the odd offshore event. Sailing has and is an important part of our lives with Janene and I doing many races. Janene has done 2 Sydney to Hobart and 2 Lord Howe races as well as spending an extended time in the tall ship *Duyfken*. I have done 3 Sydney-Hobarts a Melbourne to Vanuatu, Vanuatu to Mackay and a Melbourne to Hobart (west coast). We have both competed in many Launceston to Hobart, Maria and Bruny Island races. We both compete in the local combined club pennants and twilight races. Locally we have done many trips down the Huon and Channel visiting many places with fires on the shore. Cruising experiences have been limited due to heavy racing schedules in the past but we have been lucky enough to cruise far north Queensland, Vanuatu, New Caledonia and two years ago we did the first month of the Wonderful Sail to Indonesia rally as well as many delivery trips for racing yachts. We have done two extended trips into Port Davey as crew for our friends, which we have enjoyed. We look forward to visiting the area in our new boat. We are active in the yacht clubs both being members of RYCT, BYC (me) and DSS (Janene). We look forward to learning more about our boat and the places we can go. We are keen to meet up with other CYCT members, particularly those with young families.



Gavin, Janene and Hugh aboard *Paradiso II* (image courtesy of Gavin Adamson)

Mireille and Jean-Pierre Corgnet *Vivante*

We are delighted to join the CYCT. As an Australian couple of French origin we have enjoyed living on the Gold Coast, which we call home, for the past 16 years. We purchased two months ago *Vivante*, an Island Gypsy 36 Classic Trawler of 1998. The boat is berthed in Oyster Cove Marina and will stay there as we like the region. We are expecting to spend several months on board, at least 2 months in summer and 2 other months spread through the year, until we find a suitable property in the area. We had many small boats when we were younger in France with no discrimination between sailing and motoring: Hobie Cat 16, Sea Ray 20 and the kind. In Australia we had a sport cruiser, Sunrunner 3700, for a short time; a fast jet boat of 24' (too fast and bumpy for Mireille) and a Hobie Island Tandem. We have now on the Gold Coast a Powercat Partycat 26', a perfect boat for the GC called *Albatross L* !) and a trimaran *Windrider* of 17' which is quite fast and still safe. I plan to bring the *Windrider* this summer to Kettering and to leave it there since we will probably use it more here than on the Gold Coast and I think it will be perfect for the Channel when it is too windy to going out with *Vivante*. We have no real experience of cruising, especially on a trawler. I am installing this month bow and stern thrusters to be more comfortable since I am not yet very confident to maneuver. I plan to have some practical lessons with a professional Captain this month and also to try to understand well all the equipment on board. I am not particularly handy so it is a big task for me ☺ but I like boats and I will try to learn fast with the help of other members. We will be in Kettering from 20 June to 15 July, back on the Gold Coast until probably mid-November, then back in Kettering for December and January. Any member visiting Gold Coast during winter is welcome to contact us (0478 144 650) and we could organise some boating on the Broadwaters.



Jean-Pierre and Mireille with *Albatross L* their QLD boat (image courtesy of Jean-Pierre Corgnet)

**APPLICATIONS FOR MEMBERSHIP**

***Amodet***

Andrew and Mary Perkins.

***Birubi 5***

Sue and Bryan Drummond

These applications for membership will be automatically ratified within 14 days of the date of the scheduled General Meeting immediately following this publication of the *Albatross*, subject only to any member lodging an objection, in writing, to the Secretary no later than that date.

**WELCOME TO NEW MEMBERS**

***Ariadnes Clew***

Marion and Derek Stoneman

***Charm***

Andrew Hudspeth and Jill MacLaurin-Hudspeth

***John Barleycorn***

Helen Howard and Steve Smith

***Paradiso II***

Gavin Adamson and Janene Frawley

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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**Minutes of General Meeting held at DSS on 05 June 2018**

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**Opening**

The Commodore opened the meeting at 7.30 pm.

**Attendance**

Fifty-four members attended the meeting plus six guests (Jim Graham, Carola Melville, Jemima Moore, Stan Pickering and Derek and Marion Stoneman). An attendance sheet will be attached to the signed copy of these minutes.

**Apologies**

Apologies were received from Hans and Jackie Van Tuil, Erika Shankley, Barbara Willson, Duncan and Eva McKenzie, Brendan and Catrina Boon, Chris Heath and Judy Clarke, Chris and Wendy LeCornu, Picton and Christina Hay, Alan Braddock and Dinah Jones, Sean and Megs Connelly, Mike Ponsonby and Julie Marsaban.

**Minutes of General Meetings held on 10 April 2018 and 1 May 2018**

It was moved by Shona Taylor, seconded by Phil Bragg that the Minutes of the General Meeting held on 10 April be signed as a true record of the meeting.

**Carried**

It was moved by Jon Nevill, seconded by David Mitchell, that the minutes of the General Meeting held on 1 May 2018 be signed as a true record of the meeting.

**Carried****Business Arising from those Minutes**

The Commodore advised that Lew Garnham had accepted a position on the Committee and had agreed to take over the responsibility of the Club's two moorings (North Simmonds, Bruny and Nubeena). He had also agreed to endeavour to have the registered length of boats allowed to use the North Simmonds mooring increased to 13 metres. The Commodore advised that the Nubeena mooring had been serviced recently (the date of its service would be posted on the website) and the Committee's decision to sell it had been overturned. The matter of its future would be reviewed in 12 months' time when it was next due to be serviced.

**Introduction of New Members**

The Commodore welcomed to the Club and presented burgees to the following new members, who introduced themselves and gave a brief summary of their boating history:

Carola Melville and Jim Graham (*Koza*)

David Bowker (*Duet*)

**Rear Commodore's Report – Lyn Peach**

The Rear Commodore's report is in the *Albatross*. The Rear Commodore advised that twenty-two boats and fifty-three people had registered for the forthcoming Kermandi/Franklin long weekend. She advised that the Guest Speaker for the July meeting would be Mr Nick Browne from the Australian Antarctic Centre, who would speak about the new icebreaker, RSV *Nuyina*, which was being built in Romania and was due for delivery into Hobart in mid 2020.

### **Treasurer's Report – Shona Taylor**

The Treasurer reported the major expenses had been for insurance fees, *Albatross* printing and mooring fees. It was expected that the end of year profit would be approximately \$1,000 ahead of budget.

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

The Vice Commodore's report is in the *Albatross*. The Vice Commodore reported that the Clean-Up Day scheduled for May had been postponed, due to unfavourable weather conditions but it was hoped it could be rescheduled for some time in July, perhaps combining a demonstration on practical water skills, including how to "heave-to". She advised that fourteen boats had registered for Dark Mofo, with the cut-off date for registrations being 13 June. Entry to Constitution Dock would be at 11.00 am on Saturday 23 June and exit would be at 11.00 am on Sunday 24 June. Boats would need to be rafted up, with the bigger boats entering the dock first. The cost by TasPorts was \$30 per night cash, payable on day of entry. Keys to the toilets at the dock were available to those members whose boats do not have holding tanks. Sheenagh Neill and Christian Narkowicz would be available to assist with berthing. Members were encouraged to decorate their boats with red lights.

### **Commodore – Andrew Boon**

The Commodore's report is in the *Albatross*. The Commodore advised that his boat *Juliet* and also *Absolute Waterfront* had sustained minor damage during the recent storms. He advised that as yet he had nothing further to report on the Marine Farm Development Plan Review Panel which had met on 10 May to discuss draft plans for Storm Bay.

MAST had advised that its relationship with the Department of Parks and Wildlife had improved and it was hoped this may result in some upgrades to be financed by the Recreational Boating Fund.

The following boats that were among other boats currently on extended cruises: *Blithe Spirit* (Tonga), *Irish Mist* (heading North East from Coffs Harbour), *Honey Bee* (Nelson Bay), *Dalliance* (Port Botany), *Lemaris* (Iluka), *Alida* (Fraser Island), *New Zealand Maid*, *Spirit of Freya* (Clarence Point, north of Sydney). Additionally, Club members Chris Palmer and Margie Benjamin (*Stormfisher*) had recently purchased a canal boat and were cruising in the Netherlands. It was also reported that Club Member David Graney (*Objectif Lune*) had recently been on *She's Apples Two* competing in the Sydney to Noumea race but the boat had been dismasted and had returned to Sydney Harbour.



**Women on Boats**

Tracey Taylor reported that sixteen members attended its May meeting, where new member Ginny Gerlach had given a very comprehensive demonstration on how to pull down, clean and reassemble a winch. The next meeting on 12 June would be on 12 Volt marine electric systems.

**Editor**

The Commodore advised that in September, the current Editor, Christian Narkowicz, would not be renewing his tenure as Editor and asked for expressions of interest from members to take over this role. It would be preferable if a prospective new Editor could work with Christian in the ensuing months to ensure a smooth transition after the Annual General Meeting.

**Items from Other Officers/Other Business**

The Commodore advised that Committee Member Ottmar Helm was running Winter Forums on the fourth Tuesday of each month. The next forum would be held on 26 June at the Kettering Yacht Club, where the local fire officer would give a demonstration on fire extinguishers.

**Next Meeting**

The next General Meeting will be held at the Derwent Sailing Squadron on Tuesday, 3 July 2018 at 7.30 pm. The Guest Speaker will be Mr Nick Browne, Australian Antarctic Division, who would speak about the new \$529 million icebreaker, RSV *Nuyina*, which is being built in Romania and is due for delivery into Hobart by mid December.

**Close**

The meeting closed at 7.55 pm.

**Guest Speaker**

The Guest Speaker was Club Member Alex Papij, who spoke about wind predictions and passage routing on his recent cruise to New Zealand on *Rusalka*.

**Payments to CYCT**

Payments can be made by direct deposit or transfer to this bank account:  
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Please include your name and brief details of the purpose for the payment.



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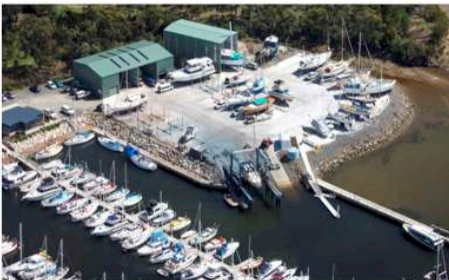
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