



# Albatross

Volume 46 No. 1 October 2019



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

**PO Box 605 Sandy Bay TAS 7006**  
**cyct.org.au**

**Committee Members**

<b>Commodore</b> Richard Taylor	0407 441 254	<i>Easting Down</i>
<b>Vice Commodore</b> Tony Peach	0419 383 875	<i>Westwind of Kettering</i>
<b>Rear Commodore</b> David Bowker	0418 136 493	<i>Duet</i>
<b>Treasurer</b> Shona Taylor	0403 249 529	<i>Easting Down</i>
<b>Secretary</b> Lyn Peach	6229 4850	<i>Westwind of Kettering</i>
<b>Editor <i>Albatross</i></b> Fiona Tuxen	0419 550 118	<i>Ocean Swan</i>
<b>Committee</b> Ian Barwick	0419 007 606	<i>Willyama</i>
Andrew Perkins	0419 375 500	<i>Amodet</i>
<b>Membership Officer</b> David Mitchell	0419 565 786	
<b>Warden</b> Chris Creese	0400 520 588	<i>Neptune</i>
<b>Webmaster</b> Paul Kerrison	0429 999 911	<i>Irish Mist</i>
<b>Quartermaster</b> Elizabeth Helm	6229 3932	<i>Intrepid</i>

**Life Members**

Erika Shankley    Dave Davey    Chris Creese    Kim Brewer    Andrew Boon

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**Guidelines for Contribution to the *Albatross***

The following are guidelines to assist members prepare articles for the *Albatross*. However, members should contact the Editor (**Fiona Tuxen – editor@cyct.org.au**) with any questions.

- Submit articles as a Word document, ideally less than 1600 words and no more than 5 photos related to the article. Longer stories will either be serialised or the Editor will either reduce the length or request you to do so.
- Boat names should be *italicised*, **not** “inverted commas” or capitalised.
- Images: jpg format, compressed to less than 1Mb for emailing and appropriately titled.
- Photos must be your own or clearly attributed and should include caption.
- The deadline for each month is the 20<sup>th</sup> (there is no *Albatross* in January)
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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. 34

**Payments to CYCT**

Payments can be made by direct deposit or transfer to this bank account:

Name: Cruising Yacht Club of Tasmania Inc. **BSB: 067 002 Account: 2803 5573**

Please include your name and brief details of the purpose for the payment.

<b>CYCT CALENDAR</b>	
<b><u>October</u></b>	
Tues 1st	CYCT General Meeting @ 7.30pm Venue: RYCT upstairs. Speakers – Chris & Daun Morris
Sat 5th	Southern Tasmania Opening Day
Mon 9th	WOB Meeting RYCT @ 6pm
Tues 15th	Committee Meeting @ RYCT 7.30pm
Sat 27th	Great Taylors Bay Cruise – Hobart Show Weekend
<b><u>November</u></b>	
Tues 1st	CYCT General Meeting @ RYCT 7.30pm
Mon 9th	New members Cruise Weekend
Mon 11th	WOB Meeting RYCT @ 6pm Personal insight on Cruising Aussies East Coast
Tues 15th	Committee Meeting RYCT @ 7.30pm

### **Cruising Responsibilities**

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club or its officers is intended as a guide only. The Club does not 'control' or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat crew or persons.

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

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

These can be located on the club website under the Member

**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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Welcome to 2019/2020 year. We have a few new committee positions, Tony Peach as Vice Commodore, Andrew Perkins and Ian Barwick as General Committee Members, welcome to you all. We look forward to another happy and successful year of Cruising.

I can confirm the Photo Competition will continue to November with Prize giving to take place at the December Christmas General Meeting, so please continue sending in your photos.

Below is a short piece about Jeanne Socrates who will be familiar to many of our members.

You may remember when, several years ago, Jeanne Socrates spoke to the members of the CYCT about her solo circumnavigations aboard her yacht SV NEREIDA, a Najad 380, built in Sweden. Well, she is at it again. You can see from her ship track at:

<http://shiptrak.org/?callsign=kc2iov&filter=365>

that she is approaching British Columbia, from where she departed on 3 October 2018.

Having sailed south of Tasmania in May, 2019, and despite a knock down off the south of New Zealand, Jeanne is on track to be the oldest person to sail non-stop, unassisted and single handed around the world. In 2013 Jeanne Socrates achieved the Guinness World Record as the oldest woman to sail solo, non-stop and single-handed around the world.

You can read Jeanne's blog at: [Svneraida.com](http://Svneraida.com).

Congratulations, Jeanne, and thank you for sharing your sailing experiences with us.

Dorothy Darden, SV ADAGIO

<https://www.theguardian.com/world/2019/sep/09/british-woman-jeanne-socrates-oldest-person-sail-around-world-alone>



**Commodore's Report**



As a result of the fiercely contested recent elections at our AGM I can announce that my nomination for your 2018/2019 Commodore of the CYCT was successful.

For those of you who were struck down with a deadly virus on the night or who for those who suddenly discovered that it was the AGM and did not attend really did miss out on the opportunity in being part of our new management team for this 2018/2019 year.

Our newly elected Office bearers and management team are.

Commodore.	Richard Taylor.	Re elected
Vice Commodore.	Tony Peach.	Previously Webmaster
Rear Commodore.	David Bowker.	Re elected
Secretary.	Lyn Peach.	Re elected
Treasurer.	Shona Taylor.	Re elected
Editor.	Fiona Tuxen.	Re elected
Membership.	David Mitchell.	Re elected
Webmaster.	Paul Kerrison.	New appointment
Committee.	Andrew Perkins.	New appointment
Committee.	Ian Barwick.	New appointment
Warden.	Chris Creese.	Re elected
Quartermaster	Elizabeth Helm	Re elected

This team is very broad based in all aspects of business management and boating experience. We hope to be able to maintain and improve where possible our clubs growth, financial future, cruising activities including functions and forums.

Our club had a busy year last year with some considerable changes and upheaval but resulted in record membership growth and cruise attendance.

At our AGM our past Commodore Andrew Boon was bestowed with the honour of being awarded a life member of our club, one of only four others in the forty-five years history since inception.

Andrews achievements in our club and his behind the scenes involvement in many aspects of the Tasmanian boating activities certainly made him worthy of this award.

Our recent Annual Dinner held at the RYCT was very well attended with over one hundred and thirty-five guests.

A special mention to our interstate members who made a big effort to attend.

From the feedback I received it was worth the effort, and a credit to the small organising committee. Maybe next year slightly less formal!!!!.

Thanks to all members who made the effort to "play the game", I hope it didn't stifle the night too much. Our special guests made comment to me that they thoroughly enjoyed the evening and that we all may "reunite on opening day".

You will undoubtedly have noticed that in receiving your Albatross in the mail there was included your very own 2018/2019 " Cruising Calendar "If you receive your Albatross electronically it is on our Website.

This very comprehensive booklet has been compiled by our new VC Tony Peach.

A lot of effort, research and late nights has been put into preparing this booklet in readiness for the start of our new cruising season so that you can plan your boating year. A large variety of cruises and destinations have been selected to cater for most needs.

Please try and involve yourselves as much as you can and help make this calendar the best yet. We are known to run good cruises and lead the way compared to other clubs.

Our main aim is to be out there and enjoy ourselves,

Our club owns two moorings, one at Nubeena and the other at Barnes Bay. The locations of these moorings are always noted in our Albatross magazine. We also advise that any members who use the moorings are to fly the burgee and notify the club either on our website or inform a committee member. Our records show that the Nubeena mooring in particular is getting very little use, it is also expensive to maintain.

Our Quarantine mooring barge proposal / Application that I have been previously reporting on is still on the drawing board with MAST deciding not to proceed with our original pylon proposal. We have reapplied with their suggestion of a screw mooring concept on the seabed instead of a permanent pile. Discussions are continuing.

The upcoming combined opening day sail past on the fifth of October is certainly the day that our club can show its strength and colours. Traditionally we meet off the domain/regatta ground mooring area and hold station until our time comes to join the convoy following our club



banner and pass the official Governors launch and take the salute. I am hoping for at least thirty of our club boats to attend.

We then proceed to a predetermined stop over for a beach BBQ and get together.

The details are in your new Cruising Calendar and a blast email will be sent to all members a few days beforehand for an update.

Our guest speakers at our next dinner meeting on Tuesday the first of October are new members of our club who have enjoyed over nine years cruising their yacht through many parts of the Pacific.

They are very experienced and will have some very interesting experiences to share.

Come along and listen and ask a question or two.

Remember, more fun, less work.

**Vice Commodore’s Report**

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I hope that the coming season is successful as the superb dinner organised by Richard and Shona Taylor and Lyn Peach. I must not forget the assistance provide by Eva McKenzie at the check-in desk and Duncan McKenzie’s help with audio/visual synchronisation.

For those who attended the dinner, how intimidating was young Jessica Watson? A single-handed global circumnavigation concluded before her seventeenth birthday. What a superb key-note speech.

Hopefully in this issue of the *Albatross* you should have

received a copy of the 2019-2020 cruising calendar. If you require additional copies for example aboard your boat, you can locate an electronic copy in the CYCT website, under Documents>CRUISING CALENDAR. I hope the committee’s efforts in providing this at a very early stage of the season will assist you to plan your cruising with the club this season.

As you peruse the cruises, you will note a few of them without a designated Cruise Contact (Formerly known as Cruise Coordinator). If you are prepared to volunteer your services, please let me know.

This *Albatross* may reach you before the September 28 & 29 cruise to Great/Isthmus Bays. This is planned to attempt to get a few of the young folk together so bring your children or grandchildren out for the weekend. The following week (October 5) is the southern Tasmania opening day. Club boats will commence marshalling from about 13:30 off the Regatta Grounds. Our Commodore, Richard Taylor will be the Cruise Contact, keep your VHF tuned to 77 for the conga line, alphabetical order start!

Towards the end of October, specifically the 24-27, is the Royal Hobart Show time. Take the Friday off work and join the CYCT fleet in Great Taylors bay for some R&R.

See you on the water.

Tony Peach

**Rear Commodore’s Report**

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No Report

**CYCT Cruising Calendar 2019/2020**

DAY	DATE	EVENT	DATE	EVENT	DATE	EVENT	DATE	EVENT
Tue			1-Oct-19					
Wed			2-Oct-19					
Thu			3-Oct-19					
Fri			4-Oct-19		1-Nov-19			
Sat			5-Oct-19	2. Open day	2-Nov-19			
Sun	1-Sep-19		6-Oct-19	2. Open day	3-Nov-19		1-Dec-19	5. Safety Day -Barns Bay
Mon	2-Sep-19		7-Oct-19		4-Nov-19		2-Dec-19	
Tue	3-Sep-19		8-Oct-19		5-Nov-19		3-Dec-19	
Wed	4-Sep-19		9-Oct-19		6-Nov-19		4-Dec-19	
Thu	5-Sep-19		10-Oct-19		7-Nov-19		5-Dec-19	
Fri	6-Sep-19		11-Oct-19		8-Nov-19		6-Dec-19	
Sat	7-Sep-19		12-Oct-19		9-Nov-19	4. New Members Quarantine	7-Dec-19	
Sun	8-Sep-19	Annual dinner	13-Oct-19		10-Nov-19	4. New Members Quarantine	8-Dec-19	
Mon	9-Sep-19	Annual dinner	14-Oct-19		11-Nov-19		9-Dec-19	
Tue	10-Sep-19		15-Oct-19		12-Nov-19		10-Dec-19	
Wed	11-Sep-19		16-Oct-19		13-Nov-19		11-Dec-19	
Thu	12-Sep-19		17-Oct-19		14-Nov-19		12-Dec-19	
Fri	13-Sep-19		18-Oct-19		15-Nov-19		13-Dec-19	
Sat	14-Sep-19		19-Oct-19		16-Nov-19		14-Dec-19	
Sun	15-Sep-19		20-Oct-19		17-Nov-19		15-Dec-19	
Mon	16-Sep-19		21-Oct-19		18-Nov-19		16-Dec-19	
Tue	17-Sep-19		22-Oct-19		19-Nov-19		17-Dec-19	
Wed	18-Sep-19		23-Oct-19		20-Nov-19		18-Dec-19	
Thu	19-Sep-19		24-Oct-19	3. Great Taylors Bay	21-Nov-19		19-Dec-19	
Fri	20-Sep-19		25-Oct-19	3. Great Taylors Bay	22-Nov-19		20-Dec-19	
Sat	21-Sep-19		26-Oct-19	3. Great Taylors Bay	23-Nov-19		21-Dec-19	
Sun	22-Sep-19		27-Oct-19	3. Great Taylors Bay	24-Nov-19		22-Dec-19	
Mon	23-Sep-19		28-Oct-19		25-Nov-19		23-Dec-19	
Tue	24-Sep-19		29-Oct-19		26-Nov-19		24-Dec-19	
Wed	25-Sep-19		30-Oct-19		27-Nov-19		25-Dec-19	
Thu	26-Sep-19		31-Oct-19		28-Nov-19		26-Dec-19	
Fri	27-Sep-19				29-Nov-19		27-Dec-19	6. Norfolk Bay/Quarantine
Sat	28-Sep-19	1. Great Bay			30-Nov-19	5. Safety Day -Barns Bay	28-Dec-19	6. Norfolk Bay/Quarantine
Sun	29-Sep-19	1. Great Bay					29-Dec-19	6. Norfolk Bay/Quarantine
Mon	30-Sep-19						30-Dec-19	6. Norfolk Bay/Quarantine
Tue							31-Dec-19	6. Norfolk Bay/Quarantine

Details of the cruises above can be found in the printed Cruise Calendar 2019-2020, or the website

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## Membership Officer's Report

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G'day all, it would seem that you are going to have to put up for another year with my monthly ramblings about membership matters pertaining to the CYCT, sailing and any other related matters that I see somehow fit to comment on, given that you all kindly accepted my nomination for Membership Officer for the new CYCT year. I thank you for your trust in me. I will do my best to deal with any and all membership related matters as best I can.

So first up, and I know our Commodore etc are likely to provide more information about the next event, but importantly I would like to encourage all member and especially those new members to get out on the water for the Opening Day of Sailing Season, to be held on the river on 5<sup>th</sup> October. Having previously participated in this event over the past few years (I missed last year on account of being overseas), I can certainly recommend the spectacle that it is. A great social day on the water with all the colour of the burgees and flags being flown, and so many boats at one time. I hope to be out there myself this year on a boat, but which one I am yet to know for certain.

Next off, and this really is an important and highly popular event for the club, is the **Annual New Members cruise** weekend to the Quarantine Station (Bruny Island), to be held on Saturday 9<sup>th</sup> November. Many members coming by water stay over night returning on the following day. I will be contacting all new members to ascertain if you may be attending, including your partner, children, guests etc. We need to be certain of numbers attending for catering purposes. Please note it is an event which is open to all club members, whether you come by boat or car.

So can I please request that all **non New Members** who would like to attend let me know no later than 1 week prior to the event.

It is requested that you arrive by around 11 am with lunch to kick off by around 12. As per on previous occasions, lunch will include the now famous (or perhaps infamous ??) Commodore's seafood chowder and roll, with a BBQ (sausages, salad, bread, sauce).

Please note that for **New Members** the cost is **Free !!**, while for all other members the cost is \$15/head. Bowls and spoons will be provided for the soup, while it is requested that all attending provide their own plates, cutlery, glasses and BYO drinks, and a chair if possible. There is some seating available at the Quarantine Station but it is limited.

I will be co-opting some help to assist me with cooking/serving of food on the day, but if you wish to offer to help that would be greatly appreciated. We don't need too many helpers (roughly 6-8 persons).

As per in previous years, we will hold a BBQ ashore on the waterfront, in the evening, time to be agreed on the day but it is BYO everything event.

I look forward to seeing you there.

The final matter I wish to note, that it is that time of the year once again where the club (myself) will compile the Annual Membership Directory (November 2019) for distribution to all members. So can I please request that any members who have moved or their details may have changed over the past year, update their details on the club's website as a matter of priority. This would be much appreciated.

### **APPLICATIONS FOR MEMBERSHIP**

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.

***Haylcyon 11***

Brett and Janet Rutherford

***Mawson***

Bishwa Oakes

### **WELCOME TO NEW MEMBERS**

***Thulani***

Mark Sweet

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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**New Members Report – Brett and Janet Rutherford**

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Janet and I have recently retired from our careers playing in the TSO while still involved with chamber music. We are both keen scuba divers, getting into the water fortnightly year-round.

I have always loved sailing from my early days sailing a Manly Junior on Sydney Harbour to crewing on a sixteen-foot skiff on Middle Harbour. Lots of dinghy sailing but not a lot of yachting. We have three daughters, and when they were younger, they learned to sail at the DSS on Sunday mornings and I enrolled as a coach at that time.

We own a mirror dinghy, and recently a friend and cello student of mine decided to sell his Cavalier 26 and we thought it was perfect timing and a great opportunity for us to enjoy cruising here in Hobart.

We purchased Halcyon II in January this year and had a beautiful sail up from Port Cygnet to Prince of Wales bay where she is now moored.

Janet and I have discovered we enjoy the boating life and have had two great trips overseas. One on the canal du Midi and more recently, two weeks travelling up the Shannon river in Ireland from Portumna to Carrick on Shannon. They were self-driven motor cruises. Next year we are heading off to Canada to travel the Rideau Canal from Smiths Falls to Sealey's Bay.

We are looking forward to getting to know our new ship, sailing the Channel and meeting the members of the CYCT.

Brett and Janet Rutherford



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## **A voyage to the South as Doctor on an Expedition “SIPEX 11” with the Australian Antarctic Division Nov/Dec 2012 – Dr Bryan Walpole**

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### **SV “Aurora Australis.”**

It is 0330, half an hour before change of watch, the sun is low in the south east, glaring painfully directly into the bridge, here at 62 deg south, the icebergs are frequent ,radar looks like a polka dot quilt, there is almost continuous pancake ice and nasty growlers on the surface, with a 2 m port beam swell from a gale to the north east , rolling her 25 deg, no one has had quality sleep for 2 days, eyes are gritty, it's a challenge to keep awake with vague nausea so inky black coffee with Tim tams are all the go. A glucose and caffeine fix. Smokers have to rug up and brave the outside bridge deck at -20 deg C. No smoking inside..

Welcome to the trials of polar navigation. High latitudes bring a range of challenges, varying ice conditions, visibility grossly reduced by snow and high winds, ships course dictated by the direction of ice leads, and where the open water/thinner ice prevails, keeping south for our goal , the ice at 64 deg ,100 miles east of the Australian Casey station, where will march out onto the ice for research.

Heavy ice is broken by the ocean swells coming from the northern sector, the swells will fracture the ice sheet along lines parallel to the swell, so floes will be rectangles, in a rough grid pattern. The ship will make entry and exit obliquely chasing down the leads until either fast ( solid) ice is encountered going south, or open water, when making north on the way home.

Backing and ramming gets the ship through the thicker floes, or between them, and into the fast ice to get the ice scientists out onto the sheet for research purposes, or closer to shore stations for safe resupply on ice thick enough to support over ice vehicles. AA can crack a floe, and provided that there is space between floes for the ice to move aside, so to create a passage for the ship to move ahead to another lead. It may take several rams to smash through a large floe.

Ramming with the angled bow (can be seen in the Dock) along with a flat bottom rides the ship up onto the ice, and her weight will crack the floe beneath, advancing up to half a ship length, dependant on ice thickness.

Ramming is done at a maximum speed of 6 kts, to avoid hull damage, and lessen the likelihood of getting stuck. Small amounts of helm are applied as she commences the ram, so she slews slightly, creating a small open water space alongside, so she can slip backwards for the next ram.



The rudder must be kept free of ice clumps, so it is always amidships when going astern (some icebreakers have an ice-knife behind the rudder), and no more than 10 deg, when going forwards. Consequently, steering in ice is fairly approximate!

Backing and ramming is aided by several innovations.

- Slippery antifouling on the hull, low friction paint decreases ice adhesion to the hull.
- Lateral ballast water pumping from side to side allows the hull to rock rhythmically as she pushes through, helping to push/crush the ice sideways, creating a wider passage, allowing easier pullback, and less likelihood of becoming stuck. The lateral ballast tanks are also used at sea to decrease rolling, a feature of icebreakers, with their flattish bottoms to aid riding up onto the ice.
- Ballast water can also be shifted fore and aft, to loosen if she becomes wedged after ramming.
- The portside bridge wing helm position on Aurora Australis overhangs a meter outside the ships beam, so crew can see how tight the ice is alongside the vessel.

This activity can only be done in good visibility, where the geometry of floes can be seen, At night, when stationary, the propeller spins slowly forward, to keep ice clear from the stern, otherwise there will be no progress with the dawn, as no room to back up with a frozen in stern!

An awkward problem is getting encased (beset) in thick ice, with no room to manoeuvre, this can happen when the northerly winds blow the ice southward, in behind the vessel, closing the pack ( as happened with this trip in November 2012) And also when navigating too close an iceberg, as both to windward and leeward are congestion pressure zones for ice, with dangerous forces from these multi million ton plus slow moving ice masses, with 90% below the water. Ships have been crushed, as when Shackleton's "Endurance "was lost in 1912.

Freedom comes from either waiting (till the ice blows out, melts, or fractures) or if more urgent, creating a small pond around the ship, then progressing the pond across the floe by butting the ice ahead, then using the propeller to push that ice aft, doing it all again, about 100 times at 10 mins each to gain ship-length, about 200m / day, hugely expensive on fuel and wearing on crew. That's how AURORA AUSTRALIS became free being beset for 6 days in2012.In 2 ½ days, 600meters was gained by belting the ice to get free.

Outside the pack and floes is the Medium Ice Zone, where we are limited to 8 kts, for safety; cant risk hitting an invisible growler (small ice floe) at full pelt..

Here we find massive floating 'bergs, house sized berg remnants, and car sized chunks of low floating ice(growlers) that can damage or hole a ship. A careful double watch is kept here at night-time; and powerful searchlights are used to spot and avoid bergs.

It's here the plankton flourish, nourished by the algae that grow within the ice, using sunlight, and CO2 from the atmosphere, with almost 24 hour daylight, and frequent tiny ice channels, formed

by the salt excluded from freezing water photosynthesis makes for a rich pasture, providing the whales with their plankton diet. Whales are found in abundance at the ice edge, as the whalers of yore knew. This is the feeding grass of the world's oceans. This nutrient rich water will surface in the northern hemisphere, in a year or three. Global warming may be killing it, as the sea ice retreats..

Coming home, soon we are in open water, travelling northeast for Hobart, with the westerly swells pushing us along effortlessly at 16 kts, accompanied by Albatrosses, Petrels, Fulmars and the occasional Skua.

We soon cross the convergence at 56degS, with its dense fog banks, created by warmer ( 7 deg) seas meeting cold (<0 deg) air, and then its 3 days to landfall at Pedra Branca, a dramatic rock, 20 miles south of Tasmania where the smell of Eucalyptus excites ( one of the joys of returning from an Antarctic year), then the South Brunel light, and the Friars Rocks at dawn. Home on the Derwent, passing the John Garrow beacon, guarding Sandy Bay shoals, then Macquarie wharf, the bizarre customs and immigration inspection ( where have we been!) and home at last.

So what's the medical practice like? Its mostly preventative stuff, seasickness on the way down, sunscreen, as the UV is extreme here, and at a low angle, liaising with expeditioners to check that all 5 layers of clothing are worn, goggles for snow blindness prevention doing regular recesses on the ice, checking for hypothermia,( expeditioners often use bare hands for manipulating instruments) exhaustion,( hand drilling meter thick ice)and dehydration. Evening clinics to deal with multiple minor issues, and sail around the dining room to get any info on ailments.

We have 2 helicopters aboard, for ice science, and ship reconnaissance, pilots need extended first aid kits, in case of a remote crash, where they may be stranded for days on ice.

A brilliantly equipped operating theatre, and 2 bed ward complete the medical suite.

Previous expeditions have encountered multiple trauma from helicopter crashes, serious burns from engine room fires, compound fractures from closing watertight doors, appendicitis, pneumonia, frostbite, and penetrating injuries. Eternal vigilance begets prevention, as there is no assistance or evacuation from south of 55 degrees..

Sat phone and twice daily email allow contact with on call personnel at base in Kingston Tasmania, and digital photography helps with second opinions.

Its wonderful 7 weeks voyage to a wonderland of ice, whales, seals, birds, stormy weather, stunning sunsets/rises with a part of the world unchanged for millions of years.



*Aurora Australis*

## **Mystery Solved – Julie Macdonald**

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Whenever we go through the Denison canal I can't help wondering where the bridge operator is and where he's actually going when he says he'll "go down and open the bridge", so I finally rang and made a time to visit so I could see for myself.

### **First, a bit of history.**

Records in 1815 and 1821 describe boats being dragged across East Bay Neck - perhaps using round spars as rollers. In the 1840's convicts built a wooden railway with a truck for carrying boats. Isolated settlers on the east coast pressured the government for a canal to link Blackman Bay and Norfolk Bay and tenders were finally called in 1901. The canal with its iron swing bridge was officially opened with due pomp and ceremony in September 1905. That bridge was replaced by the current bridge in 1965.

### **Statistics**

The width of the canal at low tide averages 21m and at the bottom is 5 to 7m. The depth at high tide is 3.9m and at low tide is 2.6m. The dredged approach channel in Norfolk Bay is 905m long and the Blackman Bay channel is 624m. The excavated canal is 895m, a total of 2.4km.

### **Personnel**

There are three bridge operators: Shane, Shane and Neil and at least one of them is in

attendance from 0800 to 1700 every day of the year. They are also available should there be an emergency and the bridge needs to be opened outside regular operating hours. Their role also includes bridge maintenance (the turning mechanism is greased weekly) and maintenance of the buildings and grounds.

### **Opening and closing the bridge.**

I was surprised to learn that the current office for the grandly titled ‘Superintendent – Denison Canal’ is located in the main street of Dunalley, next to the Bakery and a 5 minute walk from the bridge. The operators usually ride a bike or drive from there to the bridge so they can be there within a minute or so. I had imagined that the brick building on the eastern side of the bridge was the base but that is where the plant room and operating mechanism are situated. From their current base the operators have a perfect view of the out-going (towards Blackman Bay) leads but they can’t see the Norfolk Bay leads. This will change in the near future when a new office is installed closer to the bridge. The new office will be well equipped with cameras so that the operators will have a good view of both ends of the canal as well as having the advantage of being right next to the operating mechanisms.

The bridge operators are very conscious of getting boats through as quickly as possible so that there is the least disruption to traffic. This has become more important over the years as the amount of traffic has increased.

They don’t let more than about twelve boats go through at once; big groups must bunch up and go through as quickly as possible.

The busiest day Neil can remember was Good Friday this year when the bridge was opened 15 times for 32 boats.

The operators keep a written record of every boat that goes through the bridge, listing name, type, in or out and time.

Use of the canal is free – the ‘bucket’ has long gone.

### **Calling Denison Canal**

I asked if it made any difference whether skippers used VHF or the phone to call in and the answer was ‘no’. Neil commented that fishermen tend to use the phone, but operators are happy to take our calls either way.

Asked about the timing of the call, they like skippers to contact them well before entering the leads so that they can make sure that the canal is clear and they have plenty of time to get to the bridge. Please don’t do as one boat did recently - they called when they were almost at the bridge which barely gave the operators time to open it.

### **Bridge reliability**

The bridge is mostly reliable but there was an occasion recently when it wouldn’t open and it was found that possums had chewed the wires! If it gets stuck open it can be closed manually by pulling with a four wheel drive vehicle.

### **Dredging**

The channels and the canal are dredged occasionally by dragging a dredge behind a boat. There is no siltation problem in the canal because of the absence of surf and because a difference in tide times at Blackman Bay and Norfolk Bay creates currents that scour out any sand deposits.

Thanks to Neil for taking the time to answer questions and for showing me around the office, the bridge and the operating equipment.

Julie Macdonald

References: Neil Houston

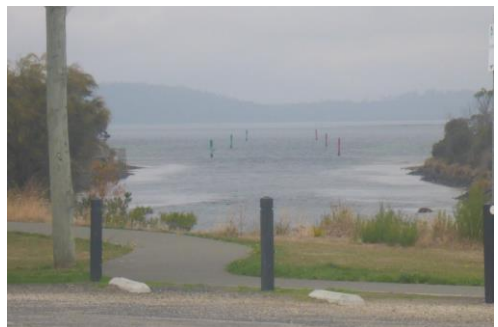
Information boards, Dunalley

Mercury newspaper 14 October 1905 (Trove)

*The Current Office in the Main Street,  
Dunally*



*Opening the Bridge*



*View to Blackman Bay from the Current Office*

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**Women on Boats September Report – Tracey Taylor**

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**Marine Diesel Engines and Maintenance**

Another great meeting for our WOB in September.

With over 22 Ladies in attendance, Women on Boats continues to thrive, with a variety of topics and practical themed sessions, which never fail to inspire and educate our CYCT members.

This month saw a session led by Greg Brooks, a knowledgeable instructor, who took us through a comprehensive session designed especially for WOB. We are indeed very fortunate to be able to access the vast knowledge of local, experienced individuals, who are kind enough to donate their time and share their skills.

Greg provided a comprehensive overview of the Topic, identifying systems of Diesel engines, specific maintenance required annually, trouble shooting specific issues and advice on when It's time to really call for a mechanic!!

Greg's thorough approach, with a terrific array of visual aids and indeed a variety of engine components, ensured everyone had an opportunity to get a feel for and understand how diesel engines actually work. The important task of annual routine maintenance can never be underestimated!

It was an educational evening full of information, revision for some and practical tips for us all.... The night was finished off nicely with a convivial evening meal shared at Kathmandu Cuisine in Battery Point.

Thanks very much to Greg for all his prior work and preparation. Your efforts are very much appreciated.

Next month, we draw upon the experiences of two valued WOB, who will share their off shore and cruising experiences to benefit those of us planning a sojourn to destinations further afield this sailing season. Roll on summer!!

It is great to be back in Tassie. Special thanks to Janne, Sally and Bronwen for picking up the extra roles in my absence. Your diligent efforts are greatly appreciated.

Cheers Tracey T.

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**CYCT Photo Competition**

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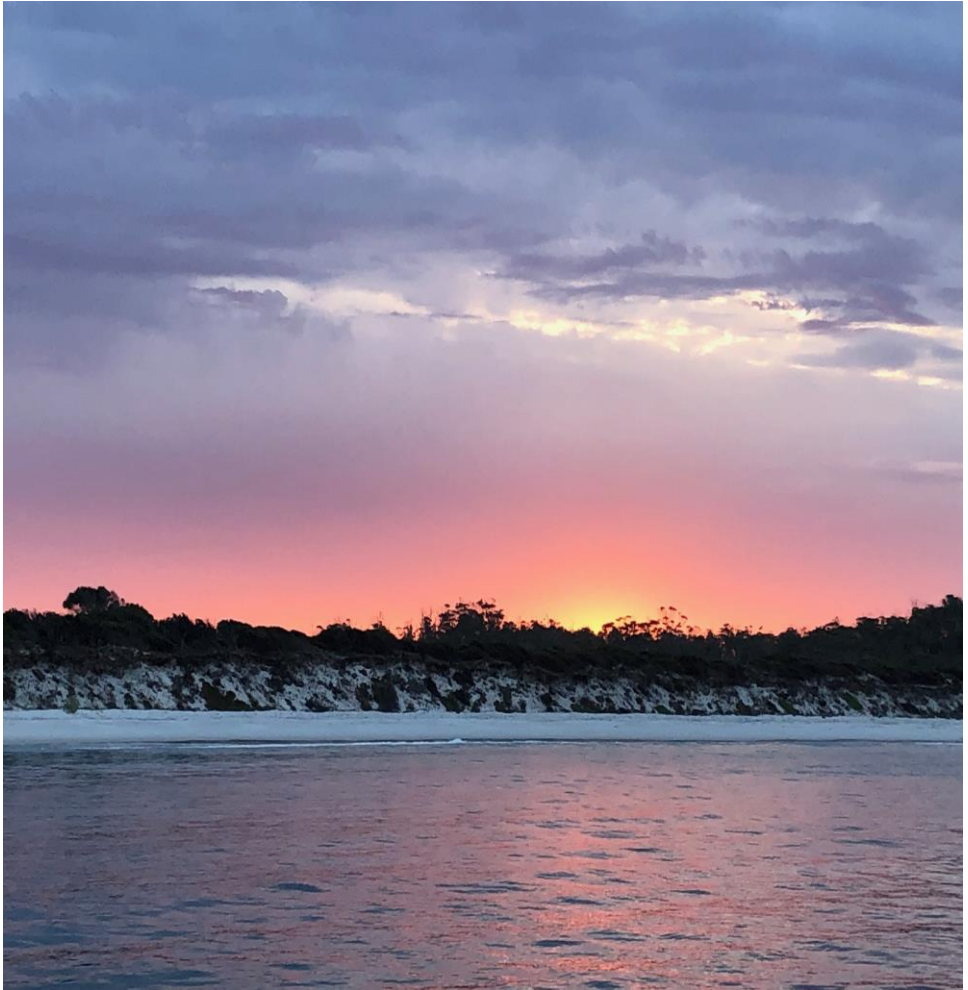
*Ian Johnstone on Extra Anchor Duty*



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**CYCT Photo Competition**

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*Wineglass Bay David Mitchell*

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## **New General Committee Members 2019/2020**

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### **New committee member Andrew Perkins.**

I am managing Director and owner, along with my wife Mary, of our family engineering business APCO Engineering P/L.

I have been involved in the Tasmanian marine engineering industry for many years and a member of industry groups including The Tasmanian Maritime Network, The Tasmanian Polar Network, The Australian Industry and Defence Network, TCCI, The Australian Industry Group and The Tasmanian Energy and Minerals Council.

I am a member and a past Director and chair of the Boating Services, Cruising, Safety and Marina committees of the RYCT and member and past committee member of the Wooden Boat Guild of Tasmania, The Franklin Wooden Boat Centre and a member of The Living Boat Trust and a member and Tasmanian representative of The Steam Boat Association of Australia.

My wife Mary and I have three sons. We alternate between our properties in Hobart and Franklin.

I have restored five boats over the years from our original 18-foot putt putt boat to our present boats, an Alaska 45 "Amodet" and 17-foot Steam Launch "Leprena" and have contributed to the construction and restoration of many others. We have been cruising the waters of southern Tasmania for the past 45 years.

Although we only became members a little over a year ago, we have many friends who are long term members and we are familiar with the history and activities of the CYCT. I hope I can contribute to the successful future of the CYCT.

### **New Web Master Paul Kerrison**

Married to Rosemary for 52yrs and have 3 daughters, 5 grandchildren & 2 Great grandchildren, all living in Hobart.

Both have been associated with the water for many years starting well before we met. Rosemary's family had a 36' Huon Pine river boat, "Wayaree" (Translated to Quiet Waters) for over 30 years. My grandparents had a cray dinghy at Eaglehawk Neck and the family spent many a time messing about in Pirates Bay. Shortly after getting married my first attempt at successfully building a 16' Hatley Runabout under the house at Blackmans Bay became part of our water life spending many a lost Sunday at Killora ( Rat Bay ) water-skiing and fishing thus introducing our children to the water. Eventually after many fun filled years this was replaced with a 17' Caribbean Crestcutter. Next step a 30' Cuddles motor boat a more sedate way to travel and this ended our skiing days. In between I bought a rundown Enterprise Dinghy with Aust. Measurement papers and after refurbishing sailed it as part of the now defunct Swansea Sailing Club. Following on from the Cuddles we purchased 'Obsession" a 39' John Pugh design and finally our current boat "Irish Mist".

Between times I have crewed on several delivery trips from Hobart to Eden and beyond, and twice taken part as crew in the Hamilton Island race week regatta.

We joined the CYCT in 1993 and since then I have served as Club Secretary (2yrs), Club Commodore (2yrs) & Albatross Editor (3yrs.)

In later years Rosemary & I have extensively cruised the East Coast of Australia, The Louisiade Archipelago of New Guinea & of course our own fabulous waterways in and around Tasmania, taking part in and leading many club cruises.

I am looking forward to serving as Webmaster

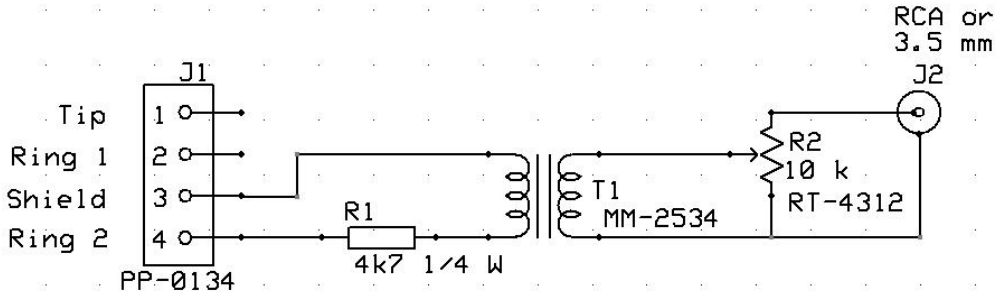
Paul Kerrison  
*IRISH MIST*

## Receiving Weather Faxes with an iPad – Andrew Boon

One of the outcomes of the September HF Radio Winter Forum, held on board *Whitehaven*, was interest in an App to receive weather faxes. The best way to receive a weather fax is to use a hard-wired connection from the radio to the laptop or tablet, rather than using audio via a microphone.

If you use an IBM-style laptop, you can make up a cable from your HF receiver output with a 3.5 mm plug on the other end. Put the 3.5 mm plug into the MIC socket on your laptop and you're away.

However, iPads being Apple, such a simple cable will not work and an adaptor is required. The schematic below is taken from Black Cat System's website, [http://www.blackcatsystems.com/ipad/iPad\\_iPhone\\_iPod\\_Touch\\_Microphone\\_Wiring.html](http://www.blackcatsystems.com/ipad/iPad_iPhone_iPod_Touch_Microphone_Wiring.html) but with Jaycar part numbers. P1 is a tip/ring/ring/sleeve 3.5 mm plug and will fit into the iPad headset socket. It's not strictly the same plug as Apple uses but as we are only using the two terminals closest to the plug body, i.e. Ring2 and Shield, and as there is no polarity issue, just connect a wire to each terminal, twist them together and solder them to R1 and T1. You don't need shielded cable as long as the wires are relatively short. I mounted the resistor, transformer and potentiometer on a small piece of Veroboard (Google it!) then put everything except P1 into an old 35 mm film cannister. I've found that the potentiometer works well at its maximum setting so you could start without it initially (wire directly from the transformer secondary to the input socket J2). I used an open mono 3.5 mm socket (Jaycar PS-0120) for J2 as I had a 3.5 mm plug on an existing cable.



The connection to the HF receiver should, ideally, be independent of the receiver volume control. For some Icom models, the audio output details are:  
IC-M802 ACC socket, pins 2 (gnd) and 5.  
IC-M801 AF/MOD socket, pins 3 (gnd) and 4.  
IC-M710 ACC(1) socket, pins 2 (gnd) and 5.  
IC-M700 External speaker jack.  
IC-718 ACC socket, pins 2 (gnd) and 12.

For an iPad, try the *HF FAX* app (by Black Cat Systems). For IBM-laptops, I use *SeaTTY*. If you have the *AirMail* or *SailMail* program, use the built-in *GetFax* function.

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## Don't Discount DSC - Andrew Boon

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The implementation of VHF DSC (Digital Selective Calling) in Australia has been a sad story. In Europe and USA the system has been fully implemented and coast stations monitor for digital distress calls and position reports. All new VHF radios sold in the USA must have DSC capability. In Australia, the 'authorities' have ignored VHF DSC, to the point where GME is no longer marketing the model which was purpose-built and refined for DSC (GX650D). Tas Maritime Radio has recently decided to suspend monitoring of VHF DSC in SE Tasmania.

However: during the CPR Refresher course that Lew organised, the instructor emphasised the importance of calling for help early in the resuscitation process. This is normally done by calling Triple Zero, but in our situation, the DSC alternative might be invaluable. Not all areas have mobile phone coverage (by any operator) and in many cruising areas, the response time of the Ambulance Service might be stretched. Simply holding the red DISTRESS button in for 5 seconds will alert other boats with VHF DSC within range to your plight. They won't know what type of distress you have encountered but they may be close enough to render assistance. Any other boat in radio range and with a VHF DSC radio will receive the alert, regardless of whether they have connected their GPS to their radio. They will have your location (latitude and longitude). This includes all large commercial ships.

Don't worry about going to VHF I6 and putting out a voice Mayday call if you are in a hurry (as you will be if you partner is on the floor!).

So I implore anyone who has a VHF DSC radio on their boat to make sure that:

1. They have an MMSI (available from AMSA) and that it is programmed into the radio;
2. A GPS signal is connected to the radio, either internally or wired from a separate GPS source;
3. Test calls have been made successfully - make an Individual call to another VHF DSC station); and
4. You and your crew know how to send a distress call.

Lew (*Minerva*) and I (*Juliet*) have VHF DSC radios and know how to use them, so give us a call. Look on your AIS receiver to find our MMSIs.

Andrew Boon  
SY Juliet, MMSI 503 123 500

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**Randalls Bay Ramblings: Sound Judgement and Lemon-aid. V Nicolls**

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I put up my hand to coordinate the CYCT July 13/14 Cruise to Randalls Bay. Tracking the forecast over the preceding few days I sensed that 30 knot winds, 99% chance of rain or hail and temperatures maxing at 8c just might not be conducive to enjoyable sailing and a convivial beachside BBQ. Thursday night I cancelled the trip. As a result, I found myself with an unexpected weekend to snuggle up at home in a warm, dry and stable armchair and, with no cruise to report, to reflect on the art and science of decision making, leadership and Skippering. In lieu of the non-existent Randalls Bay Trip Report I'd like share a couple of my armchair musings.

Although I'm a relative late-comer to sailing and a definite new arrival to the world of Skippering, I'm no stranger to the complex and dynamic world of outdoor leadership. I worked in a leadership capacity throughout my professional life; predominately within the context of multi day adventure-based therapeutic programs intentionally targeting the needs and wellbeing of vulnerable and at-risk persons. My interest has been as a practitioner, educator and researcher. It seems to me that every Leadership lesson learnt on the land has direct application to Leadership on the water, to the role of Skipper.

Thinking about the cancellation of the Randalls Bay cruise brought to mind two of my stories related to decisive decision-making in critical contexts.

**Sound Judgement**

A true tale from NZ. A group of young men and women bristling with enthusiasm, fitness and newfound confidence were on a multi-day journey through Arthurs Pass National Park. The trip was their final assessment before full qualification with a Certificate IV in Outdoor Leadership. At some point the group arrived at a mountain stream running high and fast. The Examiner asked the students to imagine themselves as leader of a small enthusiastic group on the last day of a 3-day hike and to document the strategy they would employ to negotiate the stream. On completion of their task the Examiner announced that all those who had devised a plan as to how to go ahead and cross the river had failed the assessment. Those who assessed the river as an unacceptable danger and made the call to camp rather than cross at that time, had passed. On first hearing this story I was both devastated on behalf of the students who had so dramatically 'failed' yet inspired by the clear-headed commitment of the Examiner.

To the informed eye the depth, flow, temperature and stream bed constituted a significant and potentially life-threatening hazard. In being asked to consider negotiating the river students were called upon to draw on their knowledge and understandings of river crossing. However, I'd wager that lack of knowledge was not the real issue here. As part of their studies students would have learnt about the physiographical aspects of crossing mountain streams or rivers, as well as proper technique and safety procedures. My thought is that in this instance the Examiner was primarily looking for evidence of Sound Judgement, which in this situation could be expressed as the capacity to assess, control and minimise exposure to grave danger.

Bringing together of people, activity, equipment, and Mother Nature makes for a complex and dynamic context that defies the capacity of any educational institution or RYA training to offer solutions for all situations. To effectively respond to the decision-making demands of limitless

permutations of unexpected events and circumstances calls for shrewd situational assessment skills, in other words, Sound Judgment.

It's generally understood that sound judgment cannot be taught and is not an inevitable outcome of education and /or experience. Whilst it is founded in knowledge and experience it is dependent on active reflection, time and trial to develop and mature. Nonetheless, the skill is such that this Examiner needed to see evidence of its development to confidently affirm that graduate leaders were fit to be entrusted with the safety and wellbeing of others. I can only guess at some of the behaviours the Examiner noted as characteristic of the development of sound judgement. Here are a few of my own musings based on the story and personal experience.

- Challenging assumptions e.g. Questioning the implied suggestion that to cross the river was the appropriate response.
- Evaluating the situation against stored knowledge and experience.
- Consideration of options, pros and cons
- Maintaining holistic situational awareness of P.E.P.E. (The people, the environment, planning and equipment)
- Withstanding external and internally driven pressure: deadlines, group 'wants'; Self-doubt, desire to please etc
- Withstanding the pressure of the "Sunk cost" thinking: "We've come this far, can't stop or change plans now!"

You will have more ...

The story has lingered as a vivid lesson easily relatable to leadership in the nautical context. I am reminded that I aspire to safeguard myself, crew, vessel and others through the ongoing and active development of sound judgment.

### Lemon-aid!

Another favourite that has stood me in good stead on land and sea, is a piece from the NZ Mountain Safety Guide about managing risk and timely decision making. I've provided an Australian translation and taken some liberties adapting to the sailing context. It reads ...

*"Imagine a slot machine, a one-armed bandit (i.e. Pokie machine) bolted to a Mast. Imagine that every time you go out on the water you are putting a coin in the slot and pulling the handle down. Each time a risk factor is overlooked or ignored, up pops a **lemon** in one of the windows. As more risks are overlooked, more **lemons** are lined up. The process continues until you either arrive at the end of your activity or you rack up enough lemons to hit JACKPOT...Disaster! Competent, experienced leaders are always on the lookout for lemons which they deal with before they can cause accidents"*

I share this with you because this humorous concept has kept me safe on a number of occasions. It has taught me to identify a lemon as it occurs and either promptly deal with it to the extent it is no longer considered a lemon or, as is more often, manage the lemon as best I can.

What does a lemon look like? You've seen plenty!

Delayed departure, eta shifts to after sundown  
Skipper and one crew, one gets seas sick

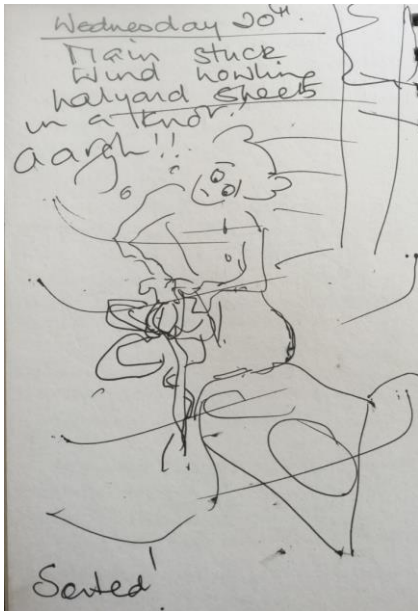


Impeller stops working  
Deadline for a flight to Sydney  
There are so many ....

The Pokie machine image is a reminder that the accumulation of lemons is hazardous. Whilst a single so-called Lemon, or even two or three, may be manageable seemingly minor or less than optimal factors can add up over time, to significant hazard and in worse-case scenario loss of life and or vessel.

Over the years I have developed a sort of Lemon Code, I've often found that 3 lemons are often manageable but at the 4<sup>th</sup> and recognising a potential for the 5<sup>th</sup> or more I am alerted to the need for decisive assessment and action in order to preclude further lemons.

Here's 4 lemon situations of my own.



1 Lemon	Solo sailing
2 Lemons	Weather deteriorates
3 Lemons	Dropping Main, top baton sticks in shroud. Sail stuck. Back to cockpit, adjust tiller to keep vessel into wind,
4 Lemons	Return to Mast, Halyard line flogging wildly and twisted around jib sheet
4 Lemons	Focus, breathe, find inner calm, (holding) unknot lines
3 Lemons	Yank on halyard & lazy jacks, Baton releases, sail drops intact
2 Lemons	

Not a very dramatic example perhaps but maybe it would have, could have, been had I not recognised the need to avoid more lemons by channelling inner calm! I continued on safely managing my two remaining lemons. On anchor, reflecting on my citrus orientated day I came up with strategies to mitigate lemons associated with dropping sails, managing lines and a tiller single handed.

I invite you experiment with the Lemon concept as a way of identifying casual factors and developing judgment skills.

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## **Cruising Yacht Club of Tasmania Minutes 44<sup>th</sup> Annual General Meeting at RYCT on 3<sup>rd</sup> September 2019**

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### **Opening**

Commodore Richard Taylor opened the meeting at 7:35 pm.

### **Attendance and Apologies**

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Forty members registered their attendance plus one guest, Lee Astheimer. Thirteen apologies were recorded on the attendance sheet, which is filed with the official copy of the minutes.

### **Minutes of the 43<sup>rd</sup> AGM**

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The minutes of the previous (43<sup>rd</sup>) AGM held on 4 September 2018 were published in the August 2019 *Albatross*.

It was moved by Fiona Tuxen, seconded by Jean-Pierre Corgnet that they be signed as a true record of the meeting.

### **Carried**

### **Business arising from those Minutes**

There was none.

### **Treasurer's Report and Auditor's Report**

The Treasurer reported that the Club's Profit and Loss Statement and audited Annual Report were available to members, and that the year-end profit was \$1,400. Despite the Club incurring increased expenditure due to payment of rent to the RYCT, the profit had been generated by an increased number of new members and also sales of Ian Johnston's book, *The Shank*.

It was agreed that the Club's current auditor, Max Peck and Associates, be re-appointed for the 2019-20 year, for a fee of \$209.

### **Life Membership**

The Commodore advised that he had received a nomination for Life Membership to be awarded to Andrew Boon. He advised that Andrew had been a member of the Club for over 19 years and had held various Committee positions including Treasurer, Vice Commodore and Commodore. Andrew had contributed to the Club's knowledge base via numerous technical presentations on radio operation and coastal navigation, he had been very generous with his time in helping Club members fix electronic-related problems on their boats, he continued to make a huge contribution to the operation of TasMaritime Radio, he had submitted numerous updates and corrections of navigational charts to the Hydrographer's Office, and he had regular involvement with working bees at Melaleuca. In summary, the Commodore advised that Andrew had acted and continued to act as an exemplary yachtsman, and Tasmania cruising was better and safer for his involvement.

It was moved by Richard Taylor (on behalf of Chris Palmer, who was absent), seconded by Lew Garnham, that Life Membership be awarded to Andrew Boon.

### **Carried**

The Commodore presented a framed Life Membership Certificate to Andrew, who accepted the award and thanked the Commodore, Committee and members of the Club.

### **Commodore's Report**

The Commodore's Report was published in the *Albatross*.

The Commodore thanked the existing Committee and departing committee members and wished the incoming Committee success. He gave a special thanks to the Club's Quartermaster, Elizabeth Helm, for her tireless "behind the scenes" work in managing the Club's apparel ordering and sales.

He reminded members that the Club's major focus was to adhere to the Club's Constitution and members should not make comment on other unrelated issues. He stated that much had been achieved by the Club in the past year, and that some of the highlights were:

- The commercial leasing arrangement between the CYCT and the RYCT, resulting in the CYCT securing premises for meetings, forums, etc.
- The continuing increase in membership, despite the necessary rise in membership dues.
- The possibility of the Club securing a pontoon mooring for up to 8 boats in the bay at Quarantine, Bruny Island.

### **Awards**

The Commodore presented the following awards:

- A Cruising Plaque to Ian Johnston for his remarkable efforts since joining the CYCT. He reported that Ian had contributed significantly to the entries within the Tasmania North East Cruising Guide, by visiting the locations personally. He had recently charted some of the remote anchorages between Recherche Bay and Macquarie Harbour, resulting in MAST approved installation ashore of stainless-steel rock anchors to enable craft to "hide" in the very tight swing room locations. Ian had identified the anchorages and due to the lack of bathymetric data, had improvised by flying the current airborne video enabled drone technology to assess the bottom conditions prior to entering the somewhat restrictive bolt holes. He had then compiled the recorded data into his book *The Shank*.

Ian accepted the award and thanked the Commodore and Committee.

- The Cruise of the Year Award to Paul and Rosemary Kerrison. The Commodore reported that in 2018 Paul and Rosemary had set out on a cruise to New Caledonia, a trip they had done a few times previously. However, a few days out from the Queensland Coast, Paul sustained an injury and in a feat of extraordinary seamanship, Rosemary sailed *Irish Mist* safely back to Southport, where Paul was admitted to hospital. Undeterred, when Paul was released from hospital, they changed their plans and cruised the Queensland coast and sailed home at the end of 2018. Paul and Rosemary accepted the Cruise of the Year plaque and thanked the Commodore and Committee.

### **Proposed Changes to the Club's Constitution**

The Commodore advised that due to technical issues, this matter had been postponed, but would be discussed further by the Committee, then tabled for approval at a Special General Meeting at a later date.

### **Election of Office Bearers**

The Commodore declared all positions vacant and advised of the nominations currently to hand as per the table below. He advised that no nomination has been received for the position of Webmaster and stated that to carry out this role, the member would need to have sound information technology skills.

<b>Position</b>	<b>Name</b>	<b>Clarification</b>
Commodore	Richard Taylor	Re-elected
Vice Commodore	Tony Peach	Elected
Rear Commodore	David Bowker	Re-elected
Treasurer	Shona Taylor	Re-elected
Secretary	Lyn Peach	Re-elected
Editor	Fiona Tuxen	Re-elected
Membership Officer	David Mitchell	Re-elected
Webmaster	No nomination	
General Committee	Andrew Perkins Ian Barwick	Elected Elected
Warden	Chris Creese	Re-elected

Further nominations were invited from the floor, but none were forthcoming. Accordingly, the nominated candidates as listed in the table were declared duly elected. The incoming Committee will address the remaining vacancy for the Webmaster position in accordance with the requirements of the Constitution.

### **Any other business**

There was none.

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### **Close**

The Commodore thanked everyone for attending the AGM and closed the meeting at 7.52 pm. A light supper was provided, and the September General Meeting then followed.

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**Minutes of General Meeting held at RYCT on 3<sup>rd</sup> September 2019**

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**Opening**

The Commodore Richard Taylor opened the meeting at 8.13 pm and welcomed attendees and guest. He advised that during the meeting, the newly elected Vice Commodore, Tony Peach, would circulate a clipboard containing a draft Cruising Program for the forthcoming season, seeking expressions of interest from members willing to act as Cruise Contact person for any of the listed cruises.

**Attendance**

Forty people attended the meeting, including guest Lee Astheimer. The Attendance Sheet is filed with the official copy of the minutes.

**Apologies**

Thirteen apologies were received, which are listed on the Attendance Sheet.

**Minutes of General Meeting held on 6 August 2019**

It was moved by Chris Creese, seconded by Fiona Tuxen that the Minutes of the General Meeting held on 6 August 2019 be signed as a true record of the meeting.

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

Nil

**Introduction of New Members**

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

- Chris and Daun Morris (*Restless*)
- David Hart (*Bradybus*)

New members Mark Sweet and Jennifer Doyle (*Thulani*) did not attend the meeting.

**Treasurer – Shona Taylor**

The Treasurer advised that:

- The Club's budget remained on track.
- The Club's website generated an automatic expiration of membership if annual dues had not been received sixty days after the due date, but up to a month's grace was available if members contacted the Treasurer.

**Vice Commodore**

The outgoing Vice Commodore's report is in the *Albatross*. The Commodore thanked Greg Hitchens for his valuable contribution as Vice Commodore for the past twelve months.

**Commodore – Richard Taylor**

The Commodore advised that the Club was in a very strong position and he was now looking forward to concentrating on cruising.

**Women on Boats – Tracey Taylor**

Tracey Taylor, Janne Gorman and Bronwen Prazak were apologies for the meeting. A report by Bronwen Prazak is in the *Albatross*. Shona Taylor advised that Janne had addressed the August Women on Boats meeting on “Crossing Bass Strait without Losing Sleep”, which provided details of how she had taken two weeks to cross Bass Strait by staying overnight in different island bays. Shona advised that the September WOB forum would focus on marine diesel maintenance.

**General Business**

- Annual Dinner  
The Commodore advised that an enormous amount of work had been done by several Committee members to ensure that the Annual Dinner was a success. He advised members that as Her Excellency the Governor would be attending, it was imperative for correct protocol and routine to be followed. Vice Commodore Tony Peach would be MC for the early part of the function and would request members to stand for the arrival of the official party. Her Excellency had agreed to thank the Guest Speaker, Jessica Watson, and attendees would again be asked to stand when it was time for the Governor to depart. The Commodore advised that financially, it was anticipated the Club would break even, taking into consideration the cost of meals for guests and the attendance of some non-members.
- The Commodore thanked the Club’s official photographer, Life Member Erika Shankley, for her continued contribution to the Club.

**Next Meeting**

The next General Meeting will be held on Tuesday 1 October 2019 at the Royal Yacht Club of Tasmania at 7.30 pm.

**Close**

The meeting closed at 8.35 pm.

**FOR SALE!**

## Members Buy and Sell

### CYCT Members Buyers Group.

Steadfast Insurance Brokers  
David Page. 62313360

Wattyl Paints  
Scott Jarvis  
62728533

Island Batteries  
Kayne 62722943

These companies provide specialist goods and services and are certainly worth a phone call, genuine savings can be made to Club Members, just present your Club Membership badge to receive best prices.

#### **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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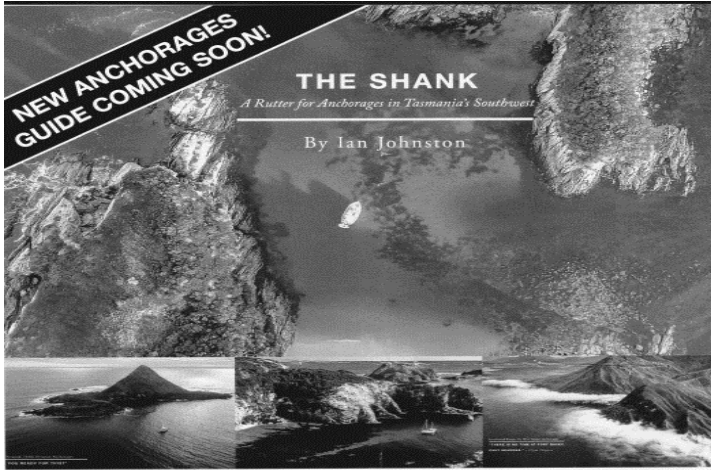
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- Paul Cullen, Director, Australian Wooden Boat Festival



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