



Albatross

Volume 46 No.2 March 2020



Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au

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Life Members

Erika Shankley Dave Davey Chris Creese Kim Brewer Andrew Boon

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 20th (there is no *Albatross* in January)

Cover page: *Easting Down, Denison Canal, East Coast Cruise. (Richard Taylor)*

Table of Contents

Table of Contents..... 1

CYCT Calendar.....4

Editorial.....4

Commodore’s Report.....5

Vice Commodore’s Report.....8

CYCT Cruising Calendar.....9

Rear Commodore Report.....10

Membership Officers Report.....12

Night Cruise to Southport - Tony Peach.....14

Text to Aust.Notice to Mariners No.85 - A.Boon.....17

Natural Navigation - Ian Johnstone.....19

TMR What is Safety Watch.....20

El Cheapo Torch - Andrew Boon.....22

CYCT General Meeting Minutes February 2020.....23

Members Buy & Sell,26

CYCT Members Buying Group.....27

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. 27

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.

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.

Editorial – Fiona Tuxen



Now well into the Tasmanian Summer, it appears to have passed us by this year.

I hope that many of you regardless of the weather, are still enjoying your Cruising in our Tasmania waters and elsewhere, but more importantly taking many photos to add to your articles, that I always look forward to receiving as do your fellow readers and members.

CYCT CALENDAR	
<u>March</u>	
Tues 3rd	CYCT General Meeting @ 7.30pm RYCT Speaker: Richard Beven, Vice Commodore RYCT
6 th to 9 th	Cygnets Labour Day Weekend Cruise
Mon 16 th	WOB Meeting @ RYCT 5.30pm
Thurs 19 th	Committee Meeting @ RYCT 7.30pm
28 th 29 th	Prince of Wales Bay Cruise, INCAT Tour and BBQ
<u>April</u>	
Tues 3rd	CYCT General Meeting @ 7.30pm RYCT Speaker: Tolly and Josephine Jaworsky, Gloria
6 th to 9 th	Cygnets Labour Day Weekend Cruise
Mon 20 th	WOB Meeting @ RYCT 5.30pm
Tues 16 th	Committee Meeting
10 th – 14 th	Tasman Peninsula Cruise

Commodore's Report – Richard Taylor



Our February meeting was once again very busy with over seventy members and guests attending, with some enjoying an early meal at the RYCT and later listening to our guest speaker, Paul Stephanus, the new general manager of the AWBF.

His enthusiasm and youth should place the festival in a strong position for the future, he gave an inspiring talk on his ideas and themes for the next festival. Many interesting questions and answers flowed leaving us with no doubt that the right man is at the top.

With the introduction of new members Kevin and Mei Landman who have sailed more miles than Marco Polo, Steven and Julia Chopping who gave an interesting history of the shags on the "Egeria" and Gus Vans-Colina who is a returning ex member along with potential new members in attendance does indicate to be another busy year for our club.

At this time of the year the empty pens and moorings around the clubs and bays indicate a lot of boats are out on cruises

and the popular bays are getting busy.

It was certainly the case with our members fleet scattered from the west coast and far up the east coast of Tasmania.



The ever popular east cruise commencing as the Norfolk Bay cruise on Saturday 8th February was well attended and coordinated by Stephen and Janet Boulton on Cirrus, they were keeping the fleet well advised and using their local knowledge of Norfolk Bay to keep the fleet well protected from the blustery NE breezes.

The locals at Sommers Bay made us feel welcome at their very well prepared BBQ site, our club has passed on a small donation in appreciation of their facilities. The Extended East Coast Cruise cruise lead by our VC Tony

Peach with his navigator Lyn, followed on directly after commencing on Tuesday 11th February, our Denison canal transition was a picture of military precision, with minimum distances between the fleet and a compliment from the bridge operator.

Easting Down was trailing the fleet with the banner flying, we provided a parked tourist coach with a photo opportunity, good publicity for our club.

We had a guest on board from Scotland who had heard many stories about our Wineglass bay,

we took the opportunity after our first stop at Chinamans beach to travel directly to Wineglass while the weather let us. I have posted a picture which tells a thousand words.

The fleet enjoyed some great weather and stopovers, you will read more articles from others in this magazine, as I write this most of the fleet has not returned.

Our return journey was more memorable (for the wrong reasons) . As we entered the Denison Canal, all was on cue with the bridge operator , the tide was low but slowly rising and with a 25 knot head wind we passed the first canal leads and were given the green light , the fun started when we picked up a great mass of sea grass which almost stalled the motor, with no power and therefore little steerage or progress we had to abort plans to the bridge operator.



Turning around our boat in the canal was impossible so the only choice was to back out with a big breeze assisting, at that time my bow thruster which was assisting me going astern stalled because it also sucked in huge amounts weed . The situation then was interesting to say the least, dropping the anchor on a moving boat onto a seabed covered in weed on top off sloppy mud does not make for a good stop.

Fortunately the weed was slowly torn off by repeatedly using fwd/astern until cleared and a reset contactor / breaker on my bow thruster enabled a more sedately entrance through the canal some half hour later into a stiff South/Wester but with almost zero water under as we exited the canal. Our friend from Scotland who thought he enjoyed boating is now buying a motor home.

Our clubs winter technical forums are being planned now with some very interesting topics being proposed and with some possible combination with the RYCT with their attendance and input. It would be helpful if members who have some technical subjects that they think would be interesting to pass the topic onto our committee so that they can prepare a suitable presenter .Our forums are generally very popular so if you have some technical problems

and need answers these are the events to attend, our website will always have up to date information and topics.

Always read your cruising calendar and be aware of the upcoming cruises, it has been well planned and cruises are generally well attended, some cruises will be limited in attendance so be sure to register early so not to be disappointed.

Our next planned cruise is to Cygnet Friday 6th/ Monday 9th March to attend the PCSC regatta, this weekend is very popular, so early arrival is sensible. The programme is always packed, and the evening onshore BBQ's are good entertainment.

I have been informed that we have some very interesting guest speakers lined up for the coming months, you will be well informed beforehand.

I heard that our intrepid Ian Johnston has revisited the Louisa Bay area to update his photos for his latest version of "The Shank" and attempt to recover his crash proof drone!! we look forward to seeing his latest results.

Our editor is always seeking interesting articles for publication, if you can read and write, and have a good story don't be afraid to send her something. Fiona will edit if needed and insert it into a publication.

Thanks to Dinah and Alan who provided their lovely home for a club BBQ on Saturday 1st February, great weather and a big group enjoyed a lovely afternoon.

Let's all help to contribute in keeping our club strong, our meetings are interesting, our magazine is well read, and our cruises are good,
Remember more fun less work.

Richard Taylor



Vice Commodore's Report – Tony Peach



Vice Commodore of the CYCT, it has been my responsibility to arrange the on-water events for the season. Our club has for many years 'cruised in company'. During the past few seasons, there has been much discussion about the legal obligations of the Club and the event Cruise Contact (previously Cruise Coordinator).

Reflecting on these issues we should all ask ourselves 'why do we cruise in company'? It can be many things to different vessels.

- a) The social aspect of gatherings ashore
- b) The perceived safety in numbers
- c) The desire to venture with area-knowledgeable skippers to new locations
- d) The desire to observe experienced boaters and boat handling techniques
- e) Probably several other more obscure reasons

Generally, our Club has a volunteer 'Cruise Contact' not cruise coordinator, not cruise leader. This is because the 'contact' may be a very inexperienced boater, but happy to volunteer their time to ensure that the fleet finishes up in the same approximate location each day and to arrange any social activities.

We have all witnessed a cruise commencing with a designated 'contact' but quite quickly an assertive member (who notably did not volunteer to assist) starts to bluff and bluster their way in order to take control of the event. This can be caused by overuse of the VHF, or possibly loud inconsiderate comments when ashore.

For the cruiser wishing to learn from the old salts, consider the following scenario. You arrive at the anchorage zone, drop your pick and shortly thereafter the old salt arrives and does the same. You note he/she deposits approximately three times the length of rope that you have deployed, and now the possibility exists, should the boats drift to an alignment of stern to stern, of a likely clash. Do you replicate the old salt's actions and deposit more anchor rope to replicate the technique, move to a new location, or ask the latecomer to move, in order to provide more distance between the vessels? There would be nothing wrong in requesting the later arrival to move with a comment that as an inexperienced boater you are not confident that you may not drag if the wind increases! Then, if the nearby vessel has re-located, it would be expedient to lay out more rope providing you will not then clash with another vessel.

The Australian Navy conducts exercises managed by very experienced captains. Through the application strict discipline, fleet manoeuvres are planned, practised, rehearsed and revised. The Navy then develops regulations based on decades of these rehearsals which are "written in blood". How an ad hoc group of boaters can believe they may replicate fleet manoeuvres without any rehearsals is debatable. For example, when a conga line of boats occurs during transits of Blackman Bay to the Denison canal I have observed the fleet lead boat, that hopefully knows the lie of the land, performs a sharp right turn, but the following boat performs the same right turn but several meters sooner and the third boat the same at a few metres sooner and so on, very quickly the last boat in line, if they are not observant turns to the right but possible 10-50 meters before the preferred track. This situation could lead to a grounding. If you happen to have an AIS receiver connected to a chart-plotter you could track the position of the leading boat to insure irrespective of your position in the conga line you turn at the correct location. If you do not have AIS, then be 'very' attentive of the lead boat's track.

We have all heard tales of new members joining in on a cruise, and their skill levels have been so low they become an unwelcome burden. The CYCT repeatedly announces that the “Skippers are responsible for their own vessel”. If you consider that you may fall into this category, then may I suggest that you commence by only undertaking less-challenging cruises, because you should not expect unbridled assistance from anyone. If conditions that you are not comfortable with exist, there may be others with you who also are not happy and therefore are unwilling to assist you. This is not an attempt to dissuade new members from any cruise but a reminder that you should not expect unmitigated assistance. If you feel there are facets of your boating that you wish to improve upon, contact any committee member who I am sure will place you in contact with those in the club who can assist you and are happy to do so.

Following on from the possible inexperience comments, how many of you are ‘comfortable’ with travelling at night. I enjoy it. Far less traffic to contend with! I recommend that you all practise night passages because you never know when an event, such as an unexpected wind change, a neighbouring boat on fire, for example necessitate moving at night. For these reasons the Club conducted the “Night Cruise to Southport.”

The boats that attended the “Night Cruise” were:

<i>Easting Down</i>	<i>Juliet</i>	<i>Pandora</i>	<i>Gloria</i>
<i>Irish Mist</i>	<i>Whisper HR</i>	<i>Lemaris</i>	<i>Rusalka</i>
<i>Ariadnes Clew</i>	<i>Freedom</i>	<i>Serenity</i>	<i>Westwind of Kettering</i>
<i>Yaraandoo II</i>	<i>Honeywind</i>		

Tony Peach
Vice Commodore

Next Three Months Cruising Calendar 2020

DATE	EVENT	DATE	EVENT	DATE	EVENT
		1-Apr-20		29-Apr-20	
		2-Apr-20		30-Apr-20	
		3-Apr-20		1-May-20	
		4-Apr-20		2-May-20	
1-Mar-20		5-Apr-20		3-May-20	
2-Mar-20		6-Apr-20		4-May-20	
3-Mar-20		7-Apr-20		5-May-20	
4-Mar-20		8-Apr-20		6-May-20	
5-Mar-20		9-Apr-20		7-May-20	
6-Mar-20	12. Cygnet	10-Apr-20	14. Tasman Peninsula	8-May-20	
7-Mar-20	12. Cygnet	11-Apr-20	14. Tasman Peninsula	9-May-20	
8-Mar-20	12. Cygnet	12-Apr-20	14. Tasman Peninsula	10-May-20	
9-Mar-20	12. Cygnet	13-Apr-20	14. Tasman Peninsula	11-May-20	
10-Mar-20		14-Apr-20	14. Tasman Peninsula	12-May-20	
11-Mar-20		15-Apr-20		13-May-20	
12-Mar-20		16-Apr-20		14-May-20	
13-Mar-20		17-Apr-20		15-May-20	
14-Mar-20		18-Apr-20		16-May-20	
15-Mar-20		19-Apr-20		17-May-20	
16-Mar-20		20-Apr-20		18-May-20	
17-Mar-20		21-Apr-20		19-May-20	
18-Mar-20		22-Apr-20		20-May-20	
19-Mar-20		23-Apr-20		21-May-20	
20-Mar-20		24-Apr-20	15. Dover/Cygnet	22-May-20	
21-Mar-20		25-Apr-20	15. Dover/Cygnet	23-May-20	
22-Mar-20		26-Apr-20	15. Dover/Cygnet	24-May-20	
23-Mar-20		27-Apr-20		25-May-20	
24-Mar-20		28-Apr-20		26-May-20	
25-Mar-20		29-Apr-20		27-May-20	

		30-Apr-20		28-May-20	
27-Mar-20				29-May-20	
28-Mar-20	13. Prince of Wales Bay			30-May-20	
29-Mar-20	13. Prince of Wales Bay			31-May-20	
30-Mar-20					
31-Mar-20					

Rear Commodore Report David Bowker



For the March General meeting we will bring you the inside story on the Sydney Hobart race. Our speaker will be Richard Bevan, Vice Commodore of the RYCT. Richard was heavily involved with the race and was on the start boat in Sydney and was back in Hobart for the finish. He will bring you up to speed on the enormous amount of work which goes on behind the scenes to make it the success which it is.

Our April speaker will be Tolly and Josephine Jaworsky. Probably many of you know their magnificent yacht Gloria and their presentation will be the story of her construction.

You may have heard of a national approach of offering our volunteer firemen a day out on our yachts to say thank you for their incredible efforts. We will be organising an event independent of the national approach to suit the Tasmanian needs better. A request has been sent to the stations in the Channel and Huon Valley in order to estimate the level of interest in this offer. It is likely to take place in April or May, so we are well clear of the fire season (famous last words!!). At this stage we are thinking of a trip from Kettering to a lunchtime barbecue at Quarantine Bay (depending on the weather). If there is sufficient interest, we will be asking members for their availability to take part in this event so keep an eye on your emails.

If you would like dinner at the RYCT, please order before 6pm.

Membership Officer's Report - David Michell



I reported that last month had been a really quiet month regarding membership matters for the club, and alas I have to report that this past month similarly has also been extremely quiet. In fact, no new applications have been received. Only one enquiry re-joining the club.

At least though we can welcome new members Rowan Wylie and Magdalena Birtus to the club and wish you all the best in being a part of this great club.

I do need to apologise to a recent new member Stuart Mears who somehow missed out on being introduced to members late last year and as such will be introduced at our March meeting. Thanks to Stan for reminding me of this matter.

My time out on the water this summer has been extremely limited and to just some mid-week racing, courtesy of Lew's cousin, Hugh Garnham welcoming me on board as crew on his newest boat, Glenshiel 12 (otherwise known as Mullbury). It's the smallest boat to date that I have raced on, it being only 29ft. But she makes up for her small size with a decent turn in speed. The boat being an IOR 1/2 tonner, and has competed in 6 Sydney to Hobarts, crossed the Tasman to NZ as well as having competed in various other international races over the years. On my first race we came 1st on handicap and 3rd outright, while on my second race we came 4th on handicap. The best part though is that it's a relaxed but competent crew and skipper in charge. Hopefully, the racing will continue to be as enjoyable and successful across the season.

Until next time on the water or land.
Cheers David Mitchell

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.

Cantabria
Rowan Wylie and Magdalena Birtus

WELCOME TO NEW MEMBERS

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.

New Member Directory from Nov 2019 – 2020

<i>Halcyon 11</i>	Brett & Janet Rutherford	0409 940 973
<i>Mawson</i>	Biswah Oakes & Mischi Sigrist	0408 626 166
<i>Whisper HR</i>	Kevin & Mei Landman	0458 148 326
<i>Life of Crime</i>	Steven & Julia Chopping	0418 126 326
<i>Storm Fisher</i>	Gus Vans-Colina	0414 934 750
<i>Cantabria</i>	Rowan Wylie and Magdalena Birtus	0412 431 983

Night Cruise to Southport – Tony Peach

At 19:05 the VHF crackled to life on 16. “This is *Westwind*, all CYCT vessels heading to Southport, should switch to channel 77”. The cruise ‘contact’ then advised those in the vicinity that we were about to get underway. *Adrianes Clew* and *Juliet* were in company with *Westwind*, *Easting Down* was at Peppermint Bay, and *Irish Mist* at Cygnet, and *Lemaris* was sailing off Taroona. Several other vessels had departed through the day or were planning to attend at a later stage.

The wind conditions were not as severe as the forecast had predicted, and not much above 15 knots was experienced by the group in the northern part of D’Entrecasteaux Channel.

Approaching Gordon, dusk set in and by mid Huon River mouth it was dark. An overcast sky yielded almost no visibility whatever. The trip was generally uneventful to Southport except that one of the fish-farms had a corner light mark non-operational and a work boat kindly illuminated the entire area showing the malfunctioning marker buoy and also ruining any night vision that skippers had been relying on.

Easting Down was about to turn into the bay at Southport but a commercial vessel with all floodlights ablaze, inhibiting any chance of viewing the navigation lights, continued to veer toward *Easting Down*, which reciprocated by illuminating a few thousand candlepower spotlights causing the commercial boat to ‘wake up’ and it turned abruptly out to sea.

The night passage fleet arrived from around 23:00 to 02:00 at the Deep Hole.

The morning of Saturday 25th. resulted in a couple of vessels heading to the northern shore of Southport for fishing gear, newspapers and coffee.

By mid-afternoon a flotilla of dinghies had arrived on the beach at Deep Hole for a barbecue, the club’s first water bombing event, and all were treated to some entertaining live music by members of *Honeywind*, *Pandora* and *Yarandoo II*. A great time was had by all. It was very pleasing to see such a large fleet, including several new members.



Figure 1: Inaugural water bombing contest

The Port Esperance sailing club also had a few vessels in the bay, and they joined into the festivities.



Figure 2: The entertainers

Honeywind treated the fleet to live music across the Deep Hole well into the evening. On Sunday 26th, *Gloria* arrived just as the intrepid few including, *Serenity*, *Westwind* and *Lemaris* headed to Recherche bay. Four vessels headed south with a reasonable sailing breeze. With the NW-SW blustery conditions, the much-reduced fleet had no problems anchoring at the Coal Bins. Because the 26th January was Australia day, the appropriate ensigns were deployed, and all crews headed ashore to a very protected clearing for a barbecue yielding the obligatory lamb chop. Monday 27th was the homeward journey and some sailing was possible but as the day progressed, those heading north into the NW conditions had to unfurl the iron headsails. The fleet that attended was:

<i>Easting Down</i>	<i>Juliet</i>	<i>Pandora</i>	<i>Gloria</i>
<i>Irish Mist</i>	<i>Whisper HR</i>	<i>Lemaris</i>	<i>Rusalka</i>
<i>Ariadnes Clew</i>	<i>Freedom</i>	<i>Serenity</i>	<i>Westwind of Kettering</i>
<i>Yaraandoo II</i>	<i>Honeywind</i>		



Figure 3: Serenity on Australia Day at Recherche Bay

Erika Shankley

Text of Australian Notice to Mariners No.85 – Andrew Boon

85 AUSTRALIA - Product - Paper Chart Rationalisation

Australian Hydrographic Office

The Australian Hydrographic Office has noted a significant shift in demand from paper nautical charts to Electronic Navigation Charts (ENC), with ENC now being over 80 percent of total user demand. The AHO will therefore be rationalising the Australian paper chart portfolio to permit a greater focus on new editions of ENC. Following consultation with AMSA, shipping industry and recreational yachting representatives, paper nautical charts will be rationalised based upon the following principles from within the existing portfolio:

* Coastal areas – either 1:150,000 or 1:300,000, but not both

* Ports and approaches – coverage at a single scale for each area, generally in the range 1:25,000 to 1:50,000. Remaining charts will be sufficient for use as a back-up to ECDIS by permitting larger vessels to plan pilotage, and reach a pilot boarding ground, anchorage or place of refuge without assistance, noting that in most ports they are required to embark a marine pilot. Remaining paper charts will carry a note in areas where larger scale ENC coverage is available.

The following Australian paper nautical charts will be progressively withdrawn throughout 2020 once any necessary detail has been transferred to remaining charts. Additional charts will be added through the Notice to Mariners editions.

Equivalent or better ENC coverage will remain in place.

The remainder of this Notice (for eNotices only) is lengthy. Please read the full Notices to Mariners Edition 3 NtM85 here: http://www.hydro.gov.au/n2m/2020/edition_3_83-127_2020.pdf

[This is the list for Tasmania]

Chart Title

Aus 168 River Tamar - Long Reach to Launceston Plans:

Launceston Wharves

Tamar Island to Launceston

Aus 169 Plans in Tasmania (Sheet 3) Plans:

Blackman Bay

Coles Bay

Georges Bay

Schouten Passage

Aus 170 Mercury Passage

Aus 172 Port of Hobart Plans:

Bowen Bridge

Sullivans Cove

Aus 174 Plans in Tasmania (Sheet 4) Plans:

North West Bay

Port Arthur

Port Huon

Recherche Bay

Southport

Aus 175 Spring Bay including Triabunna

Aus 176 Port Davey including Bathurst Channel Plans:

Bathurst Narrows

Entrance to Bathurst Channel

Aus 177 Approaches to Macquarie Harbour Plans:

Hells Gates

Strahan

Aus 178 Plans in Tasmania (Sheet 2) Plans:

Approaches to Grassy Harbour

Currie Harbour

Grassy Harbour

Port Latta

Smithton

Stanley Harbour

Wynyard

Aus 179 Plans in Tasmania (Sheet 1) Plans:

Approaches to Lady Barron

Foster Inlet

Franklin Sound

Waterhouse Passage

Whitemark

Further to this,

Notice to Mariners 88/2020 lists new prices (RRP including GST) for Australian Hydrographic Office Products. Prices have generally risen by 15 %.

Paper Nautical Charts \$40.00 (Instructional Purposes \$28.00)

AusENC Service Annual Subscription: Coastal Pack \$80.50, Port Pack \$23.00

(See <http://www.hydro.gov.au/n2m/notices.htm> for the full text of the Notice)

Natural Navigation – Ian Johnstone

Much of the area covered in this book is marked on marine charts as “unsurveyed”. Don’t come here expecting your fancy chart plotters to keep you out of trouble. Use your instruments to locate yourself, but what you need here is ‘natural navigation’ based on observation, experience and seamanship.

Sometime ago I asked a friend, Chris Short, about an anchorage in a remote part of the west coast. As Chris talked, he created a word picture of the area, the environment, its beauty and its dangers. Such was his description that it stuck in my mind verbatim; I could almost visualise the area. When I did visit the area a month or so later, it was just as he described. Although he did sketch a suitable mud map, it was interesting that he had double drawn those features and landmarks that were of particular importance to safe navigation. There was no real need for chart or photo; those details he missed were safely covered by experience and seamanship, which was what he expected of a person visiting the area

A person who is described as having a good sense of direction is above all a good observer of their environment, a talent developed with experience, attention and intelligence. Having the ability to comfortably move about your environment is not magic, or a sixth sense.

For thousands of years people have made long voyages across oceans and along shorelines without modern aids to navigation using good seamanship, caution and experience. If others have gone before, cumulative local knowledge will grow based on their descriptions and stories. When navigating a new area look at it as a big picture rather than a series of GPS waypoints. Picture your environment in your mind’s eye as you travel, and the rewards of your journey will be enhanced.

When you are navigating, the best and safest method is to continually observe and think about the myriad of clues that tell you the safest passage, where the shallow water is, potential dangers, the best place to anchor, the weather and swell forecast, where a sudden extra-large wave can cause excess excitement, when you can go close to the coast and when it is best to stand clear.

When traveling slowly, you don’t lose your sense of direction. Constantly look for clues that maintain your orientation. For example, wind and swell directions, the trend of the coastline, sun angle, prominent landmarks, signs of currents and the direction of cloud movement. Steer your boat by the stars or the direction of the swell and waves. Glance occasionally at the compass and chart but most of your time should be looking around. Your peripheral vision is essential, often you first glance something important out of the corner of your eye. So, keep your eyes sweeping around rather than focusing on one particular point. I much prefer to use a paper chart rather than a screen probably, for the same reason why my watch has hands rather a digital readout.

We are constantly learning when traveling. An example of this is a navigation experiment referred to by M.R. O’Connor in her excellent book “Wayfinding”.

Two hundred people made their way across an unfamiliar city, half with Google Maps on their phones, the other half with only a verbal description of their destination. Afterwards, those using

GPS were mostly unable to draw a map of their route, while the half who had to work harder, paying closer attention to landmarks to find their destination, mostly could.

Instead of relying on your GPS, find the clues available in the world itself. Be observant. Always be aware of your orientation. Measure distance in terms of travel time. Make mental maps of the outline of the coastline. Observe and remember. It adds great value to the experience of travel. Use your chart to find your area but build the map in your mind.



Tas Maritime Radio News

31 January 2020

Safety Watch

What is Safety Watch?

Safety Watch is a new service for Tas Maritime Radio members based on the ETAR System that we have been trialing.

If you use Safety Watch, you will tell us when you expect to arrive at your destination or return to your starting point and then call us as you arrive or return.

If you are:

- more than 20 minutes overdue: we will start to call you using radio and your mobile phone number.
- more than 1-hour overdue: we will contact Tasmania Police who will then take whatever steps they feel necessary, possibly including mounting a search for your vessel.

When would I use Safety Watch?

Safety Watch is intended for short coastal or offshore voyages, for example, a day's fishing on the Continental Shelf or you may want to use Safety Watch for short voyages between two points on the coast where the voyage duration is 24 hours or shorter, such as a cruise to Port Arthur, Port Davey, East Coast etc. For longer duration voyages, use Tas Maritime's TasRep system (see our website on <https://tasmaritime.com.au/TMR/index.php/services/tasrep-service>).

You would not use Safety Watch for day trips in inshore waterways such as the D'Entrecasteaux Channel or Norfolk Bay. In those cases, just call in as usual and we'll log your position. Exceptions might be:

- Commercial operators carrying paying clients.
- Diving.
- Jet skis or kayaks.
- 1 POB on a small craft.
- Potentially dangerous weather.

How do I use Safety Watch?

Simply call in and tell our operator you want to be logged into Safety Watch and provide your destination and ETA.

Be sure to call in as you approach your destination, if you don't, we **will** follow up and a search could then occur.

If your destination has patchy VHF coverage (e.g., some parts of Port Davey, Port Arthur, Fortescue Bay), **call as you approach** your destination.

You can call on VHF CH16 or HF (2524, 4125, 6215 or 8291 KHz), phone us on 6231 2276 or send an email to ops@tasmaritime.com.au.

Remember to advise us of any changes to your vessel or personal details.

Best regards,

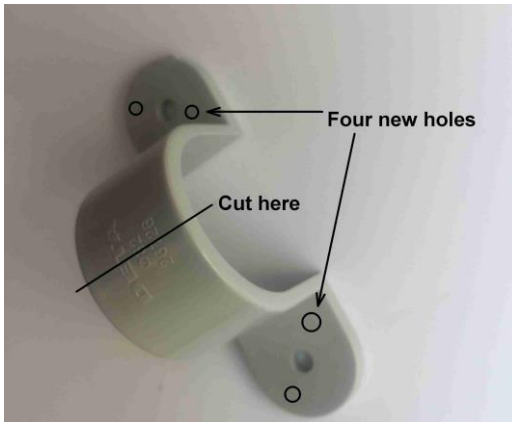
Tas Maritime Radio

El Cheapo Dolphin Torch Bracket – Andrew Boon

Juliet has two Dolphin™ torches on board, one to use and the other to hold the spare battery. I had often thought about getting a mounting bracket for the torches, but the cost of a bracket is as much as the cost of a new torch. So, we put up with having the torches on a shelf, getting in the way but essential to have in view and accessible.

Imagine my joy when, after some electrical upgrade work, I was left with a conduit mounting saddle and realised that it was almost the right shape to hold a torch! Of course, it was the wrong size but a trip to Bunnings soon had two 32 mm conduit mounting saddles. I cut a saddle in half and held the halves on opposite sides of a torch, in the slot. Not a perfect fit, but very close. I drilled two holes in the mounting tabs of the saddles, so that each side had two screws to stop them from twisting. After a bit of experimenting on the top of the chart table to work out the spacing between the halves and above the torch to enable it to be inserted and removed, I screwed the half-saddles onto the bulkhead just inside the main companionway and am very happy with the result. The torch can be inserted and removed by lifting up and forwards – or, if you are in a hurry, you can grab the handle of the torch and pull hard: the half-saddles are flexible enough to give way and release the torch.

Details of the modification to the mounting saddle are shown below.



Update: the latest Dolphin torches don't have the recesses along the sides, so this idea won't work for them.

Andrew Boon

Cruising Yacht Club of Tasmania Minutes of General Meeting held at RYCT Tuesday 4th February 2020

Opening

The Commodore Richard Taylor opened the meeting at 7.30 pm and welcomed members and guests.

Attendance

Sixty-five people attended the meeting, including guests Rowan Wylie (who has applied for Club membership), Michael Lohmeyer and Cynthia Matthews, and Rob Smith from Ireland. Rob expressed an interest in acting as crew for the Club boats after May this year. The Attendance Sheet is filed with the official copy of the minutes.

Apologies

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

Guest Speaker

The Rear Commodore introduced the Guest Speaker, Mr Paul Stephanus, General Manager of the Australian Wooden Boat Festival, who spoke about the festival and invited questions and suggestions from members.

The Rear Commodore thanked Paul for his presentation and presented him with a 40 Year History of the Club.

Minutes of General Meeting held on 3 December 2019

It was moved by Paul Kerrison, seconded by Phil Bragg that the Minutes of the General Meeting held on 3 December 2019 be signed as a true record of the meeting.

Carried

Business Arising from those Minutes

The Commodore elaborated on MAST's refusal to approve the Club's application to install a mooring barge at Quarantine, reiterating that MAST had stated that under the Mooring By-Laws relating to the mooring of vessels, it did not consider that the CYCT's proposal met the intent of what a mooring was used for. It was agreed that the possibility existed that in the future a joint application by several clubs may be lodged, which may have more success in gaining approval.

A Club member raised the issue of notification by blast email when the *Albatross* had been loaded onto the website, and the Editor agreed to undertake this task.

Introduction of New Members

The Commodore welcomed to the Club and presented burgees to the following new members:

- Kevin and Mei Landman (*Whisper HR*)
- Steven and Julia Chopping (*Life of Crime*)
- Gus Vans-Colina (*Storm Fisher*)

The Commodore advised that Gus had, in fact, re-joined the Club as upon his return from the mainland, he had re-purchased his previous boat, *Storm Fisher*.

Treasurer – Shona Taylor

The Treasurer advised that the January loss was \$672, which was \$155 more than budget due mainly to timing differences. The year to date gain was \$3,600 ahead of budget, but anticipated expenditures were still to come (mooring maintenance, etc).

Vice Commodore – Tony Peach

The Vice Commodore reported that the next cruise would be the weekend cruise to Norfolk Bay on 8th to 10th February, which was a preamble to the East Coast Cruise, which would run from 11th to 23rd February. Steve Boulton would be the Cruise Contact for the preamble cruise and Tony Peach would be the Cruise Contact for the East Coast Cruise. There would also be an overlap cruise at the end of the East Coast Cruise, which would be in Quarantine from 22nd to 23rd February. He asked members planning to participate in these cruises to register on the website, and he advised that there was no limit on the number of boats which could participate.

He also advised that the Christmas New Year cruise to Norfolk Bay, finishing with a New Year's Eve barbecue at Trial Bay had been an outstanding success, as had the night cruise to Southport and Recherche on the Australia Day weekend. He thanked Alan and Dinah Braddock for their hospitality at the very well-attended and enjoyable barbecue held at their home on February 1st.

Rear Commodore – David Bowker

The Rear Commodore advised that the guest speaker at the March meeting would be Richard Bevan, Vice Commodore of the Royal Yacht Club of Tasmania, who would speak on his extensive experience in numerous Sydney to Hobart races.

Women on Boats – Tracey Taylor

Tracey Taylor was an apology for the meeting, but the Commodore reported that the Women on Boats group remained strong.

Commodore – Richard Taylor

The Commodore advised that:

- The Committee had endorsed a proposal for the Club, subject to the necessary approvals, to erect one or several wooden/concrete tables with bench seating for up to twelve people at one or several of the barbecue sites frequented by Club members. The idea was that these would be cemented into the ground and available for use by the general public, and they would display a plaque stating that they were donated by the CYCT, including the latitude and longitude and that they were available for public use. The plan was for these to be designed by the Club and constructed with galvanised or possibly stainless-steel reinforcing. It was anticipated that the cost would be in the vicinity of \$2,000 to \$3,000 each. The Commodore advised that he had taken preliminary steps through MAST to gain approval from the Government, and he sought from Club members comments on this proposal.
- The 2020 CYCT calendars were now available for sale for \$15.00 each.
- The Winter Presentations would be held at the RYCT in the months of May, June, July, August and October, and he sought from members suggestions of topics they would like covered at these presentations. The RYCT had expressed an interest in attending, and CYCT members would be invited to attend such presentations conducted by the RYCT.
- He congratulated the Editor on the production of the *Albatross* and advised that interstate member had referred to it as a "Journal of remarkable quality."

Editor – Fiona Tuxen

The Editor's report is in the *Albatross*. She thanked members for the contributions, especially David Webb (*White Rose*) for his outstanding article on the Louisa Bay cruise, and she encouraged members to continue to send in articles.

Membership Officer – Dave Mitchell

The Membership Officer's report is in the *Albatross*. He advised that he currently had one application for membership, and he reminded members that each edition of the *Albatross* now contained a list of new members who had joined since the November 2019 publication of the Membership Directory.

General Business

Life Member Andrew Boon advised that the 5th edition of the Southern Tasmanian Cruising Guide should be available by next week, and members could order this through the Club's website.

Club Member Ian Johnston advised that *The Shank* had sold out but the new edition, containing new photos and a changed format, would be available shortly. He also advised that he exchange copies that the Club still had in stock for the new edition.

Ian Johnston also advised that on the recent Louisa Bay cruise, for safety reasons, the six boats had travelled in a line in and out of various coves and anchorages, and as this cruise had been so successful, he was exploring the possibility of a similar format with up to four boats visiting secluded anchorages on the West Coast.

The Commodore reminded members of the range of CYCT apparel for sale, and thanked the Quartermaster, Elizabeth Helm, for her continued work in ordering and selling same.

The Commodore advised members there would no longer be a break at General Meetings between the guest speaker and the commencement of meetings, as previously it had proved difficult to ensure the meeting started on time after such a break.

Next Meeting

The next General Meeting would be held on Tuesday 3 March 2020 at the Royal Yacht Club of Tasmania.

Close

The meeting closed at 8.55 pm.

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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

**** 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 informing a member of the Committee

When the Club is running a Cruise the correct listening channel Ch.16 and then move to Ch.77 for further conversation.



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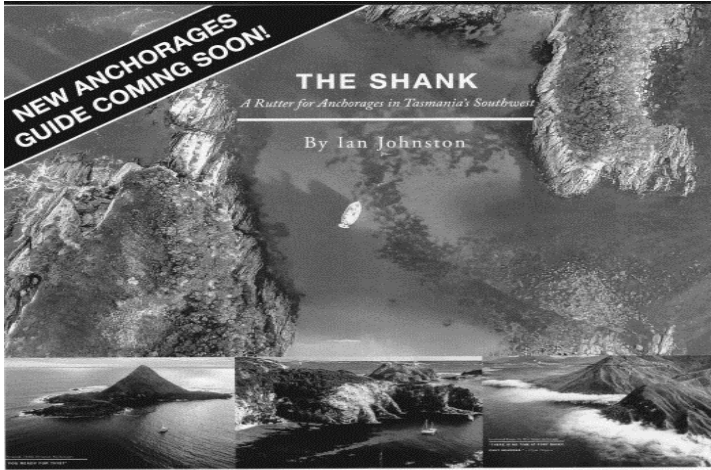


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– Paul Cullen, Director, Australian Wooden Boat Festival



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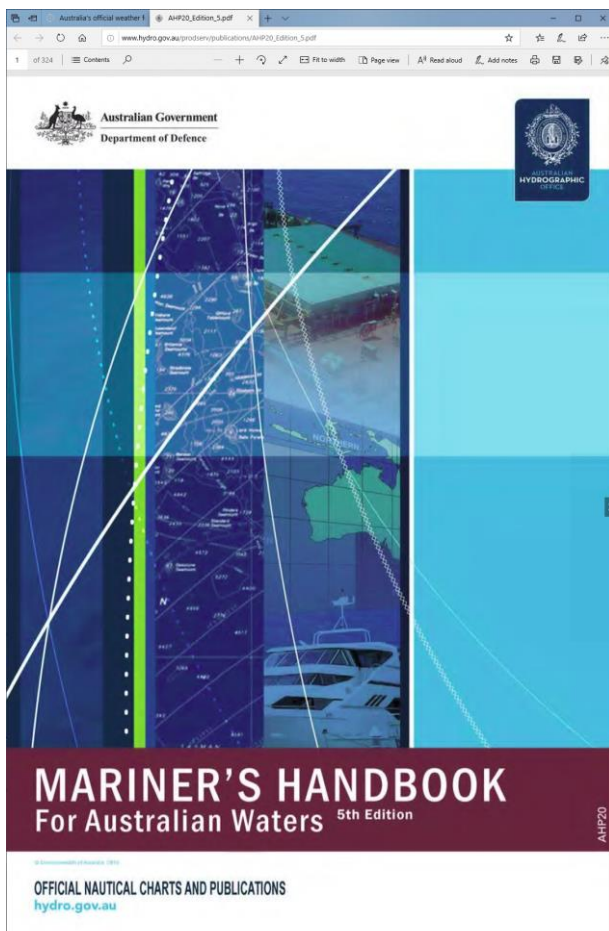
Edition 5 of Publication AHP20, *Mariners Handbook for Australian Waters* (formerly titled *Seafarers Handbook for Australian Waters*) is now available. Hardcopy volumes may be purchased from chart distribution agents or a PDF version can be downloaded (free) from the Australian Hydrographic Office website:

http://www.hydro.gov.au/prodserv/publications/AHP20_Edition_5.pdf

The Handbook is mainly aimed at commercial vessels, but it gives an enormous amount of information of value to cruising yachtsmen. Well worth a download!

Regards,

Andrew Boon
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