



# Albatross

Volume 46 No.3 April 2020



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

**PO Box 605 Sandy Bay TAS 7006**

**cyct.org.au**

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**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.

**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.**

**" Just in case that you have not been in contact with the world or you have had your head in the bilge for a month, The CYCT has cancelled all meetings, forums, cruises and gatherings until further notice. Our website and email will keep you informed of any news and changes as they occur. Let's all try to observe this temporary new way of living and hope that we can beat this virus and bring things back to normal as quickly as possible."**

**Richard Taylor  
Commodore**

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**Editorial – Fiona Tuxen**

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*And something to make you smile...*

Smiling Is Infectious by Spike Milligan

Smiling is infectious, you catch it like the flu,  
When someone smiled at me today, I started smiling too.  
I passed around the corner and someone saw my grin.  
When he smiled, I realised I'd passed it on to him.  
I thought about that smile, then I realised its worth.

A single smile, just like mine could travel round the earth.  
So, if you feel a smile begin, don't leave it undetected.  
Let's start an epidemic quick, and get the world infected?

Phil Kennons comment re my delay in receiving his email...

Thanks Fiona

Given the delay in receipt by CYCT of my piece, perhaps the editorial could explain the circumstances as to why I'm commenting on the excellent December 2019 Albatross in March 2020!

When explained, lengthy hospital stay etc. it loses nothing by being late.

Best regards

Phil

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**CYCT CALENDAR**

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# Covid19 - Cancelled

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**Commodore's Report – Richard Taylor**


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Who could have imagined that our world could be turned into such a chaos in such a short time? At our last General Meeting, which was well attended, we were discussing very confidently our future cruises and forums, our calendar was full and running like clockwork. The " Covid19" virus was mentioned but not importantly.

How quickly things changed, our freedom, habits, employment, choices, travel, shopping, boating, financial security and many other things have changed to a level that most of us would never have experienced in our lifetime, it is indeed scary and very uncertain.

As our club, and as with almost any other organisation, we are completely stalled in our functionality and purpose. We have never had to deal with such an event in the club's history. To provide some hope and interest to our members our committee has undertaken to offer the following benefits to all members.

This extraordinary motion was carried the CYCT Committee on March 30th:

**"The CYCT Committee will extend the period covered by the current membership of all members from the 30<sup>th</sup> of June to the 31<sup>st</sup> of December 2020, with no cost. This date may be extended further if necessary. The AGM including the election of office bearers be postponed and a new date be set when appropriate. The current committee will maintain their roles during this period."**

The committee realises because we cannot offer most of benefits that our club is known for we hope that the extended membership will help in a small way to keep us together when we come out of this terrible situation.

Our General Meetings, guest speakers, technical forums, cruising programme, beach BBQ's, WoBs and general club camaraderie have all been taken away or cancelled, leaving a massive hole in our existence.

However our heartbeat in our club is still our Albatross magazine, please more than ever try to contribute and send your articles to our hard working editor, it will still be a monthly edition, subject to our printer being available.

This will now be our only connection to fellow members for most of us, because hot of the MAST website at 4.00 pm on the 31st March, it reads, under the heading:

*"Can I stay overnight on my larger cruising boat? Only if it is your primary residence and you have elected to stay there from 11:59pm on 30 March 2020."*

**The full page is as follows:**

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**"COVID-19 Recreational Boating Guidelines"**

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March 31, 2020

The Tasmanian Government has a clear position that Tasmanians should stay home to save lives. There are essential circumstances that people may leave the home, and any recreational activity needs to adhere to strict rules.

**Can I go boating and fishing?**

If it is deemed essential, then Tasmanians can go boating and fishing for recreational purposes. A two-person rule applies except if you are going boating with members of your family or persons that you reside with.

If boating with one person that you do not reside with, ensure you maintain social distancing (at least 1.5 metres apart). Use hand sanitiser where there is any contact with shared surfaces.

If you are boating alone, please ensure you tell someone where you are going, wear the kill switch cord and a life jacket.

**What procedures should I put in place when launching my boat?**

Ensure you wait your turn at the ramp and MAST recommends that if it is a double lane facility, that only one lane is used to maintain the required social distance. Same procedure to apply when retrieving your boat. Maintain personal hygiene at all times.

**Are there restrictions on where I can go boating?**

There are no restrictions, but if you are travelling you must ensure that you can return to your primary residence in that day. Please check with any relevant land manager, such as PWS, Hydro or STT regarding closed areas and water accesses.

**Am I able to buy fuel for my boat and other essentials?**

Yes you are able to buy fuel and other essentials as per current restriction.

**Can I stay overnight on my larger cruising boat?**

Only if it is your primary residence and you have elected to stay there from 11:59pm on 30 March 2020.

**Can I carry out essential maintenance on my boat?**

Yes, but if the boat is in a marina please check with the marina manager for conditions that may apply."

This really is alarming, but rules are rules and therefore must be adhered to, overnight cruising is now NOT permitted. Any chance of an unofficial cruise down the channel overnight is now out of the question.

On a brighter note I have been motivated to visit my youth again and purchase a Tamar class sailing dinghy built in 1964, my objective is to rebuild it and win the Americas cup, whilst I am in training I would encourage other club members to search the tip and antique shops and look for similar older plywood or similar sailing dinghies, and join me in a sailing regatta probably in Quarantine bay sometime later this year. There are heaps of older wooden sailing dinghies around that need a loving owner, I know we have a group of members who sailed these classes in their teens and would love to show each other how much they have improved (or not). If successful this could be an annual event and lead to the old fellas international regattas in Europe, I am sure that Bob Buchanan can be our Chef de Mission.

I have been reporting on our Picnic table / seating proposal to the Kingborough Shire at the new Barnes Bay floating jetty site. The latest news is after our proposal was presented and formally discussed it has progressed to the next stage and planning approval has been granted. The concept has been increased in size and cost but will provide a better result. More details will be circulated to members as it progresses.

Remember, more fun, less work, (getting a bit more difficult)  
Richard Taylor.



## Vice Commodore's Report – Tony Peach



The extended east coast cruise was once again a success, albeit hindered by the vagaries of the weather. This was preceded by the Norfolk Bay cruise. Steve Boulton assumed the role of Cruise Contact and his contribution for a 'first-timer' was superb. His report concerning these cruises can be found in this edition of the Albatross. Boat attending were as follows:

<i>Cirrus</i>	<i>Galadriel</i>	<i>Obsession</i>	<i>Trim</i>
<i>Crown Venture</i>	<i>Gloria</i>	<i>Pacific Haven</i>	<i>Westerly</i>
<i>Dianne Johnson</i>	<i>Irish Mist</i>	<i>Pandora</i>	<i>Westwind</i>
<i>Easting Down</i>	<i>Lemaris</i>	<i>Trim</i>	<i>Wilyama</i>

The east coast cruise was accessed by transiting the Denison Canal and then the Marion Bay Narrows. The latter is a "barway" crossing. The dynamics of a transit are determined by the level of the tide which influences the current. Low pressure, which is usually associated with poor weather, causes an increase in tide level, possibly associated with large swells. At the tide ebbs, it will cause any swell to decelerate more quickly at the base of the wave and therefore steepen. Consequently, it is expedient to try to plan the transit for incoming tides or slack water. You should also keep in mind, that tidal flow filling a bay fed through a narrow inlet (Blackman Bay, Port Phillip Bay for example) may be falling even though the bay is still filling. The theoretical still water at Denison Canal is 2 hours and 16 minutes after Hobart High tide! This results in the tide outside Blackman Bay to have fallen about a quarter!

Where possible seek local knowledge if you are transiting for the first time or there has been a long period since your prior visit. Sand shoals move rapidly depending upon the prevailing wind and current conditions.

For any boat with the helm exposed in an open cockpit, then the precaution of donning your life jacket prior to the transit would be very good insurance.

The planned cruise to Quarantine Bay was a bit of a non-event due to the fleet from the east coast cruise having their return delayed by the weather. *Xantia* was spotted in the area as the CYCT flag bearer.

Brendan Boon thankfully volunteered his time to act as Cruise Contact for the Labour Day long weekend (March 7-9) cruise to Cygnet. There were other Club boats involved with the regatta but not on the cruise. Boats attending were:

<i>Amodet</i>	<i>Daliance</i>	<i>Dianne Johnstone</i>	<i>Easting Down</i>
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Tony Peach  
Vice Commodore

## Next Three Months Cruising Calendar 2020

DATE	EVENT	DATE	EVENT	DATE	EVENT
		1-Apr-20			
		2-Apr-20			
		3-Apr-20		1-May-20	RYTCT Navigation Trial (CYCT welcome)
		4-Apr-20		2-May-20	RYTCT Navigation Trial (CYCT welcome)
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	
26-Mar-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



It is always interesting writing a monthly report because you can look back a month and see what you thought of the future at that time. As you all know, the future now ain't what it used to be. The whole world

has changed and especially for the Rear Commodore. He is charged with planning the land-based activities and suddenly there are none!

Our request to the firemen to see if they would like a day out was met with a very limited response. As the committee met by email this month, we have not discussed the next steps, if any. I will keep you posted on developments.

And as I can't entice you with any on land meetings, I thought I might at least give you a laugh. Below is an NHS poster which was put out in Britain. It is good to see some public servants can maintain a sense of humour!!



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**Membership Officer's Report - David Michell**

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Well how between one report and the next, over 1 month, so much can change. In my last report, I commented on the relatively quietness regarding membership activities and the lack of sailing for myself at least due to having being considerably busy with land based renovation activities etc, but at least I was having some time out on the water racing. Well, since then, much has changed but sadly definitely not for the better. We have had a couple of membership applications and one of which has transpired into them joining the club. Welcome Bob and Emily Dunbabin.

But alas, with the rapid onset of Covid-19 so much has changed. All sailing activities re racing, cruising, our meetings etc, let alone so much of what we all took for granted in our daily lives has been turned upon its head, such that now social isolation/distancing etc is the norm. Personally, asides grocery shopping and some very occasional catching up with friends and talking with my family daily, I am mostly home bound. I know that this is equally true for so many of us, and we are lucky, well so far. But who knows what may happen over the next couple of weeks, months or longer. Its disturbing to say the very least.

On a brighter note, before all this became the new norm, at least Lew, Lizzie and myself managed to escape the clutches of Hobart for a relatively quick trip (we even sailed on and off a bit) down to Daniels Bay (near the Quarries) for an overnight catchup with friend's of Lew and Lizzies. After a full summer of rennovations it was so good to get out on the boat for a couple of days. The only other boating time was helping a good friend of ours (Chris Lloyd) in taking his classic timber 60ft yacht (Kohi Bay) down from Prince of Wales Bay to the Royal for a scrub and antifoul, and thereafter a return trip to the marina. Lew, Chris and I have been talking about hopefully taking the boats out for a cruise somewhere possibly in the next couple of weeks maybe down to Nubeena/Norfolk Bay but what with all the uncertainty re the virus, who knows whether even this may be possible. Time will tell. Until next time stay safe, healthy and well everyone. What with no further CYCT meetings etc for the time being, keeping in touch via the Albatross, Website, Facebook, email etc is going to be our main way of keeping in touch with possible club activities and/or what members are up to.

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.

*Carp Diem Infinity*  
Bob and Emily Dunbabin

*Freebooter*  
Geoffry Hooke

### WELCOME TO NEW MEMBERS

*Cantabria*  
Rowan Wylie and Magdalena Birtus

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 Member Directory from Nov 2019 – 2020

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<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

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**Melaleuca – Andrew Boon**

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The well-known bulldozer 'Juliene' managed to clear the 1.4 m barway at the entrance to Melaleuca Creek at her third attempt recently. Her crew had been helping out with the annual Wildcare Friends of Melaleuca working bee, but the skipper was responding to the plaintive cries of the rare (for some) *Jasus Edwardsii* for a secure timber enclosure. Departure from the Marine Reserve was imperative!



*Juliene leaves DSS for Melaleuca – Erika Shankley*



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## Cygnets Regatta Weekend – Catrina and Brendan Boon

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The long weekend involved a big event in the Cygnet community, where a regatta has been held for many years. Traditionally boats race from Hobart to Kettering on the Friday night then Kettering to Cygnet on Saturday, hopefully arriving on time for a Spit roast hosted by the Port Cygnet Sailing Club (PCSC), then further racing on Sunday.

CYCT decided to have a cruise to the event, to leave Kettering 1800 hours on Friday night for Randalls Bay then onto Cygnet on Saturday. Four boats registered and I withdrew during the week before. Dianne Johnson, Easting Down and Dalliance joined the cruise.

Dalliance left Lindisfarne Marina at around midday on Friday, destination Kettering for the 1800 hours rendezvous. We motored under the bridge, into 25 knots southerly, intending to sail when conditions permitted. No sooner did we clear the bridge when the motor decided to stop. The skipper immediately began an investigation while Catrina kept watch. It soon became clear that we were drifting close to the bridge, so we hoisted the main and set sail straight through the middle span. Of course, we were seen and I'm sure the other boat thought that the blond on the wheel didn't know the rules! Brendan soon ascertained that there was air in the fuel lines, maybe, just maybe we had run out of fuel even though the gauge said half full. What to do, sail into Lindisfarne to fill up in 25knot winds? I don't think so. Luckily Juliet, Andrew Boon, was about to stock his boat in preparation for his cruise to Melaleuca and was at the Geilston Bay Boat Club jetty. We sailed into Geilston Bay and Juliet took us in tow to a mooring. Safely attached we used the dinghy and went to collect a jerry can of fuel. Bingo the motor started confirming our suspicions. A few more re-assuring tests before we departed.

Then onto Lindisfarne to fill the tanks. By the time we had fuelled up it was 1630 hours and it was obvious we would not make our rendezvous. We contacted the other participants, luckily for us Easting Down was not intending to leave until Saturday morning and Dianne Johnson (Bob Buchanan) had his boat on a mooring at Randalls Bay and was happy to meet at Cygnet on Saturday. We decided to stay on the boat in Lindisfarne and make an earlier start in better weather conditions on Saturday morning and head straight to Cygnet.

On our arrival Bob was already safely tucked up on his friend's mooring and awaiting pickup to the party on shore. Richard and Shona arrived on Easting Down shortly after we did and anchored in the bay in a good position to watch the racing the next day. The race from Kettering to Cygnet was shortened due to light breezes and so we didn't see the finish.

The PCSC provided a perfect meal with plenty to eat and entertainment as well. It was a good time catching up with people from many other clubs who had raced down in the Regatta. There were also a couple of other CYCT boats who were competing in the regatta and some members who were racing on other boats. All in all, a very social evening.

On Saturday morning the crew from Easting Down and Dalliance and Phil from Heritage walked into Cygnet with quite a few stops along the way. There is a new Restaurant in the old cannery building which was our first port of call for coffee and it was agreed by all that this would be a perfect place for a CYCT dinner! We inspected some wooden boats in the process of rejuvenation and enjoyed the local art exhibition at the Town Hall.



Back to the boats to watch the afternoon's harbour racing event.

Amodet (Andrew Perkins) had arrived during the day and we all enjoyed drinks aboard Easting Down. Thankyou Richard and Shona for your hospitality! Brendan and I stayed for a meal before rowing back to Dalliance for the night.

All cruise boats returned to their home base the next day. Thanks to all who attended the cruise, making our first time as Cruise Contact so easy after our interesting start. We encourage all members to head to Cygnet next year for the Regatta and experience what the PCSC and Cygnet have to offer.

Catrina and Brendan Boon - Dalliance

PS the skipper has repaired the fuel gauge and installed a fail-safe dip stick to ensure that there are no more fuel issues.



Port Cygnet Harbour Race

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**Norfolk Bay and Extended East Coast Cruise – Steve Boulton**

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This year the Norfolk Bay and East Coast Cruise extended over a 16-day period starting on Saturday the 8<sup>th</sup> of February. The weather again let us down as it did last year, with days of sun interspersed with days of rain, periods of strong winds and other days of flat calm and thick fog. It would seem that February is no longer the month of lovely warm settled weather we have come to expect in the past. Regardless of the weather it was again great to enjoy the camaraderie of a group of like-minded boaters in the fantastic cruising waters of Norfolk Bay and the East Coast.



Saturday the 8<sup>th</sup> saw *Pandora*, *Irish Mist* and *Lemaris* heading to Shoal Bay, Maria Island. *Gloria*, *Obsession*, *Whisper HR* and *Honeywind* joined *Cirrus* at Sommers Bay to await the rest of the fleet with sundowners being enjoyed ashore at the excellent facility provided by the Sommers Bay Jetty Association.

On Sunday the 9<sup>th</sup> *Honeywind* departed for home and we were later joined by *Trim*. We all enjoyed afternoon tea aboard the immaculate *Gloria*.

Monday 10<sup>th</sup> *Whisper HR* departed for Hobart and we were joined at Sommers Bay by *Westerly* and *Easting Down*. A drizzly day but one adventurous duo set off on a ten-kilometre return walk to Murdunna to buy some cat food to use for craybait! Due to the inclement weather sundowners was a non-event. Janet did, however, enjoy “raindowners” with a lovely McHenry Vodka, aboard *Cirrus*.

Tuesday the 11<sup>th</sup> we moved up to a sheltered bay just inside King George Sound due to a forecast Southerly change and were joined during the day by *Galadriel* and *Crown Venture*. This also placed us closer to the canal for transit the following day. Afternoon tea was enjoyed aboard *Easting Down*, where Richard gave an interesting talk on the desirability of wearing peaked caps on boats. *Westwind*, *Willyama* and *Dianne Johnson* were anchored in the Monk Bay to Lime Bay area.

Wednesday the 12<sup>th</sup> saw us transiting the canal and heading to Shoal Bay at Maria Island with the majority of vessels anchored in the Deep Hole by around 1600. We passed *Irish Mist*, heading home from Maria, in Blackman Bay. The trip from the narrows to Maria was interesting but fun with a North Easterly swell and South Easterly sea. At this stage the fleet had swollen by the addition of *Westwind*, *Dianne Johnson*, *Willyama* and *Pandora* who was already anchored at Shoal Bay. *Lemaris* was at this stage in Triabunna. Sundowners ashore but unfortunately not exactly BBQ weather.



Approaching Dunally Canal - Janet Boulton

Thursday the 13<sup>th</sup> we moved up to Passage Beach and were joined by *Lemaris* and *Pacific Haven*. *Westwind* picked up a large tinny and a couple of guests at Triabunna on the way and *Easting Down* with guest Grant aboard continued on to Wineglass Bay for an overnight stay. A big turnout for sundowners ashore, we were joined by the crew of *Mercator* who were anchored amidst our fleet of, by now, thirteen vessels.

Friday the 14<sup>th</sup> Valentine's day, *Westwind* and *Gloria* attempted to head to Wineglass Bay, obviously for an appropriate setting but were thwarted by thick sea level fog and returned at 0800 and moved over to Bryans Corner for a walk to Cooks Beach. At 1050 *Easting Down* departed for Chinamans for a canal transit the following morning. *Westwind*, *Gloria*, *Willyama*, *Lemaris* and *Dianne Johnson* moved to Crocketts Bay in the late afternoon.

Saturday the 15<sup>th</sup> up at 0500 for the move to Crocketts, followed by the rest of the fleet. Games and walks ashore during the day. Last year whilst we were anchored at Crocketts Bay, *Crown Venture* came to the rescue of a drifting Viking Finn 8 motorsailer whose crew had gone for a walk-up Bear Hill and left it on a very short chain. This year *Crown Venture* again came to the rescue, more than once. The first instance was the rescue of the VC and crew after a fuel line became detached on their tinny, while in windy conditions in the passage. Later in the day one of our ketches dragged anchor and wrapped itself around the chain of a fishing vessel anchored behind her. Mark was on the scene quickly, but the problem was resolved with assistance from the fishing vessel crew. More was to follow a few days later.

Sunday the 16<sup>th</sup> *Cirrus*, *Trim* and *Dianne Johnson* remained at Crocketts Bay while the rest of the fleet headed for Coles Bay for dinner at the Freycinet Lodge Bistro and walks ashore. At Crocketts Bay 12-year-old and 5-year-old, single vintage red tastings were held aboard *Cirrus* accompanied by beautifully cooked abalone which had been scored from a diver at Passage Beach, by Dinah.

Monday the 17<sup>th</sup> *Cirrus* journeyed to Coles Bay for a can of Mortein after being invaded by thousands of small flies attached to the tender and stern of the boat. Thanks to Paul and Allison from *Pacific Haven* grabbing us a can when they went ashore for lunch, we were rid of them quickly. Others on their return journey stopped at refuge bay and made the short walk across to Wineglass Bay and return.

All ashore for drinks at Passage Beach that afternoon.

Tuesday the 18<sup>th</sup> *Dianne Johnson*, *Willyama* and *Pandora* left for the canal, *Obsession* and *Pacific Haven*, went to Triabunna with *Pacific Haven* fortunate enough to score a marina berth to ride out the predicted windy conditions and *Westerly* to East Shelley Beach at Orford. The rest of the fleet went to Deep Hole at Shoal bay.

Wednesday the 19<sup>th</sup> *Cirrus* left Shoal Bay before dawn with a stiff Southerly blowing up the Mercury Passage at around 35 knots. Apparently, the wind eased a bit later in the morning, but we recorded 9.5 knots SOG on our trip log, which was 1.5 knots over our previous best under power and we had a dark and interesting ride through the channel at Lachlan Island. *Westwind*, *Galadriel*, *Gloria* and *Lemaris* to Triabunna. *Trim*, *Cirrus*, and *Crown Venture* joined *Westerly* at East Shelley Beach. Morning Tea aboard *Trim* and *Sundowners* on *Crown Venture* where Dinah introduced us to some lovely smoked fish she was gifted with on her earlier walk to Orford.



*Sundowners, Passage Beach, Extended East Coast Cruise. (Steve Boulton)*

Thursday 20<sup>th</sup> *Gloria* and *Galadriel*, after an uncomfortable night which included a bit of gardening by both vessels, joined others including *Obsession* at East Shelley Beach while *Westwind*, *Lemaris*, and *Pacific Haven* remained at Triabunna. Afternoon tea aboard *Gloria*.

Friday 21<sup>st</sup> We moved from East Shelley Beach to Millingtons Beach adjacent to the mouth of the river, where we were joined by *Westwind* and *Lemaris*. An event filled day when another of our ketches, lost their anchor at Millingtons Beach, with another successful save by sea rescue specialists *Crown Venture*, who provided a diver (who just happened to arrive that day) to recover the anchor. Lunch was enjoyed at the Orford Cafe Diner where we were served belt expanding quantities of good seafood at very reasonable prices. We then enjoyed sundowners at Millingtons Beach in lovely sunny weather (finally).

Saturday 22<sup>nd</sup> Orford to Flinders Bay. A good cruise down, accompanied by big schools of dolphins across Marion Bay, and through the canal in perfect weather. Unfortunately, *Gloria* picked up some thing around the prop heading towards the narrows and suffered some damage to the shaft. This was only confirmed later when she was lifted at Kettering.

*Lemaris*, *Trim* and *Pandora* headed home, and *Willyama* joined us at Flinders. BBQ ashore at 1600 in perfect conditions. As well as enjoying our BBQ we were shown the latest in solo sailor fashion, Port and Starboard socks. Refer to the photo album!

Sunday 23<sup>rd</sup> *Westwind*, *Gloria* and *Obsession* left for home around 0700, with *Willyama*, *Westerly* and *Galadriel* departing for home mid-morning. *Pacific Haven* passed through the canal and returned to Prince of Wales Bay after spending the night at North Bay. *Cirrus*, after a bit of fishing, moved to Prices Bay overnight and then home to Taranna Monday morning. We were refuelled, watered and

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victualled by Monday evening and ready to head back for more but unfortunately weather and tides for the canal were not in our favour.

Next year the East Coast Cruise looks like being extended to the Tamar River. Even if you consider that beyond your means, definitely consider joining for at least the Norfolk Bay and or East Coast Sections. Regardless of the weather (which is usually good) these are some of the most enjoyable and uncrowded cruising waters in Australia.

Steve and Janet Boulton

*Cirrus*



*Fleet Passage Beach*

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## **Women on Boats – Tracey Taylor**

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The WOB meeting for March was unfortunately cancelled due to concerns re Covid-19. It was decided, better to be safe than sorry.

We look forward to positive news, which frees up our meeting and gathering options in the future months ahead.

Please stay tuned to the website for meeting dates, and guidance for when we are able to resume.

In the meantime, stay safe and well.

See you on the water. Tracey T

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**Hail to the Albatross – Phil Kennon**

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Dear Fiona

Unfortunately, January has been a bad month for me as I've been holed up in hospital with the dreaded golden staph, following a hip replacement operation in late November that went bad.

The medicos say it's a one in two hundred chance which I find hard to believe given the number of similar stories I've heard about. And I happened to be one of three, same surgeon, similar time. So fellow members think at least twice or thrice about that ultra-low risk elective surgery!

However, this non-elective hospital captivity gave me the opportunity, on a better day, to read the December edition of Albatross, a great read indeed with its many high quality morale boosting contributions.

What a remarkable set of reports and seafaring stories. All three New Member Reports were very interesting.

There's Garth taking TV celebrity Gourmet Farmer around Tasmania in Solquest.

There's Jacquie's lifestyle moves all over the place, including being settled in delightful Cygnet but then preferring three years on a barge on the European lowland canals. Really? Better than Tassie? Must be marvellous. So we are looking forward to catching up with Jacquie for the full story. Meanwhile this adventure has moved up several places on our bucket list.

Then there's Kevin and Mei's remarkable seafaring expeditions all round the globe. The description of the Aegean, "the birthplace of western civilization", was particularly alluring. But unfortunately perhaps now beyond us as a bucket list activity, unless, of course, our good Commodore was to mount an expedition in his little ship Easting Down. Surely the old Gardner needs a descent run, not just the Channel stuff.

It's surprising how many CYCT members are the real deal in terms of sailing skills and experience, including new members like Kevin and Mei. Their expertise a unique Club resource available to all members.

Finally, there's the gripping, novel- like (what's happening next!), Murphy's mariner law (what can go wrong will go wrong) tale by Paul and Rosemary. Amazing Seniors escapades into the Pacific, clearly only made possible by many decades of sailing experience. Iconic members.

So, arising from my sick bed, congratulations to CYCT for its great membership, leadership and the really excellent Albatross.



Despite the storage limitations of modern life I can't throw any out. Always something worth keeping.

Best wishes to all for 2020 and beyond.

Phil Kennon

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## Paynesville Classis Boat Rally – Mick Way

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Paynesville Classic Boat Rally Feb 29<sup>th</sup> to 1<sup>st</sup> Mar

Serenity II

The time had come to venture out into the ocean. What better place to head to than Paynesville. As Anne is not keen on losing sight of land, I had to enlist a couple of mates to crew. Roger & Steve had a few Sydney-Hobarts behind them so would be good mentors. The plan was to leave Margate on 18<sup>th</sup> Feb pick Steve up at Triabunna and spend a few days at Flinders Island on way. Day 1 plans changed after running aground in marina entrance heading for fuel berth. Fish farm boat towed us out so Roger and I decided Triabunna would be better for fuel.

Dennison canal transit 8:00 19<sup>th</sup> Feb after night at Conneleys Marsh. After clearing Narrows, we motor sailed to Triabunna for fuel and to pick Steve up. Several CYCT boats hiding there out of the bad weather. Had a quick run to Schouten Passage with a good southerly up our backside. Nice to drop hook at Crockets for a spell and wait till weather settled. 36 hours later a weather window appeared so we decided to make a run for Lakes Entrance, conditions on the bar were supposed to settle by the time of our arrival. Leaving the passage 0745 on 21<sup>st</sup> our run to Lakes Entrance took 50 hours, most of trip with moderate NE. Managed to dodge tankers and trawlers during the night (radar not working). The gas platforms were easy to spot.

*Serenity, all dressed up*

breeze had dropped, sun out, 2 boats had come out to meet and guide us Taswegans in. The bar was like a mill pond. Serenity was escorted to Metung where we had lunch before final leg to

Arrived at Lakes bar at 1000 hrs on 23<sup>rd</sup>,



Paynesville. Liking the Gippsland Lakes already. The Ports had made public wharf space at Paynesville available for visiting boats which was very handy to pub, cafe, bakery and facilities. A great place to spend a few days till festival kicks off. The locals were very hospitable with one picking us up in his limo for a guided tour of the area.

Busy day Friday with boats being cleared out of marina to make way for festival entrants. Lots of visitors starting to walk around and wanting to talk boats of course. They picked us as being from Tassie straight away. I think the cray pot lashed on fore deck may have been the giveaway. Serenity had a good wash down and a blokes tidy up, missing Anne.

Saturday morning time to break out the flags for decoration. Very competitive who could get the most up. After 0900 briefing (trying to get some order into the impending chaos) we headed out for grand parade starting on northern end of Mcmillin Straight. Couta boats and lakes net boats very popular, dogs on board seemed mandatory. No wind sun breaking through we glided down straight with thousands of onlookers lining the shore, steam boats blowing whistles, very specky. Tied up back in our berth time for drinks and touring round boats and shore activities. The evening dance was not attended by Serenity crew who opted for jetty party instead.



*Britannia*

Monday afternoon time to head home. Left Paynesville to berth at Flagstaff, Lakes Entrance to wait for a suitable bar crossing time. Tuesday morning 0800 off we go 1.5-meter swell light NE breeze, good crossing, out into the straight destination Schouten Passage. Skip Flinders Island again won't punish crew with a 'fishing' stopover. Good run to Babel with NE averaging 6.5 knt, breeze starting to freshen, quick run to passage arriving Thursday 0600 25 knots breeze rain starting to find its way into skins. Stopped in passage to dry out and have brecky. All in to continue to Triabunna despite Gale warning. 3 reefs in main no headsail off we go out of passage at 8 knots. Did not get any better, 45 knots horizontal rain. Good to reach Triabunna copped a few in cockpit and down below. Serenity going better than crew. Steve jumped off at Triabunna, Roger and I stayed 2 nights in marina while weather settled.

Saturday 7<sup>th</sup> 0830 left marina motor only southerly on the nose no one keen to mess with sails anyway plus the bottle of rum night before not helping much. Through Narrows about 1300 but tide too low at canal. Decision made to transit at 1645 (still pretty low) both keen to get home. We left the leads into Norfolk Bay with 100mm under keel, sigh of relief. Dropped Roger at

Sunday morning 0800 briefing before sail parade at 1000. Nil breeze very warm day so a bit of a drift starts and a shortened course, great sight for spectators lined up along shore again. Sunday afternoon saw boats starting to thin out and head home leaving Serenity looking a bit lonely. Can't believe it's all over, another couple of weeks later and it may have been cancelled (COVID19), very lucky.

Monday afternoon time to

Margate and picked my mooring at Nebraska Beach up 2200. Long day good to be home. Small party already under way. Good trip first time I have had Serenity out in the ocean where she is no stranger. Trip was 781 nm, learnt heaps from my crew.



*My Old Boat*



*Serenity, Paynesville Regatta*

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**New Zealand under Covid-19 – T Brewer**


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Kia ora

This is a last message from the island just across the Tasman, which is about to pull up the drawbridge, batten down the hatches and set sail into the unknown. In four hours' time NZ will shut down almost completely and we will all retreat into our "bubbles" (to quote Jacinda) for four weeks of gardening, home DIY, knitting, baking, Netflix and no doubt a fair bit of drinking, domestic abuse and depression. It's weirdly like setting off for a long ocean passage (but without night watches). We've all provisioned like crazy for every eventuality; breadmakers, vegetable seedlings, tools, enormous jigsaw puzzles and warm dressing gowns are selling out and finally it's the day of departure and there's a feeling of apprehension, curiosity and even anticipation. To those who haven't existed in a 40-foot yacht in the middle of the ocean for a long period, a house might seem a very limited environment but to us, our new home and acre of land feels like a Luxury liner.

Thanks goodness we had two months in our new home to get settled, meet neighbours and equip ourselves with the basics before Covid-19 reared it's nasty head. Arriving back last September after 25 years overseas, it took three very busy months house-hunting all parts of the top of the North Island before we found a property that ticked most of the boxes. And it turned out to be



*Historic Homestead - Kaipara Harbour*

in an area we hadn't initially considered - on the shores of the Kaipara Harbour. This vast harbour on the west coast north of Auckland is one of the largest in the world - at high tide it apparently covers over 500km<sup>2</sup> (Sydney Harbour is about 55km<sup>2</sup>) however the harbour is very tidal and low tides expose extensive mudflats. Shallows, heavy tidal and current flows and a dangerous bar mean the Kaipara has never been great sailing territory and it

had never come up on our radar but we soon found the east, Pacific coast has become very developed, crowded and expensive in the years we have been away from NZ. The west coast of Northland though is still underpopulated and very rural - and affordable. The numerous peninsulas of the Kaipara create endless little bays, some with beach settlements, and mangrove-lined rivers snaking inland lead to villages settled 150 years ago when all transport was by sailing

ships and scows (sailing barges). The total distance around the shoreline is 3500km and most of that is farmland.

We found our little cottage on the outskirts of Paparoa; population about 200 with a school, store ("dairy" actually. We're talking Kiwi now), garage and a pub. Six km down the end of the road is beautiful little Pahi Beach and across the valley, a stand of beautiful native bush. This is farming country - mostly dairy with a lot of sheep and cattle - and surrounded by the sea, the bush and farms, I feel very much at home.



*Blokarting Glinks Gully*

Of course, we immediately began searching for boats and within a week or two we'd bought a 16ft 1960s runabout with a 70hp outboard. A very pretty, double-diagonal classic. Next, we discovered we were surrounded by Blokart enthusiasts and after an exhilarating day blasting at 50 & 60km/hr up and down the wild, empty beaches of the west coast we were hooked and bought one. Basically, a go-kart with a sail, these things are pure adrenaline and every second person we meet seems to have one. Tony quickly found that many Blokart sailors are also RC yacht racing enthusiasts and he's bought one of those too.

I'm on the lookout for a sailing dinghy

but with quite a list of jobs to do on the house and a garden to tame, I have put that on hold until next summer. And now, everything is on hold. Our house is scaffolded in preparation for a



re-roof that was supposed to start tomorrow.

Now the scaffolding will sit there unused for at least four weeks. We are not allowed to visit any family members not living with us and can only speak to neighbours from a distance.

Supermarkets and pharmacies will remain open, but access is strictly controlled, and queues will be long. All other businesses will be closed.



*Mullet Boat Sailing*

The inter-Island ferries will stop running so North and South Islands will be separated apart from essential freight. I have not heard a single protest against this extreme action so although it is frightening and the immediate consequences dreadful, everyone realises why this is happening and where we are heading. Kiwis continually thank God for a leader like Jacinda! We think constantly of all our friends in Tasmania and hope that the State escapes lightly.

Meanwhile think of all us Kiwis, trapped in our well-separated "bubbles" for four weeks. Might as well be on a yacht in the middle of the Pacific!

Once this is all over and travel resumes, we hope we might have a few CYCT visitors. You'll find us at 43 Pahi Rd, Paparoa. Come and sail this very different part of Aotearoa.

Ngā mihi

Kim and Tony Brewer

+64 0272514429

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## **Cruising Yacht Club of Tasmania Minutes of General Meeting held at RYCT Tuesday 3<sup>rd</sup> March 2020**

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### **Opening**

The Commodore Richard Taylor opened the meeting at 7.30 pm and welcomed members and guests. He announced that this was the 488<sup>th</sup> meeting of the Cruising Yacht Club of Tasmania, which was formed in 1975.

### **Attendance**

Fifty-five people attended the meeting, including guests Adel Yousif, Charlotte Faine, Beverley Draper and Richard and Moira Bevan. The Attendance Sheet is filed with the official copy of the minutes.

### **Apologies**

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

### **Guest Speaker**

The Rear Commodore introduced the Guest Speaker, Mr Richard Bevan, Vice Commodore of the Royal Yacht Club of Tasmania, who spoke about the Sydney to Hobart Yacht Race, including details of how the race originated and what it has become today. Richard has been heavily involved with the race for many years and was on the start boat in 2019 and then back in Hobart for the finish of the race.

The Rear Commodore thanked Richard and presented him with a gift in appreciation of his very informative presentation.

### **Minutes of General Meeting held on 4 February 2020**

It was moved by Tolly Jaworsky, seconded by Andrew Boon that the Minutes of the General Meeting held on 4 February 2020 be signed as a true record of the meeting.

### **Carried**

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

Nil

### **Introduction of New Members**

There were no new members in attendance at the meeting.

### **Treasurer – Shona Taylor**

The Treasurer advised that the Club was ahead of budget for last month, but expenditure for mooring maintenance was still to come.

### **Vice Commodore – Tony Peach**

The Vice Commodore was an apology for the meeting but had submitted the following report for the meeting, which was delivered by the Commodore on his behalf:

- A total of sixteen club boats participated in all or part of the extended east coast cruise, which had been a very enjoyable and successful cruise, with only one grounding and one broken anchor chain reported.

- The Cygnet Regatta cruise (6 – 8 March) was scheduled to depart Kettering at 6.00 pm on Friday 6 March. The Port Cygnet Yacht Club would hold a barbecue ashore on 7 March, with the cost yet to be announced. Details could be found on that Club's website ([www.cygnetsailing.org.au/events](http://www.cygnetsailing.org.au/events)). Participants in this cruise should register on the CYCT website. Brendan Boon was the Cruise Contact, who advised that, to date, very few members had registered.
- The Prince of Wales Bay Cruise would be held on 28 and 29 March. Space would be available at the Prince of Wales Bay marina for boats to berth overnight, at a cost of \$20 per boat, irrespective of length. A roast dinner would be provided late afternoon on Saturday 28 March at APCO Engineering Pty Ltd (organised by Committee member Andrew Perkins) at a cost of \$15. In the event of bad weather, up to 40 people could be seated inside at APCO. At 10 am on Sunday 29 March there would be a tour of the INCAT museum, at a cost of \$5.00. Registration on the Club's website for all three events was required by 22 March.

### **Rear Commodore – David Bowker**

The Rear Commodore advised that the guest speakers at the April meeting would be Club members Tolly and Josephine Jaworsky, who would speak about the idea, planning and building of their superb ketch *Gloria*.

He also advised that he was awaiting advice from the Fire Service on whether there was sufficient interest to organise a day on the water on Club boats for fire fighters and their families.

### **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:

- His need to return early from the extended east coast cruise has necessitated his transiting the Marion Bay narrows in unfavourable conditions and the Denison canal when the tide was quite low. He reported that *Easting Down* had collected a large amount of seaweed around the propeller, which considerably delayed his transit, resulting in his encountering serious tidal issues in the canal. Fortunately, he managed to get through without sustaining any damage, but he impressed upon members the need to undertake this transit only in the right weather and tidal conditions.
- A positive response had not been forthcoming from his approach to the Government on the Club's proposal to erect a wooden/concrete table with bench seating at one or several barbecue sites frequented by Club members. The Commodore also explained to the meeting that the erection of such a structure near the pontoon at Quarantine would probably block road access. He advised that the Kingborough Shire was planning to build on the old Barnes Bay ferry jetty site a new floating pontoon and had advertised its planning application, inviting public comment by 3 March. The Commodore had, therefore, on behalf of the Club, made an expression of interest to the Kingborough Shire to erect such a CYCT bench at the proposed Barnes Bay site. He had received a favourable response and would meet with representatives of the Kingborough Council on site in early April. He would report to the Club at its April General Meeting the outcome of that meeting.

- At his request, the Vice Commodore of the Royal Yacht Club of Tasmania advised the meeting that CYCT members were invited to attend an information session on 4 March on a Mariner Boating Sweden Yacht Rally in July 2021. He advised that the RYCT Commodore would be sailing in the rally in the Stockholm Archipelago, and encouraged CYCT members to learn about this amazing experience. He asked members to advise the RYCT if they planned to attend the talk.
- He advised that Committee members Ian Barwick and Andrew Perkins were currently organising a series of Winter presentations, in conjunction with the RYCT, and asked members to convey to Ian or Andrew any suggested topics for these sessions.

**Editor – Fiona Tuxen**

The Editor's report is in the *Albatross*. She thanked members for the contributions and encouraged them 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 an expression of interest from a potential new member and believed he would shortly receive an application for membership.

**General Business**

Club member Dinah Jones advised that several items which had been left at her house after the February barbecue were available for collection at the meeting.

Life Member Andrew Boon advised that the 5<sup>th</sup> edition of the Southern Tasmanian Cruising Guide was now available for the same price as the previous edition. It could be purchased from the Quartermaster at the meeting or ordered through the Club's website. The Commodore congratulated Andrew on this outstanding publication.

The Commodore advised that a group of CYCT boats were on an extended cruise and were currently at Deal Island. Unfortunately, they had experienced extremely windy conditions and anchor-dragging problems.

**Next Meeting**

The next General Meeting would be held at 7.30 pm on Tuesday 7 April 2020 at the Royal Yacht Club of Tasmania.

**Close**

The meeting closed at 8.55 pm.



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**A Nautical Quiz for the Self Isolated – Val Nicolls.**

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All questions and answers have been happily plagiarised from reliable resources. Some are silly, some saucy and most will help keep sailing safe. Grab a cuppa and enjoy giving them a go!

- 1 – The running lights of a boat tell you what three things about the vessel?
- 2 – How many compass points are there?
3. What does the nautical V flag signify?
4. What does the nautical G flag signify?
- 5 – A dog watch lasts for how many hours?
- 6 – A tide that has two equal daily high waters and two equal daily low waters is known as what?
- 7 – What is the origin of 'ships head'?
- 8- What does it mean to wank?
9. What is the Coriolis effect?
10. Which nautical flag signifies "I require medical assistance"?
11. What is the name of the most reliable and effective gasoline fume detection system you can have aboard your vessel, and how is it activated?
12. What famous explorer is associated with a ship called the Beagle?
13. An aircraft circles your vessel three times while gunning its engine, and then heads off in a north westerly direction. What is the pilot signalling?
14. The word POSH? was an abbreviation for cabin bookings made by wealthy passengers on ships going to the east. What does the acronym mean?
15. In the naval term 'freeze the balls on a brass monkey', what is a brass monkey?
16. What is the meaning of the nautical term "avast"?
17. Are the lines of latitude and longitude curved or straight on a Mercator chart?
18. Charts can be based on a number of different datums. Which one is now internationally recognised?

19. What are the nautical origins of the phrases:
1. "Mind your P's and Q's"
  2. "Above board"
20. Your autopilot is fitted with an electronic compass. Is this device subject to deviation?
21. Explain the difference between a flashing, an occulting and an isophase light
22. Which two types of craft are specifically forbidden to impede other larger craft when in a narrow channel?
23. The motor cruiser *Sinking Feeling* has been holed after hitting an underwater object and is taking on water faster than it can be pumped out. After making sure that all three crew are safe, have donned lifejackets, and are preparing the liferaft for launch, the skipper then goes to the VHF DSC to send a radio distress alert and message. The position is given as 50 10'.4N 001 18'6W and the MMSI is 234002345
- a) Describe the actions needed in order to send a DSC distress alert
  - b) What information is sent digitally when a DSC distress alert is made?
  - c) Will this distress alert be received by other small craft who are transmitting at the time of the alert?
  - d) Does the shore station acknowledge your alert:
    1. By voice only
    2. Digitally only?
    3. Both digitally and by voice?
  - e) Having sent the digital alert, how long should the skipper wait before sending the voice message?
  - f) Write down the voice distress message.
  - g) Which has the greater range: a digital signal or the voice transmission?
24. What is the name of Captain Pugwash's Ship?
25. In the 60's, who took a ferry across the Mersey?

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**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.

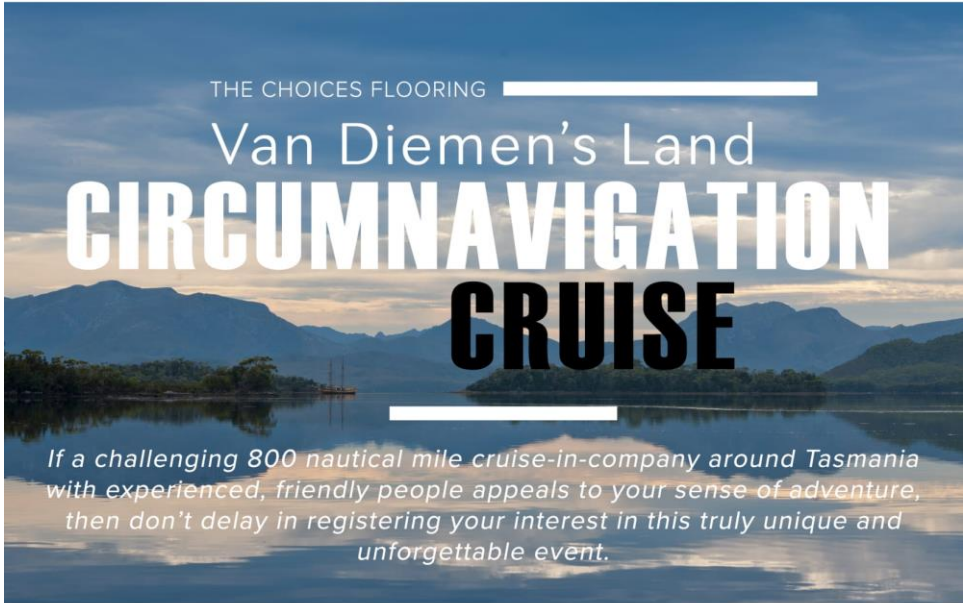
**Barnes Bay:** Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2-inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8-inch chain. Simmonds Bay mooring is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

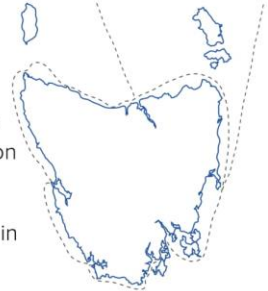
**The Committee would appreciate it if you noted your visit / intention to visit a club mooring by informing a member of the Committee**

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



## 10 February to 16 March 2021

The spectacular coastline of Tasmania is a superb natural environment for birds and sea-life, as well as for people who enjoy sailing and motor cruising. The Van Diemen's Land Circumnavigation (VDL-C) cruise includes beach barbecues, visits to friendly fishing ports and yacht clubs along the way, with plenty of time to explore scenic inlets, rivers and harbours. Relax in uncrowded anchorages in some of Tasmania's most remote and beautiful national parks and world heritage areas.



For further information about the cruise, including the Expression of Interest Form, background information, a cruise plan and more visit [www.ryct.org.au/vdl2021](http://www.ryct.org.au/vdl2021)



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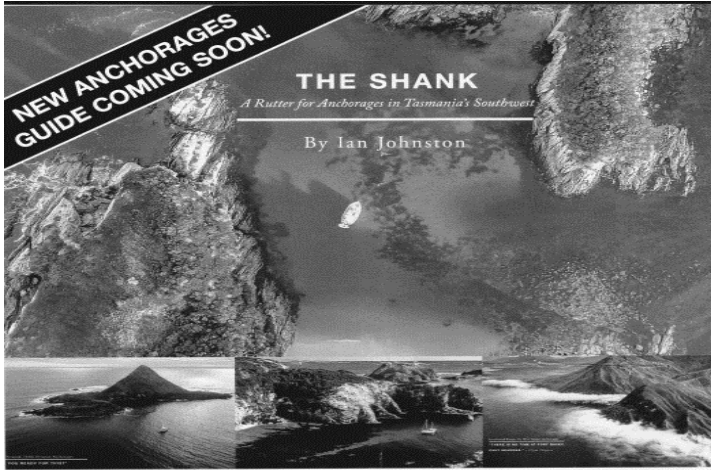
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**"IAN JOHNSTON HAS BEEN NAVIGATING THE OCEANS FOR MORE YEARS THAN HE'LL CARE TO ADMIT. HE HAS A PENCHANT FOR THE WILD PLACES WHERE FEW PEOPLE GO, AND IN 'THE SHANK' HE DESCRIBES SOME OF THE WILDEST."**

– Paul Cullen, Director, Australian Wooden Boat Festival



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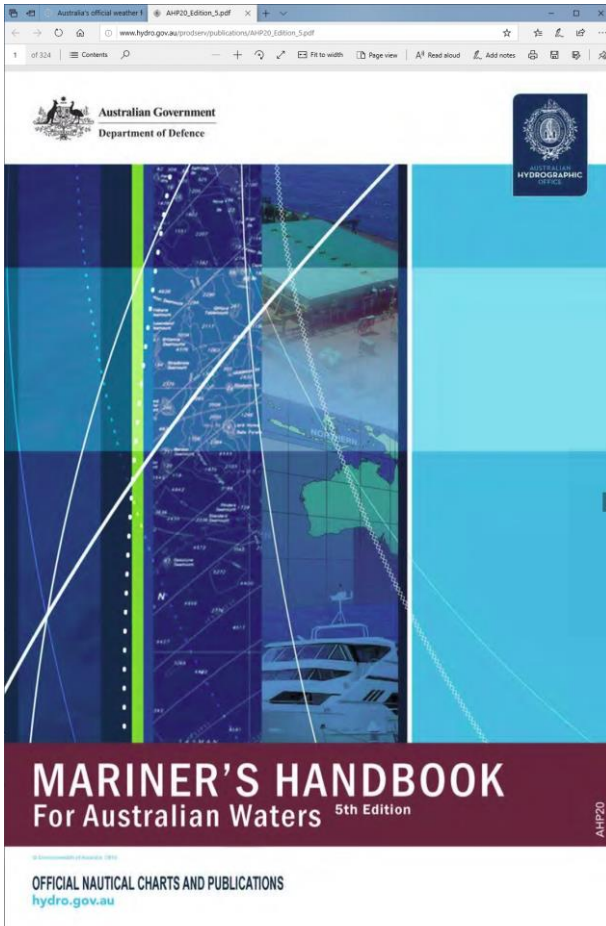
Edition 5 of Publication AHP20, *Mariners Handbook for Australian Waters* (formerly titled *Seafarers Handbook for Australian Waters*) is now available. Hardcopy volumes may be purchased from chart distribution agents or a PDF version can be downloaded (free) from the Australian Hydrographic Office website:

[http://www.hydro.gov.au/prodserv/publications/AHP20\\_Edition\\_5.pdf](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,

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**ANSWERS TO NAUTICAL QUIZ**

1. *The direction the vessel is travelling, the size and what the vessel is doing.*
2. 32
3. *V (Victor) I require assistance*
4. *G (Golf) "I require a pilot." When made by fishing vessels operating in proximity of the fishing grounds it means: "I am hauling nets.*
5. Two
6. *Semidurnal tide*
7. *The toilet was placed at the fore of the ship aft the bowsprit and to the side so the spray from the bow wave would wash it clean, the correct expression would be going to the head i.e. Head of the ship not as is today using the head. (Courtesy Capt. Christopher Hezelgrave)*
8. *Wank is to manipulate the hand bilge pumps on the old sailing ships. Therefore, those who manned the pumps were wankers, (I kid you not). (Courtesy Capt. Christopher Hezelgrave)*
9. *The force that determines the direction of rotation as a low-pressure cell moves away from the equator.*
10. *The W, whisky flag*
11. *Your nose, and it is of course activated by "sniffing".*
12. *Charles Darwin.*
13. *"Please proceed as rapidly as possible in a north westerly direction. There is a vessel in distress or other emergency requiring assistance."*
14. *Port Out - Starboard Home*
15. *Rack for holding cannon balls*
16. *Stop*
17. *Meridians of longitude and latitude are straight on Mercator charts, so forming a grid system for position fixing.*
18. *WGS84*
19. *Mind your P's and Q's*

*Sailors would get credit at the taverns in port until they were paid. The barman would keep a record of their drinks on a chalkboard behind the bar. A mark was made under "P" for pint or "Q" for quart. On*

payday, the sailors were liable for each mark next to his name and forced to “mind his P’s and Q’s.” Today the term means to remain well behaved.

#### Above Board

Pirates would often hide much of their crew below the deck. Ships that displayed crew openly on the deck were thought to be honest merchant ships known as “above board.”

20. Yes, electronic (fluxgate compasses suffer from deviation but, if set up correctly, are usually self-adjusting

21. A flashing light is off longer than it is on  
An occulting light is on for longer periods than it is off.  
An isophase light has equal periods of light and dark.

22. Vessels less than 20m and sailing vessels

23 a)

- Open the cover, which is either red or labelled “Distress’.
- Press the red button once and, if there is time, select the type of distress situation from a list of categories.
- Press the red button for 5 seconds or until the ‘Distress alert sent’ message appears on the display.

b) The casualty’s MMSI (identification number) and, if the set is interfaced with a GPS, the time and the boats position as latitude and longitude.

c) No, their ariels can be used for either transmitting or receiving, but not as both at the same time.

d) Digitally first, and then by voice after the voice Mayday.

e) 15 secs to allow time for the digital acknowledgement to be sent to the coast station.

f)

Mayday, Mayday, Mayday.  
This is Motor Cruiser Sinking Feeling, Sinking Feeling, Sinking Feeling.  
MMSI 234002345  
Mayday Sinking Feeling  
My position is 50 10’.4N 001 18’6W  
Holed and sinking.  
Require immediate assistance.  
4 persons on board. Abandoning to liferaft.  
Over.

g) The digital signal has the greater range.

24. The Black Pig.

25. Gerry and the Pacemakers.



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