



# Albatross

Volume 46 No.7 August 2020



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

**PO Box 605 Sandy Bay TAS 7006**  
**cyct.org.au**  
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<b>Vice Commodore</b> Tony Peach	0419 383 875	<i>Westwind of Kettering</i>
<b>Rear Commodore</b> David Bowker	0418 136 493	<i>Duet</i>
<b>Treasurer</b> Shona Taylor	0403 249 529	<i>Easting Down</i>
<b>Secretary</b> Lyn Peach	6229 4850	<i>Westwind of Kettering</i>
<b>Editor <i>Albatross</i></b> Fiona Tuxen	0419 550 118	<i>Ocean Swan</i>
<b>Committee</b> Ian Barwick	0419 007 606	<i>Willyama</i>
Andrew Perkins	0419 375 500	<i>Amodet</i>
<b>Membership Officer</b> David Mitchell	0419 565 786	
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<b>Webmaster</b> Paul Kerrison	0429 999 911	<i>Irish Mist</i>
<b>Quartermaster</b> Elizabeth Helm	6229 3932	<i>Intrepid</i>

**Life Members**

Erika Shankley      Dave Davey      Chris Creese      Kim Brewer      Andrew Boon

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**Guidelines for Contribution to the Albatross**

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

Cover page: *The Hazzards at Sunrise – Alison Peacock*

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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. 23

**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.**

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**Editorial – Fiona Tuxen**


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Life is slowly returning to normal in Tasmania, and a very successful cruise took place on Bruny Island at Quarantine Bay, I gather a good time was had by the 27 yachts and 60 pax.

A reminder to any members who may be interested in the position of Editor, it is not a hard job but a good grasp of word would help, and who ever was to put their hand up there would be a long change over if required.

Please also do not forget to put in your nominations, a form at the back of the magazine is available. Note also the old mooring at Nubeena is no longer available but a new one in North Simmons Bay, co-ordinates on the Club Mooring page.

<b>CYCT CALENDAR</b>	
<b><u>August</u></b>	
Tues 5th	CYCT General Meeting 7.30pm upstairs RYCT Updates from Port Esperance Y.C and Strategic Planning
<b><u>September</u></b>	
Tues 1st	CYCT Annual General Meeting 7.30pm upstairs RYCT
Sat 5th	Annual CYCT Dinner RYCT – Booking Essential
Thurs 7th	CYCT Cruise Forum @ RYCT 7 – 9pm
Fri 29 <sup>th</sup> Sun 31 <sup>st</sup>	Port Esperance Cruise and BBQ @ Tolly Jaworsky's

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**Commodore's Report – Richard Taylor**


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Our July meeting was a great success, with new booking rules on-line and some evidence of social distancing it was almost back to normal. We had room for only seventy people with sixtysix attendances and a few late no shows, in all a very successful meeting, some difficulty in remembering the name but not the face after being such a long time between meetings. It would appear that although there are some new rules that do apply we are almost back to normal.

Our post Covid19 cruise to Quarantine was mentioned a few times over a month or so and also scheduled on our website, but who could have imagined that twenty seven boats and sixty six people would turn up. The little BBQ area almost needed two shifts to allow room enough, especially since we were all very well aware of the social distancing requirements, great camaraderie and lots of stories about lock down fever.

It was nice to see "Rhona H " come down from Hobart, complete with their crew stay for a few hours then return to

Hobart The weather was exceptional with a number of boats coming down for three days, we were a bit antisocial on the Friday night because we dropped our pick on the east side of Quarantine Bay to enjoy another one hour of warm sunlight , it certainly is a great little spot in winter.

Mick Way deserves a special mention for bringing the BBQ firewood all the way from his property at Dennes point, we certainly went through a pile, fires don't burn well without it!

Our membership is still growing with more introductions at our next meeting, it has been surprising that during the period of lock down we have still been receiving membership applications. It just shows that in the face of adversity and with the world doing it a bit tough people still want to go boating.

At our August meeting we have invited the commodore of the Port Esperance Sailing Club, Matt Wardell, to update us on their new building plans since the destruction by fire of their memorable and historic building.

As you should be aware our Annual General Meeting is getting closer, amongst other business to be discussed on the night are the elections for office bearers to run the club for the next twelve months.

The business side of the club must still run so that we can all enjoy the experiences that seem to just fall out of the sky and happen. Please consider nominating for the various positions that make the club function, nomination forms are in the Albatross magazine , if you need to chat

about the position requirements please talk to any of the current club officers, their contact details are always shown at the front of our Albatross magazine or on our website.

Our winter forums are now back on the calendar , with the first forum on August 13th , the subject being "Electrolysis", this is a subject that we all know a little about, and that is the part of the problem, registration is essential , come along and learn more about it and then probably lose a bit of sleep because of it.

Please remember to register on line to attend our next general meeting , if you have a problem please ring Paul Kerrison, our webmaster who will help you .Don't forget to bring your name tag, if you need another tag please talk to David Mitchell our membership officer who will organise a replacement for you.

See you there.

Richard Taylor

## Vice Commodore's Report – Tony Peach



At last (and hopefully lasting) we were able to cruise again and meet with friends ashore. It was apparent that the cruise to Quarantine Bay on July 18 & 19 was a catalyst for members to re-commence cruising. During the past ten years I have never attended a cruise with twenty-seven club member vessels present. This was a 'winter' cruise, with the temperature only just touching double digits.

Thanks to Mick Way from *Serenity* for providing the barbeque plate and gathering the lumber for an excellent late-afternoon warming fire.

It was intended to award the prize winners of the contest to guess the COVID-19 boom gate lift date that allowed a re-commencement for overnight cruising with their prizes. Neither of the winners of the bottles of bubbly were present and the on-shore members showed great restraint by not consuming the contents of the prize bottles. The award has now been re-scheduled to occur at the final cruise for the current season, which is to Port Esperance on the 29, 30 and 31 of August. I doubt the attending members will repeat the philanthropy if the recipients of the prizes do not attend that event.

New members Rob and Emily Dunbabin attended with their sloop "*Carp Diem* ∞" and the ship's cat Winston. They only joined very recently and travelled from the home port of Prince of Wales Bay for the event.

Julie Porter of the *Rhona H* presented a crewmember, Stuart Gifford with the "Tall Ship's Medallion". It was awarded for his dedication and personal achievement aboard the *Rhona H* as part of the Tall Ships Australia and New Zealand youth organisation.

Attending vessels for the Quarantine Bay cruise were:

<i>Amodet</i>	<i>Argos</i>	<i>Azziza</i>	<i>Blade runner</i>
<i>Cape Diem</i>	<i>Cleo</i>	<i>Crown venture</i>	<i>Dalliance</i>
<i>Duet</i>	<i>Easting Down</i>	<i>Honeywind I</i>	<i>Huon belle</i>
<i>Huon Mistress</i>	<i>Irish mist</i>	<i>Kakahi</i>	<i>Le Maris</i>
<i>Mystic</i>	<i>Pandora</i>	<i>Rusalka</i>	<i>Rhona H</i>
<i>Serenade</i>	<i>Serenity II</i>	<i>Storm Boy</i>	<i>Trim</i>
<i>Westwind of Kettering</i>	<i>Willyama</i>	<i>Yaraandoo II</i>	

Once again, I finish my report with a safety tip. When did you last check your fire extinguishers aboard? Do you know that the powder type extinguishers can have the contents compact due to the repeated vibration that can occur when beating into a rough water? It is astute to remove the extinguishers from their mounting bracket at least a couple of times per year, shake the assembly vigorously for 10-15 seconds to loosen the possibly compacted powder contents then back to the mounting bracket. If you take your assemblies to the fire station at the Brisbane Street entrance in Hobart they will check any extinguishers and advise if replacement or re-charge is necessary.





***Stuart Gifford & Julie Porter (See my report above for detail)***



***Irish Mist foreground Quarantine Bay cruise fleet background***



***Quarantine Bay cruise fleet***

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**Rear Commodore Report David Bowker**

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Well, the new world is here and we have had our first General Meeting and our first cruise post lockdown – well at least the first lockdown.

There does still seem to be some confusion around registration for the General Meeting. I know I wrote about this last month, but it is important to get the message through. (And I promise not to mention it next month!) The only way to register to attend the General Meeting is to use the CYCT website. This allows us to restrict the numbers to the legal limit of 70. I know having a “legal” limit is a new concept and previously we have always been able to slip a few more in. The “new normal” is that unfortunately we can’t slip in a few more. So, if you don’t register, we can’t let you in. We also had several people not turn up although they were registered, and we also turned down 3 people who wanted to come because we were full. There was one very good excuse of a broken wrist which is understandable. Please please let me know if you can’t make it after you register. An email to me is fine if you can’t conquer the website.

I think what has caused the confusion is that separately, the RYCT want us to book if we are having a meal beforehand. So separately from the registration for the meeting, if you want a meal at the RYCT before the meeting, please book with the RYCT. They have asked us to do that as they are very uncertain how many people will be attending, and they need to have the right number of staff available. When things settle down, this requirement may be waived. And there is more!!

We have a plan for the August general meeting. In place of one presenter we are going to cover three topics. These will be an update from the Port Esperance Sailing Club who had a disastrous fire recently, an update on the progress of the strategic planning exercise and some information on the role of Cruise Co-ordinator.

David Bowker

Rear Commodore

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



How good is that since I last wrote in our July magazine not only have we had our first club meeting since early on this year, but over the weekend we also have had the first club cruise. I am sure that those who were able to attend the Quarantine Bay event would have had a great time together onshore. Certainly from the photos I saw online on our Facebook page it looks like it was well attended. Alas I wasn't able to attend this time but maybe I might in August for the planned 2<sup>nd</sup> event late in that month. What a relief and I guess it shows just how well as a State and community that we have come through this

most trying of times and now can once more get on with life and enjoy what is special about living here both on the water and on land.

On another note, I am really pleased to welcome two new member applications from Rupert Maclean and family and yes my name sake, David V Mitchell, not to be confused with yours truly. Hopefully, I will have the chance to introduce them to the club at our August meeting as guests and thereafter as new members at our September meeting.

**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.

***Sequoia***

David V Michell & Jannine Chin

***Brambletye***

Prof. Rupert Maclean & Michiko Innoue  
Lisa (Daughter) & Amie Maclean (Granddaughter)

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**WELCOME TO NEW MEMBERS**

**Gypsy Rose**  
Jeffrey Reeve and Sonya Tegg

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
<i>Carp Diem Infinity</i>	Bob and Emily Dundabin	0418 384 194
<i>Gypsey Rose</i>	Jeffrey Reeve and Sonya Tegg	0418 319 728

## **New Member Bio – Rupert Maclean**

I have limited experience, gained in years gone by, cruising Tasmanian waters in my H28 yacht at



the time called Merinda. After working and living overseas for some 25 years I have returned to reside in Hobart. Being keen to get back onto the water I have very recently bought a Huon 36 called Brambletye which I keep in the DSS marina. Brambletye was built in 1988 by Ben Brooke of Huon Yachts, and designed by Hank Kaufman. I am very keen to cruise in Tasmanian waters and since I have limited cruising experience am keen to do this in the company of members of the CYCT.

Rupert Maclean

**New Member Bio – David “Mitch” Mitchell and SY Sequoia**



Apart from “mucking about” in dinghies as a kid during school holidays, my sailing career only commenced three years ago when I started doing a few trips with Andrew Boon on *Juliet*. These included extended trips to Port Davey, for the annual Friends of Melaleuca Working Bee, Macquarie Harbour and a few shorter ones. My interest in sailing

was reignited and last December a mate, Rik Head, and I bought *Sequoia*. *Sequoia*, launched in 1978 as "Walkabout", was built by the Swanson Brothers (Ron, Ken and Jim) at Wyong NSW as Ron Swanson's retirement yacht. She is the "original" Swanson 38, being the plug for the production 38s that followed. The 38s are one of a line of three Swanson canoe-sterned cruising yachts - the 28, 38 and 42.



Her hull is triple planked, cold moulded in Californian redwood and sheathed, the deck is Queensland beech, and below-decks features a craftsman cedar fitout. There is also some teak in the toe rails and doghouse.

Ron retired with *Walkabout (Sequoia)* to St Helens in the early 1980s. After Ron, it is believed she had at least two owners, in NSW and Qld, before returning to Tasmania at Port Cygnet then Launceston for the last 10 or so years.

We purchased her in December 2019 and have been using the time in Covid isolation to advantage to renovate her to her former glory.

We have plans for extended cruises around Tassie – and who knows, maybe further afield.

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## Lighting the Way – Photography by Erika Shankley

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### LIGHTING THE WAY

*Erika Shankley*

*I can think of no other edifice constructed by man as altruistic as a lighthouse. They were built only to serve.* George Bernard Shaw

As the CYCT returns to its normal activities after the enforced isolation of the Coronavirus pandemic, thoughts turn again to the sea and the navigational requirements needed for safe cruising. AtoNs, or Aids to Navigation, include unlit beacons, Radar, Racon, auxiliary lights, AIS and of course lighthouses. All these are aimed at keeping seafarers safe by helping to locate their position at sea.

The significance of navigational aids is of such importance that they are celebrated on 1<sup>st</sup> July each year with lighthouses especially remembered on 7 August. There is even an International Lighthouse and Lightship Weekend which occurs on the third weekend in August each year.

As George Bernard Shaw said, lighthouses are built to serve, warning mariners of dangers nearby. Signal fires, held aloft in a brazier, were once used as navigational beacons. Over time, these developed into the slender towers with their complex lenses we see today. Despite modern technology, lighthouses are still relevant, sending out their warning flash, whatever the weather.

Predominantly white in colour, lighthouses also double as day marks, although to make them more recognisable from a distance, towers can sometimes be embellished with colourful patterns - stripes or even a checkerboard design.

According to the Lighthouse Directory <https://www.ibiblio.org/lighthouse/> there are more than 18,600 lighthouses worldwide. Of these, about 350 are along the Australian coast. With its maritime environment, Tasmania's coastline and offshore islands demanded a number of lighthouses be built, with six of the first seven manned lighthouses in Australia erected on the Tasmanian coast. Four of Tasmania's lighthouses have special significance with Tasmania boasting the highest, tallest, oldest and most southerly lighthouses in Australia.

#### **K3622 Derwent Lighthouse (Iron Pot)**

Fl (3) 10 s 20 m 10 Nm 43° 03.5468' S 147° 25.0323' E



The Iron Pot lighthouse, or Derwent Light as it was renamed in 1884, is significant for several reasons. It was the first lighthouse to be built in Tasmania and the second in Australia. The heritage listed tower is also the oldest lighthouse in Australia still operating in its original tower. In 1904 it was the first lighthouse in Australia to use vapourised kerosene as an illuminant and in January 1977 it

became the first Australian lighthouse to be converted to solar power.

Designed by Lieutenant Samuel Hill, the original wooden structure carried a lantern which was raised by halyards to a horizontal headpiece 50 feet above the highest point of the rock. First lit on 12 November 1832, the light was tended by convicts John Booth, William Spendelon and John Knox. They were paid one shilling a day with the promise of a conditional pardon after two years' service.

However, an inspection by architect and engineer, John Lee Archer, deemed the lighthouse to be unsatisfactory. His square rubble stone tower, three storeys high, was also built by convicts. On 16 September 1833, Port Officer, William Moriarty, reported that "*a light is now exhibited therefrom satisfactorily every evening ...*"<sup>1</sup> Today, the light is still operational in its original tower and the squat four-sided structure with its conspicuous red stripe can be seen in Storm Bay at the entrance to the River Derwent and Port of Hobart.

### **K2186 Cape Wickham Lighthouse**

Fl (2) 10 s 85 m 24 Nm (31° – 294°) 39°35.3060' S 143°56.5830'E



The tallest lighthouse in Australia at Cape Wickham celebrated 150 years of operation in November 2011. King Island, at the western entrance to Bass Strait, had a reputation as being a graveyard of ships with over 100 coming to a catastrophic end on its reef-strewn shores. Despite the sensational wreck in 1845 of the immigrant ship *Cataraqui* with the loss of over 400 lives, there was a long period of inertia while commissioners, appointed by the governments of New South Wales, Victoria, South Australia and Tasmania, conferred on the subject of lighthouses.

It wasn't until 1861 that a lighthouse was first lit at Cape Wickham. The 48 metre tower, built of local stone and painted white, has walls 3.4 metres thick at the base. Its spiral staircase has eleven flights of stairs, each with 20 wooden steps.

<sup>1</sup> Marilyn Bryan, *The History of the Iron Pot Lighthouse, Hobart 1990*



Despite the construction of the Cape Wickham lighthouse, wrecks on this notorious coast continued unabated. A second lighthouse was eventually built at Currie. This screw-pile lighthouse, designed and manufactured by Chance Brothers of Birmingham in England was first lit in 1880.

### **K3656 Maatsuyker Island lighthouse**

New: Fl(3) 30 s 140 m 18 Nm 43° 39.3790' S 146° 16.4120' E

Historic tower (light discontinued): 43° 39.4287' S 146° 16.2813' E



There was much discussion about where to build the next lighthouse. In 1885, deliberations centred around a lighthouse on the Hippolyte or Cape Pillar with members of the Marine Board making a site visit to Tasman Island. However, it seemed that ships' captains were of two minds – with some suggesting the south east and others, the south west coast of Tasmania. One newspaper correspondent thought that the Marine Board knew as much about building a lighthouse as *"a cow did about a concert"*<sup>2</sup>; while others thought that *"... the person who had suggested the construction of a light on the top [of Tasman Island] was not altogether compos mentis."*<sup>3</sup>

The Mewstone and South West Cape were also considered before a decision was made to build a lighthouse on Maatsuyker Island, an area fraught with the constant buffeting of the Roaring Forties, 10 kilometers off Tasmania's south coast.

Australia's most southerly lighthouse on Maatsuyker Island is built of brick. Its 17 metre white painted tower stands on the hill overlooking the southern-most extremity of the island and Needle Rocks. The three internal slate floors are reached by a wrought-iron spiral staircase, with the top floor being 11 centimetres thick, supporting several tons of prisms and the clockwork mechanism. A large group of dignitaries arrived on the island to witness the light being lit for the first time on 1 June 1891.

The historic Maatsuyker Island lighthouse is one of only two lighthouses in Australia with the original 1<sup>st</sup> Order lens and mechanism still in situ and in working order. It was the last of Australia's lighthouses to be demanned when, in 1996, a small automatic light was erected nearby and the historic light discontinued.

The island then became part of the South West National Park and Tasmanian Wilderness World Heritage Area. The Tasmanian Parks & Wildlife Service commenced a volunteer caretaker

<sup>2</sup> *The Tasmanian*, Saturday 5 June 1891

<sup>3</sup> *The Examiner*, Wednesday 3 June 1891

programme to help maintain the island's cultural and natural heritage. Voluntary group Wildcare Friends of Maatsuyker Island (FoMI) also work in partnership with the Parks & Wildlife Service, holding working bees on the island several times a year. FoMI also runs boat trips to the island, weather permitting, once a year.

### **K3614 Tasman Island Lighthouse**

**Fl (1) 7.5 s 276 m 18 Nm 43° 14.3734' S 148° 00.3013' E**



The Tasmanian government finally approved the building of a lighthouse on Tasman Island in 1903. It was an awe-inspiring location with some of the highest sea cliffs in Australia, but before construction could begin a landing and haulage way had to be built, utilising a ledge 80 feet above sea level.

Because of the precipitous location the lighthouse was constructed of cast-iron plates which were easier to transport up the steep slope. These were shipped from Chance Brothers in Birmingham, England, together with the 1<sup>st</sup> Order lens, which had to be specially tilted due to its high location.

First lit on April 2<sup>nd</sup>, 1906, the Tasman Island lighthouse is the highest operating light and the last manned light to be built in Australia. Due to its height above sea level – 276 metres – only the top half of the white painted tower is visible above the cliff top when sailing close to the island. The tower also may be obscured by fog in north easterly weather

If you fancy a closer look, the Rotary Club of Tasman Peninsula run fund-raising

helicopter trips to Tasman Island in April each year and, in collaboration with AMSA, conduct tours of the lighthouse. Contact [tasmanislandtrips@bigpond.com](mailto:tasmanislandtrips@bigpond.com)

Like other lighthouses, the Tasman Island lighthouse was automated in 1977 and keepers removed. The island was then subsumed into the Tasman National Park. Voluntary group, Wildcare Friends of Tasman Island, have been working in partnership with the Parks & Wildlife Service since 2005, maintaining the island's historic and natural heritage and progressively restoring the light station to its former glory.

Further information about Tasmania's lighthouses can be found, on-line, at <https://lighthouses.org.au/tas/>

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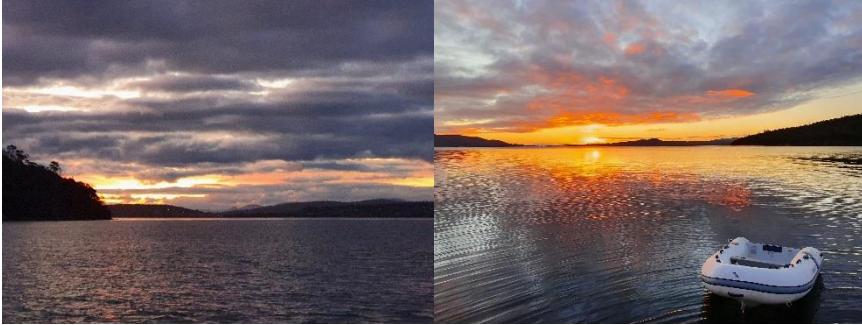
## Winter Wanderings – Chris & Rose Evenhuis

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Winter Wanderings by Chris and Rose Evenhuis

With Covid restrictions lifted for overnight sailing the school holidays turned out to be perfect weather for a 12-day cruise. We left Margate on July 5 and sailed to Lime Bay; the SW swell made the Storm Bay crossing a bit uncomfortable, but Lime Bay proved to be calm.

The Dunalley Canal was uneventful; our boat, Honour Mission draws 2.05 m and we passed



through

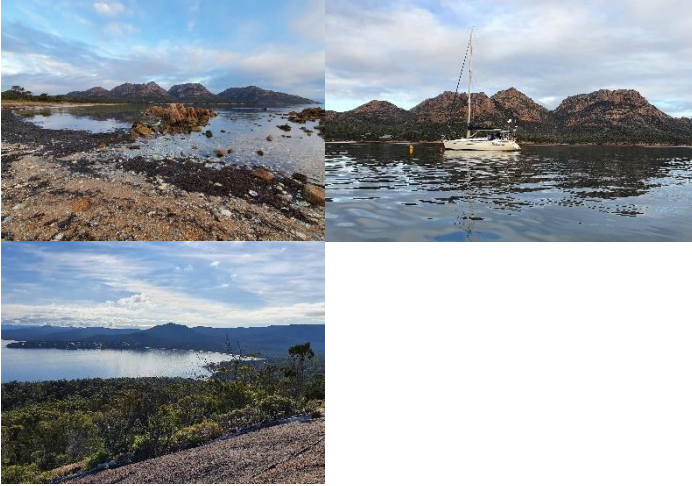
without running aground. On our sail up Mercury Passage we were greeted by Dolphins diving under the stern and playing with the bow wave. We arrived at Darlington in a 20-knot westerly wind and tried to pick up the MAST courtesy mooring. This did not go well as there was little room to manoeuvre; we broke our extendable boathook and lost the second. Thankfully, the anchor held well in the 30-knot wind that followed.

The next morning, we climbed Mt Bishop and Clerk (620 m) and were rewarded with lots of wildlife and breathtaking views.

The track was well marked and what used to be a treacherous walk up an extended boulder scree has been turned into a much less demanding walk. A quick sail across to Triabunna allowed us to pick up our replacement boathooks that were freighted from Hobart that morning from Peter Johnson Chandlery to Edwards Marine at the entrance of the marina. Our previous experience with coming into the Triabunna Marina led us to anchor well out and to use the tender to collect our boathooks and some replacement diesel. Even with the tender, it pays to stay in the navigation channel as we hit rocks with the outboard by trying to cut a corner. Rose's insistence on buying hot chips before we left Triabunna meant that it was getting quite dark as we pulled up anchor before motoring to Shelley Beach where we enjoyed a comfortable anchorage.



In the light winds the next morning we motor-sailed to Coles Bay and picked up one of the MAST courtesy moorings. We were far enough off the beach not to be bothered by mosquitoes.



We climbed Mt Amos on a crisp morning and were very thankful for the diesel heater that made the cabin toasty and warm; it was only 1.8°C outside when we got up. The climb is steep and very slippery in wet patches. The view from the top was worth effort especially as we saw a humpback whale in Wineglass Bay.

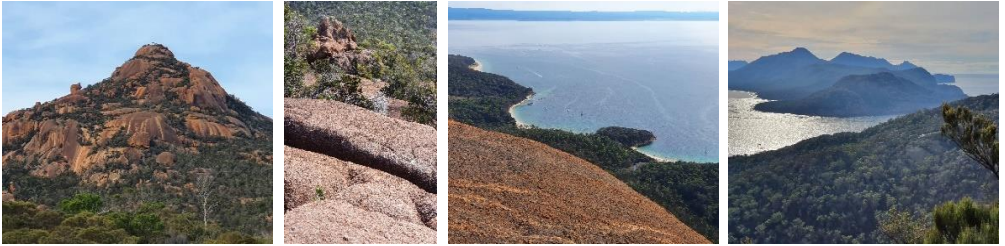


On returning to Coles Bay we rewarded ourselves with ice-creams from the Ice-Creamery just a stone's throw from the boat ramp.

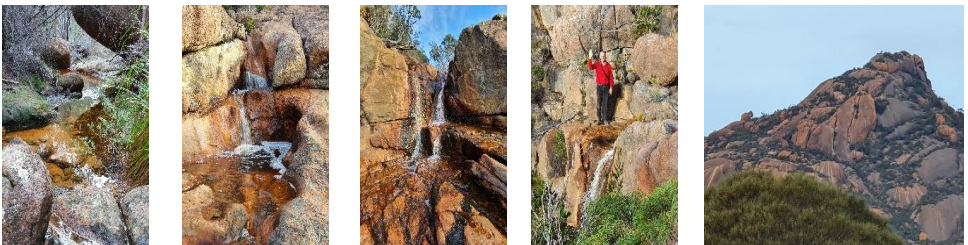
The following morning was a gentle sail to Schouten Island which we decided to circumnavigate that afternoon, the winds on the ocean side of the island were steady and we enjoyed the magnificent cliff views and a sighting of a pod of humpback whales.



We anchored the night at Passage Beach near the southern tip of Freycinet Peninsular. We were met with the sorry sight of a shipwrecked fishing boat named Barney M and a beautiful sunset. The following day we anchored at Crockett's Bay, Schouten Island and climbed Bear Hill. We were surprised to see about 8 other recreational boats spending the day at the beach. Bear Hill was not an easy climb and like the party in front of us, we lost the track towards the summit and



scrambled up the steep granite like a pair of ants. It took just over an hour to reach the summit. Returning to the beach, we were advised that the walk to the waterfall on Chinese Creek would only take ten minutes if we followed the track behind the ranger's hut the next bay across. After 30 minutes we came to a junction with a sign to the waterfall pointing uphill and another to the creek. The track to the waterfall was very steep and took another 40 minutes to reach the top of the falls.





The next morning, we began our journey home in a 10-knot southerly and tacked most of the way to Chinaman's Bay, Maria Island.

High tide at Dunalley was due at about 3 pm the next day so we had the opportunity for a brief stroll along Riedel Bay before continuing our journey south.

We arrived at the Marion Narrows about 30 minutes later than we had hoped and encountered considerable current in the canal itself. The depth finder showed 0.0 m below the keel on several occasions, but we didn't touch as far as we could tell. It was a relief to finally see the depth increase as we entered Norfolk Bay. We met up with Hans and Jacquie Vantuil aboard Alida at Monk Bay. Overnight we were visited by a large bird which landed on our wind vane and left it at right angles to the bow. This messed up the wind measuring instruments and gave the wrong direction for the true wind. Rose was able to hoist me up the mast so that I could adjust the wind vane's direction.



We had a barbecue lunch at Monk Bay with Hans, Jacquie and their friend Scott who also has a Bavaria 38. It was interesting to compare the layouts of the two boats. We motored to Murdunna's

new deep- water jetty and had afternoon tea at the shop before collecting some more diesel using the dinghy. The walk to the shop is about 500 m. With Rose and 30 kg of diesel on board it was tricky to navigate the tender through the shallow entrance leading to the jetty. We left Murdunna at about 5 pm and arrived at Cascades Bay in the dark thanks to the trusty chart plotter.



Cascades Bay was rather squelchy for walking and we were appreciative of our gumboots. We spend our last evening in Norfolk Bay at Ferguson's Bay and headed home early the next morning amidst early fog. It was the first time we have needed to use the radar. The fog soon cleared, and we had an uneventful trip back to the marina. For those of you contemplating a winter cruise, we can highly recommend installing a diesel heater; it certainly makes for a more enjoyable experience.



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**CYCT Winter Forum Notice – Andrew Perkins**

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**The Cruising Yacht Club of Tasmania**  
**Presents a combined CYCT / RYCT winter technical forum**  
**Protecting your vessel against damage caused by**  
**Galvanic Corrosion and Electrolysis**

**Venue:** RYCT  
**Date:** Thursday 13<sup>th</sup> August  
**Time:** 7 pm -9 pm

Numbers are strictly limited due to Covid-19 restrictions,  
Please register your attendance via the CYCT Website



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## Women on Boats – Tracey Taylor

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While we are still unable to meet at the RYCT, until the winter hours may change to allow us to do so, the Women On Boats meeting for July was hosted using Zoom by Bronwen Prazak. Her topic focused upon the CYCT cruise to Southern Tasmania in January 2020, led by Ian Johnston, as an opportunity to push beyond your comfort zones to GROW.

So, South Coast sailing with a great collection of visuals, including charts and various images of the variety of Vessels in beautiful and sometimes challenging situations.

Bronwen used sailing as a metaphor for life.

### The concept of how to GROW.

**G Guide:** A person we trust, who can provide a minimum amount of Scaffolding for us to be successful.

**R Respond:** your Individual Compass, being prepared to change your bearing, manage responses and course correction.

**O Own /Open:** be open to unresolved emotions and challenges and the sense of discomfort and being "disregulated". This provides the opportunity to learn and grow.

**W Welcome:** welcome the opportunity for growth.

As sailor's & WOB we can grow by pushing through our comfort zone's to establish new learnings and to avoid becoming stagnant in our personal development. Bronwen's discussion was very insightful and it is interesting to hear how we can use terms to describe the natural effects of feeling "disregulated" when issues arrive that push us beyond our usual comfort zone.

This is described as our Edge. By opening up to accept new experiences which push us to our Edge + I we GROW

Sailing on the south coast certainly can push your limits, create challenges that, while expected, enable us to find a new parameter for that comfort zone.

Anchoring at De Whitt Island was a perfect example. Rounding Cox Bluff motoring to New Harbour, in receding light, in a reasonably lumpy, rebounding swell, for the first time, certainly engages your adrenaline and sets you up for new learning's.

L : Learning about ourselves.

E : EDGE + I - This is when we learn, it is a new zone for challenge beyond our current comfort zone.

A : Anchoring - Self management, learning to trust myself.

R : Risk - Owning the reality, the situation you're in.

N : Noticing - What to look for, being aware.

I : Intrepid - experimenting, being brave, adventurous.

N : No - setting Limits and boundaries; respecting others wishes.

G : Guided participation - Appreciation of thinking-modelling – being immersed – gradually build your sense of confidence.

This was a very interesting meeting. Lots to consider and reflect upon.

The metaphor and relationship to Life, using the example of Sailing in such an amazing, beautiful, yet challenging area, highlighted the approach to personal growth Bronwen was aiming to convey.

Learning as I go: Grow new stories.

Till next Month, cheers Tracey

**45th Annual General Meeting of the Cruising Yacht Club of Tasmania Inc**  
**To be held on Tuesday 1 September 2020, 7.30 pm**  
**at the Royal Yacht Club of Tasmania**

**AGENDA**

- 1. Opening**  
Scheduled for 7.30 pm
- 2. Attendees**  
Members are asked to register their attendance on the sheet provided
- 3. Apologies**
- 4. Minutes of the previous AGM held on 3 September 2019**
- 5. Business arising from those Minutes (if any)**
- 6. Treasurer's Report and Auditor's Report**
- 7. Appointment of Auditor**  
Confirmation of Auditor appointment for the financial year 2020-21
- 8. Commodore's Report**
- 9. Presentation of Awards**
  - Cruise of the Year Award
  - Cruising Plaques
- 10. Special Resolution - Constitution Revision**  
Consideration of a Special Resolution as follows:  
 "That the changes to the Club's Constitution as emailed to members on 31 July 2020, noted in the July and August *Albatross*, published on the Club's website and tabled at this meeting be accepted and transmitted to the Department of Justice (Consumer Building and Occupational Services -CBOS) for approval."
- 11. Election of Office Bearers**  
The following positions are to be declared vacant at the meeting and re-filled by election:

Commodore	Vice Commodore	Rear Commodore
Treasurer	Secretary	Editor
Membership Officer	Webmaster	Warden
Committee (1)	Committee (2)	

**12. Any other Business****13. Close**

There will be a General Meeting following the Annual General Meeting. Formalities will be very brief and there will be a light supper between the two meetings.

**44<sup>th</sup> Annual General Meeting  
of the Cruising Yacht Club of Tasmania Inc  
held on 3 September 2019 at the Derwent Sailing Squadron**

**MINUTES**

**Opening**

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

**Attendance and Apologies**

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

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

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

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

**Carried****Business arising from those Minutes**

There was none.

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

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

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

**Life Membership**

The Commodore advised that he had received a nomination for Life Membership to be awarded to Andrew Boon. He advised that Andrew had been a member of the Club for over 19 years and had held various Committee positions including Treasurer, Vice Commodore and Commodore. Andrew had contributed to the Club's knowledge base via numerous technical presentations on radio operation and coastal navigation, he had been very generous with his time in helping Club

members fix electronic-related problems on their boats, he continued to make a huge contribution to the operation of TasMaritime Radio, he had submitted numerous updates and corrections of navigational charts to the Hydrographer's Office, and he had regular involvement with working bees at Melaleuca. In summary, the Commodore advised that Andrew had acted and continued to act as an exemplary yachtsman, and Tasmania cruising was better and safer for his involvement.

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

### **Carried**

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

### **Commodore's Report**

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

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

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

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

### **Awards**

The Commodore presented the following awards:

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

Ian accepted the award and thanked the Commodore and Committee.

- The Cruise of the Year Award to Paul and Rosemary Kerrison. The Commodore reported that in 2018 Paul and Rosemary had set out on a cruise to New Caledonia, a trip they had done a few times previously. However, a few days out from the Queensland Coast, Paul sustained an injury and in a feat of extraordinary seamanship, Rosemary sailed *Irish Mist* safely

back to Southport, where Paul was admitted to hospital. Undeterred, when Paul was released from hospital, they changed their plans and cruised the Queensland coast and sailed home at the end of 2018.

Paul and Rosemary accepted the Cruise of the Year plaque and thanked the Commodore and Committee.

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

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

### **Election of Office Bearers**

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

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

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

### **Any other Business**

There was none.

### **Close**

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

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**CYCT Minutes of General Meeting Tuesday 7<sup>th</sup> July 2020**

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**Opening**

The Commodore Richard Taylor opened the meeting at 7.30 pm and welcomed members and guests to the first meeting since the COVID-19 enforced break.

**Attendance**

Sixty-four people attended the meeting, including guests Andrew and Claire Wilson. The Attendance Sheet is filed with the official copy of the minutes.

**Apologies**

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

**Guest Speaker**

Club member Ian Johnston introduced the Guest Speaker, maritime photographer, storyteller and publisher Mr Andrew Wilson, who spoke about his work photographing and recording Tasmania's maritime heritage, from which he has published *Old Sea Dogs of Tasmania*, *Coast Tasmania*, as well as designing and publishing *The Shank* with Ian Johnston. For the past three years Andrew has been working on a new publication titled *Blue Water Classics, Portraits of the Sydney Hobart Yacht Race* and recently a solo exhibition for the Australian Wooden Boat Festival titled *The Custodians*.

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

**Minutes of General Meeting held on 3 March 2020**

It was moved by Phil Bragg, seconded by Fiona Tuxen that the Minutes of the General Meeting held on 3 March 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 had an end of year profit of \$4,000, mainly due to the number of new members and under-spending as a result of the COVID lockdown. However, it was expected that the Club would sustain a loss next year due to the one-half rebate on membership subscriptions. It was noted that one interstate Club member had paid the full renewal amount, rather than accepting the rebate, stating his wish to support the Club.

The Treasurer also advised that there would be an update on the Strategic Planning Committee's progress at the August General Meeting and reiterated that the survey of members had indicated that, while the main reason for joining the Club was to cruise in company, the main reason for remaining in the Club was access to technical sessions and experienced members.

**Vice Commodore – Tony Peach**

The Vice Commodore's report is in the *Albatross*. He advised that the following cruises were scheduled:

- July 18 – 19: Cruise to Quarantine (or possibly another venue in the Barnes Bay area should weather be unfavourable), with an afternoon barbecue ashore. The joint winners of the competition to guess the date that restrictions on overnight boating would be lifted would be presented with a bottle of wine at the cruise.
- August 29 -31: Cruise to commence at Rabbit Island, Dover on Saturday 29, and at 10.00 am on Sunday 30, Club member Tolly Jaworsky (*Gloria*) had offered to lead members in their dinghies up the Esperance River as far as the slipyard. Tolly and Josephine Jaworsky would then provide members with the use of their holiday home in Dover for a lunchtime BYO barbecue, commencing at 12.30 pm. Josephine had offered to provide dessert, and members were asked to register on the website for this cruise.

### **Rear Commodore – David Bowker**

The Rear Commodore advised that due to COVID restrictions, members must now register to attend General Meetings, as it was expected that the current limit of 70 at the venue would remain for some time. He also advised that at the August meeting there would be an update on the Strategic Planning Committee's work, a short talk on the role of a Cruise Contact, and also a representative from the Port Esperance Sailing Club would address the meeting on the current situation at that Club following the fire at their premises at Dover.

### **Women on Boats – Tracey Taylor**

Tracey Taylor was an apology for the meeting.

### **Commodore – Richard Taylor**

The Commodore advised that:

- He had been advised that for several reasons, Kingborough Council had rejected the Club's proposal to erect a picnic shelter or provide a custom designed picnic table at Simmonds Bay, Bruny Island, and the Club would therefore pursue other possible projects.
- The Club had made a \$500 donation to the Port Esperance Sailing Club to assist them following the fire at their premises. The Port Esperance Sailing Club had apparently been under-insured. He had invited the Commodore, Matt Wardell, to speak at the CYCT's August Meeting to explain his Club's current financial needs and to explore ways in which the CYCT could give further assistance.
- A decision had been taken by the Committee to exchange the Club's mooring in Nubeena (Reg 9615) with Club Member Lew Garnham's mooring in Simmonds Bay, Bruny Island (Reg 7786). This transfer had now been affected through MAST and CYCT members therefore had the use of two moorings in Simmonds Bay, which was considered to be especially beneficial now that a new pontoon was to be erected in that bay.
- Nominations for Committee positions for 2020-2021 were sought and forms were available at the meeting, through the Secretary or in the *Albatross*.



- Nominations for Cruise of the Year should be sent to the Secretary by 31 July 2020, and details of eligibility were in the *Albatross*.
- Due to the requirement that the Club remain apolitical and to prevent members being uncertain how to respond to possible approaches by the media, the Committee had approved a Media Policy and Statement, which would be included in the Club's Management Handbook. The Handbook was currently being amended and would be finalised before the September Annual General Meeting.
- **Proposed Changes to the Constitution**  
The Commodore invited discussion on the Committee's proposed changes to the Constitution, which had been published in the *Albatross*.

Legal advice had suggested the removal of the word "safe" in Clause 3(a) to prevent the potential for litigation, and the Committee's proposal, therefore, was that the Clause 3(a) should now read: "Promote and encourage cruising in company in Tasmania and beyond."

Club member Alex Papij pointed out that the words "in company" were not appropriate as the Club celebrated many instances of members sailing solo or just with their partner, as well as inviting guest speakers to talk about their solo cruising experiences. He also referred to the Club's Cruise of the Year Award and Cruising Plaques, which he said were almost always awarded to members who had not sailed in company with other boats.

It was moved by Alex Papij, seconded by Alan Gluyas that Clause 3(a) of the Constitution be amended to read: "Promote and encourage cruising in Tasmania and beyond."

#### **Carried**

The Commodore advised that the Club currently had five Life Members which, under the Constitution, precluded the appointment of any further Life Members. It was therefore agreed to accept the Committee's recommendation that the second sentence in Clause 7(b) Life Membership be amended to read: "The total number of Life Members in the Club at any one time is limited to ten."

#### **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. She also asked for expressions of interest for the position of Editor from September and said she would be happy to work closely with the new Editor.

#### **Membership Officer – Dave Mitchell**

The Membership Officer's report is in the *Albatross*. He advised that new members Jeffrey Reeve and Sonya Tegg were yet to be introduced at a meeting and presented with their burgee. He currently had an Application for Membership from David V Mitchell.

#### **General Business**

Club member Andrew Boon asked whether Committee Meeting minutes would be posted on the website. The Commodore advised that they were on the website but the decision had been taken, for privacy reasons, that they only be accessible to Committee members.

The Commodore advised that:

- The Quartermaster, Elizabeth Helm, had many items of apparel, etc, for sale and he encouraged members to view those items, which were on display at the meeting.
- There were also for sale 25 white burgees with a dark blue albatross, which are known as “welcome aboard” burgees, or they could be used for special purposes.
- Committee members Ian Barwick and Andrew Perkins were organising Winter presentations and members were encouraged to convey to Ian or Andrew any suggested topics for these sessions.

**Next Meeting**

The next General Meeting would be held at 7.30 pm on Tuesday 4 August 2020 at the Royal Yacht Club of Tasmania. Registration on the website was required.

**Close**

The meeting closed at 9.05 pm.

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**CYCT MOORINGS**

**Nth Simmonds:** Mooring number 7786 at Nth Simmonds is a bright yellow buoy with hooks for the pickup. The Mooring is suitable for a vessel of up to 12.0 mts  
Mooring is located at position 43.07.14.88'S, 147.21.28.368' E.

**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.

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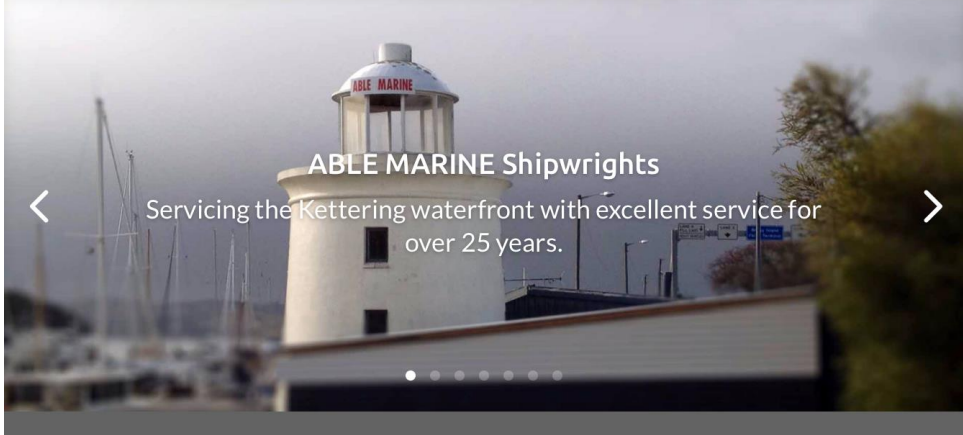
Visit our website: [www.ablemarine.com.au](http://www.ablemarine.com.au)

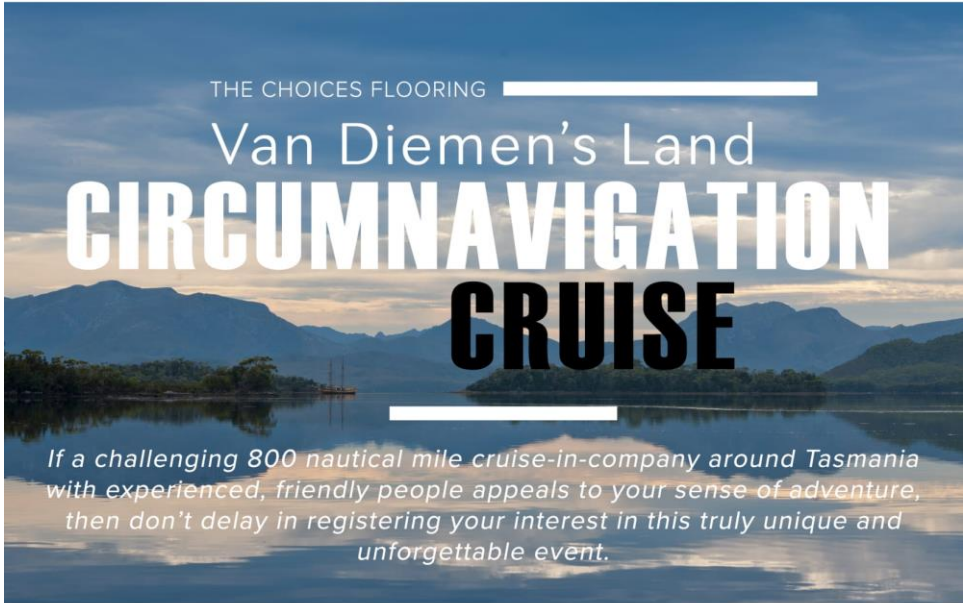
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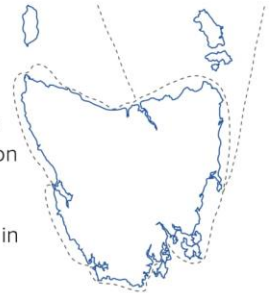
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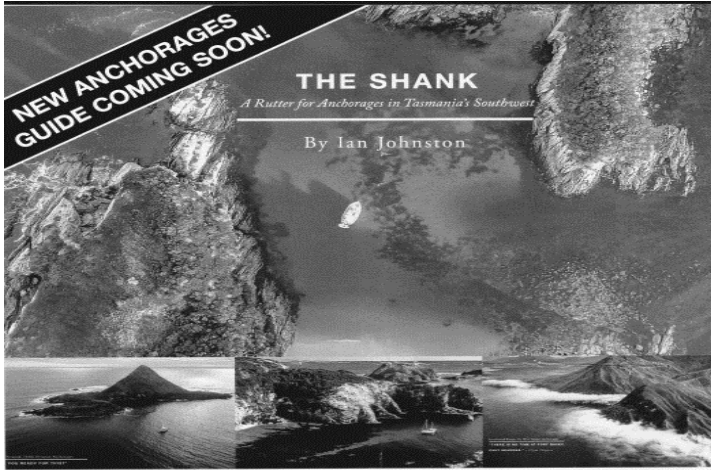


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**"IAN JOHNSTON HAS BEEN NAVIGATING THE OCEANS FOR MORE YEARS THAN HE'LL CARE TO ADMIT. HE HAS A PENCHANT FOR THE WILD PLACES WHERE FEW PEOPLE GO, AND IN 'THE SHANK' HE DESCRIBES SOME OF THE WILDEST."**

– Paul Cullen, Director, Australian Wooden Boat Festival



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### **New Edition of *Mariners Handbook for Australian Waters***

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)

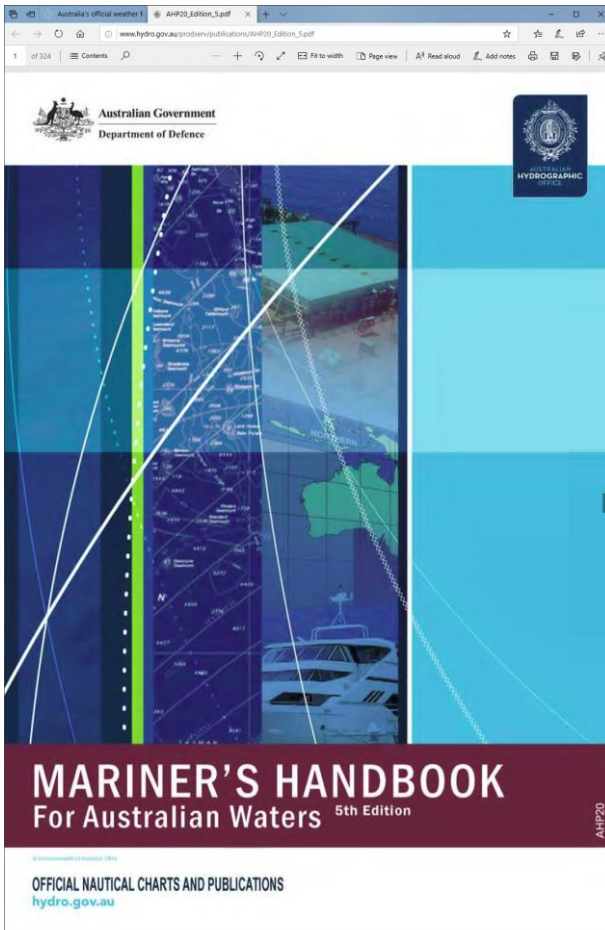
The Handbook is mainly aimed at commercial vessels, but it gives an enormous amount of information of value to cruising yachtsmen. Well worth a download!

Regards,

Andrew Boon



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**THE CRUISING YACHT CLUB OF TASMANIA INC****Nominations for Office Bearers – 2020 - 2021**

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Royal Yacht Club of Tasmania at 7.30 pm on Tuesday 1 September 2020

At that time, all positions for Office Bearers will be declared vacant. Please use this form to nominate one or more people to fill these positions.

Being financial members of the Cruising Yacht Club of Tasmania Inc. I hereby nominate the following member(s) for the position(s) indicated for the 2020/2021 financial year.

Proposer: ..... Signature: .....

Seconder: ..... Signature: .....

POSITION	NOMINEE'S NAME IN FULL (Must be a financial member)	NOMINEE'S SIGNATURE accepting nomination
Commodore		
Vice Commodore		
Rear Commodore		
Treasurer		
Secretary		
Editor		
Membership Officer		
Webmaster		
Committee (1)		
Committee (2)		
Warden		

Return to The Secretary, PO Box 605, Sandy Bay, Tas 7006  
before 25 August 2020