

Albatross

Volume 48 No 11 December 2022

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Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au

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Life Members

Erika Shankley, Dave Davey, Chris Creese, Andrew Boon, Kim Brewer, Paul & Rosemary Kerrison

Guidelines for contributions to the Albatross

These guidelines are to assist members prepare articles for the *Albatross*. Please contact the Editor (**Julie Macdonald – 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 may be serialised.
- Boat names should be *italicised*.
- 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 19th (there is no *Albatross* in January)

Cover page photo: New members at the New Members' lunch, Kettering Yacht Club. Photo by Julie Macdonald

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Not a CYCT Member?

Visit our website at cyct.org.au. Click on the 'Join now' button and complete your membership application online. If you have any questions please contact the membership officer: membership.officer@cyct.org.au. We look forward to welcoming you to our Club!

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 in 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 menu.

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

Editorial – Julie Macdonald



Welcome to the final issue of the *Albatross* for 2022. There are some fantastic articles this month, making for great summer reading. I was tempted to leave a couple of them for the February issue but I know you will be sending me more articles about your summer sailing and I need to leave room for those. The next issue will come out early February 2023.

Thank you to all the contributors who have put so much time and effort into sharing their experiences, knowledge and expertise over the past twelve months. I'm aware that some members stay in the Club just so that they can receive the *Albatross* so it is important that

we maintain a high standard of contributions. If you have an interesting experience over the summer, be sure to let me know about it so that it can go in the February issue.



At the time of writing there have recently been two Club events: the cruise to Adventure Bay and the New Members' Lunch at Kettering. The weather gods were smiling on both occasions, bathing sailors in tropical sunshine with no wind and blue, cloudless skies. What a difference it makes to cruising, having such delightful conditions! Needless to say, we are back to wind, rain, snow and hail a few days later.



Flying Dutchman

One superstition has it that any mariner who sees the ghost ship called the Flying Dutchman will die within the day. The tale of the Flying Dutchman trying to round the Cape of Good Hope against strong winds and never succeeding, then trying to make Cape Horn and failing there too, has been the most famous of maritime ghost stories for more 300 years. The cursed spectral ship sailing back and forth on its endless voyage, its ancient white-hair crew crying for help while hauling at her sail, inspired Samuel Taylor Coleridge to write his classic *The Rime of the Ancient Mariner*, to name but one famous literary work. The real Flying Dutchman is supposed to have set sail in 1660. Did you know that lines from *The Rime of the Ancient Mariner* have appeared on the back of the *Albatross* since the first issue?

<https://www.history.navy.mil/browse-by-topic/heritage/speak-like-a-sailor/nautical-terms-and-phrases-their-meaning-and-origin.html>

CYCT CALENDAR..... Check the website for more details

MON 05 DECEMBER**WoB Social**

All WoBS welcome to Bev's place for the WoBs annual Christmas gathering.

TUE 06 DECEMBER**Domain meeting & BBQ**

General meeting to be held at Tas Maritime base station on the Domain. The brief meeting will start soon after 1800 hours, followed by guest speaker Barry McCann. Barry will give a short talk on the operation of the station. A BYO everything BBQ will take place after the meeting, allowing for an informal get together for members. If you wish to observe the 1733 radio broadcast arrive before 1730. This evening has always been a favourite with members, along with our hosts at Tas Maritime. A good opportunity to put a face to the voices we hear while cruising.

SAT 10 – SUN 11 DECEMBER**Ralphs Bay cruise**

Take advantage of the warmer weather and a full moon this weekend for the short trip to Ralph's Bay. Many anchorages provide good shelter regardless of the wind direction with the opportunity to gather ashore for sundowners. CC TBA.

SAT 17 DECEMBER**Margate social**

At Home with Al and Dinah at their home in Margate. An afternoon social event with the opportunity to partake of their cider, beer and perry. Relax in the garden or take a walk along the river bank to the beach. BYO everything with something to share. Cruise contacts Al and Dinah onboard *Trim* on 0400 473 248.

TUES 27 DEC TO MON 02 JAN Southport & Dover cruise

Take a week away after the hubbub of the festive season and head south to Southport for a few days, take in the easy walk to Southport Lagoon or a trip up the Lune River in the dinghy then move on to Dover where you'll find a selection of anchorages in the bay. Try a dinghy ride up the Esperance river or a walk into Dover town for retail therapy. Check how the re-build is progressing at the Port Esperance Sailing Club and join in their celebrations on NYE. CC are Richard and Shona Taylor on *Easting Down* on 0407 441 254

SAT 14 TO SUN 22 JAN**Lower Huon & Port Cygnet cruise**

A week cruising in the sheltered waters of the Huon River and Port Cygnet should not be missed. After the chaos of the holiday season let's settle back with secure anchorages, easy day sails, interesting walks ashore, sundowners amongst friends, perhaps a coffee or a pub meal in town, take in a performance at the Cygnet Folk Festival and maybe watch a yacht race at PCSC. Cruise Contact TBA.

THU 26 JAN TO TUE 28 FEB**West Coast cruise**

Scott and Rachel Poulter will be Cruise Contacts for this 4 to 5 week cruise along the south west and lower west coasts. Acknowledging the weather is bound to be variable and often restricting movement, the plan is to spend time in Port Davey then sail on to Hibbs Pyramid before entering Hells Gates and Macquarie Harbour, then continuing up the Gordon River. A well found vessel and experienced crew are required along with all the supplies needed as re-provisioning is not easy. Crew change would be possible flying into Melaleuca or by car to Strahan. Cruise Contacts are Scott and Rachel Poulter from *Gradiva* on 0419 513 983

TUE 07 FEBRUARY**Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT. Guest speaker TBA

THU 09 TO TUE 14 FEBRUARY**Nubeena cruise**

If the smell of freshly applied varnish to timber is all too much for you, the lure of renting out your marina berth for a short time suits and the idea of sailing somewhere without bunting, music and people everywhere then this is a cruise for you. Mind you, if you enjoy freshly applied varnish, bunting, music and people everywhere then this cruise is not for you. Head to the Wooden Boat Festival! The cruise destination is likely to be Nubeena/White Beach. CC TBA

Commodore's report – Scott Poulter



We have certainly had a fantastic start to this year's cruising calendar, commencing with the Bull Bay Cruise in September. After retreating from a rolly Bull Bay, our cruise contact Rick and the team on *MV Southern Explorer* led us to Lodge Bay where sundowners were enjoyed by all in comfort aboard. The combined clubs Opening Day on the first of October was a beautiful day on the Derwent with an impressive fleet of ten CYCT vessels led by *SV Rhona H* with Julie and Charles on board. Later in October our cruise fleet ventured a little further afield with two nights at the beautiful White Beach near Nubeena. Cruise contact Val onboard *Aziza* coordinated warm sunny weather, sundowners on White Beach, walks to Nubeena for coffee and a great sail back to the channel. With rain circling in Apollo Bay, sundowners were once again enjoyed onboard *MV Southern Explorer*. Most recently our cruise contacts Julie & Ian aboard *Westerly* managed to arrange more perfect cruising weather resulting in a fantastic cruise to Adventure Bay. And this is just the beginning of the season!! A big thank you to all cruise contacts.

As the weather continues to improve, it's time to finish your vessel preparations and **register early** for the fantastic cruises coming up over the summer period. It's much better to register early for cruises; there is no problem to cancel later if things don't come together for you.

In the busy time before Christmas we have an easy weekend cruise to Ralphs Bay (CC?) on the 10th & 11th December. Celebrate New Year on your boat and join us for a cruise to Southport and Dover from 27th December to 2nd January with cruise contacts Richard and Shona on *Easting Down*. If you're busy ashore for New Year then join the Huon River and Cygnet cruise from the 14th to the 22nd January (CC?). We currently have six vessels joining Rachel and me on *Gradiva* (cruise contacts) for an extended cruise to Recherche, Port Davey & Macquarie Harbour, departing on the 26th January and returning to the Channel approximately five weeks later.

Those wanting to stay a little closer to home but still get out on the water during the Australian Wooden Boat Festival can join the Escape the AWBF cruise starting on February 9th (CC?). On February 15, 16 and 17 you can start to head east and join cruise contacts Paul and Allison on *Pacific Haven* for the Norfolk Bay cruise. Then joining the East Coast Cruise on February 18, once again with Paul and Allison, continue heading east through the canal, north to Maria Island and on to the beautiful Freycinet Peninsula.

We would really appreciate volunteers to take on the cruise contact role for any one of the cruises noted with (CC?) above. It's a very rewarding role and a great way to support our Club. Once again, a big thank you to those who have already put their hand up as cruise contacts this season including, Rick, Julie and Charles, Val, Julie and Ian, Mark, Richard and Shona, and Paul and Allison. Have a great summer sailing season and I'll see you on the water.



Vice Commodore's report – Mark Stephenson



My, oh my, how lucky were we early November to have almost summer styled weather descend upon us for over a week. The weather for the Adventure Bay cruise likely disappointed some with so little wind, yet it excited new members Susan and Andrew onboard *Sheokee* to sail from Kettering all the way to Adventure Bay and back. Against the wind ! They arrived just in time for sundowners on Saturday - well done Andrew and Susan. Read all about the weekend further on in this *Albatross*.

Then the next Saturday was the New Members' Lunch, forecast as wet, cold and windy a week in advance, but as the days went by the forecast looked better and better. Many members arrived with rain coats and warm jackets to find the sun came out and it was a delightfully hot day. Good old Tassie spring – full of variable weather.

My thanks to the volunteers who made this event possible and memorable. Without this help the event could not have been the success it was. And thanks to the Kettering Yacht Club for allowing the CYCT to host the lunch in their really good facilities. Read all about the day later in this *Albatross*.

Coming up in December club events include our next general meeting being held at Tas Maritime at the Domain on the 6th, the Ralph's Bay cruise on the 10th, an At Home with Al and Dinah on the 17th then the Southport and Dover cruise starting on the 27th. Club events in January and February are featured in the Calendar pages 4 and 5 and there's the rest of the cruising year available on the club website. Lots on and lots to get you motivated.

Season's greetings to all and I hope to see you out on the water!

Fair winds!



Cruising Guide 5th edition. Updates and errata.

Thanks to Andrew Boon who has produced a new document with updates and errata for the Cruising Southern Tasmania Guide, edition 5. This is version 2.2 and was last updated on 10th November 2022.

To find the document, go to the CYCT website | Member menu | Cruising Guide updates | click the link

Rear Commodore's report – David Bowker



Rear Commodore Report – December 2022

Last month we heard from Ian Johnson on some of his adventures on the West Coast and specifically his role in helping an intrepid pair of walkers who are aiming to walk the entire coast of Tasmania. They have already achieved a significant proportion of the coast.

General Meeting at Tas Maritime Radio on the Domain

The brief meeting will start soon after 1800 hours at Tas Maritime headquarters on the Domain. Barry McCann will give a short talk on the operation of the station. A BYO everything BBQ will take place after the meeting, allowing for an informal Festive Season get together for members.

If you wish to observe the 1733 radio broadcast arrive by 1720. It is necessary for members to remain quiet during this broadcast and any subsequent broadcasts. The evening has always been a favourite with members, along with our hosts at Tas Maritime. A good opportunity to put a face to the voices we hear while cruising.

This event is very much a tradition for the CYCT so I am sure you will enjoy it. Tas Maritime Radio is run by volunteers who provide a very valuable service. CYCT encourages all of its members to join Tas Maritime Radio.

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are limited. This will be a very popular session so registration is really important if you want to get in. Best wishes for Christmas and many happy cruising days in the festive season.

Membership Officer's report – Scott Poulter for Sue Powell

This will probably be my last Membership Officer's report with Sue Powell returning from her Queensland travels and taking over the role in December. It has been a very rewarding and enjoyable role. The Membership Officer gets an email notification as soon a new member submits their online application to the Club. Soon after that I communicate directly with the new member, making sure that their application progresses as smoothly as possible, meeting them face to face and introducing them to the members.

Over the past 15 months in the role, I have processed around 30 new memberships and enjoyed welcoming around 60 new faces into the club. It has been great fun to meet you all and get to know you. Our recent New Members' Lunch held at Kettering Yacht Club was a great success and I would like to thank Vice Commodore Mark Stephenson for taking on the role of organiser for this event along with everyone who made the day a great success. (Please refer to the report for this event later in this issue)

APPLICATIONS FOR MEMBERSHIP & PROVISIONAL MEMBERS

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.

Pandana

Rick & Madaleine Payne

0411 708 060

PROVISIONAL MEMBERS UPDATED TO FULL MEMBERSHIP

On behalf 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, both on and off the water.

Richard Scarr

Graham Harris

Brett, Meagan, Kate & William Suttor

Gary Davison & Cathy Sheehan

Neil & Gillian Walter

Luna Seas

Moonwatch

Phoenix

Irish Mist

Kingfisher

New Member directory from October 2022 – Scott Poulter

Kingfisher

Pandana

Neil & Gillian Walter

Rick & Madaleine Payne

0455 554 806

0411 708 060



Good to see that some of our senior sailors still know how to use muscle power!

Albert is always watching!

Introducing new members

Gillian and Neil Walter *Kingfisher*

Having moved to Gordon in late 2020, and after a year of looking out at the Channel and hearing about summer boating trips to Bruny, we decided that it would be good to get involved.

Our first thoughts were to obtain a trailer boat of about 6 metres so we could day-trip to places like Alonnah, but after watching the Channel weather change dramatically in a very short time we thought it would be prudent to get something a little larger. This of course was a slippery slope which eventually resulted in us purchasing our Clipper 34, *Kingfisher*. Called *Rippleside* when we purchased her, history revealed that her original name was *Kingfisher* and we are happy to have recently returned her to that name.

Kingfisher will allow the two of us and any guests to cruise the waters of the Channel in relative comfort, staying on board for a number of days at a time, as it is not dissimilar in style or age to our beloved old caravan!

This is our first foray into a boat of this size and type; previous experience has mostly been with smaller craft but we are enjoying the learning curve and look forward to being a part of the CYCT, knowing that we will always have friends on the water!



Brett, Meagan, Kate and William Suttor **Phoenix**

After moving to Tassie in 2018 our little family purchased a house in Kettering and began watching the boats coming and going from the marina just down the hill which sparked an interest for us.

YouTube during lockdowns and the CYCT's own Sue and Mike Powell living next door have opened our minds to the endless possibilities of yachting. So we signed up to the Kettering Yacht Club to learn the basics. Rear Commodore David Bowker took us under his wing and still patiently puts up with us through a twilight race every week.

We bit the bullet, sold the fishing boat and purchased *Phoenix* from Pittwater in Sydney. She is a Bavaria 39 and, although we don't have a lot to compare her to, is super comfortable and has made us happy so far.

Being "unskilled" in taming Mother Nature and understanding meteorology we enlisted the help of the broker and have since sailed *Phoenix* down. (We only made it to Bermagui, which we have now put on the list of places to return to)! The weather simply wasn't nice for an extended period meaning we had to get back to school and work. Our plan is to explore the Channel and surrounds, spend multiple nights away and build up the knowledge and courage to explore further afield.



Gary Davison & Cathy Sheehan *Irish Mist*

Purchased by Gary Davison and Cathy Sheehan in July 2022, Irish Mist should be familiar to CYCT members. She is a 39' Challenger Pilothouse sloop and has been well set up by her previous long-term owners Paul and Rosemary Kerrison.

Gary is a new-comer to Tasmania, while Cathy is a born and bred Hobartian who yearned to return here upon retirement.

We hope to do some cruising around southern Tasmania over the next few years and look forward being active members of the Club.



WOB



The next Women on Boats report will be in the February issue of the Albatross.

After several years, Bev has relinquished her role as co-ordinator. Julie Porter and Val Nicholls will take on the role from the beginning of next year.

Many thanks to Bev and Sue Powell for steering the WOBs through another stimulating, motivating and fun year.

Barometers – Ian Johnston

Thank you for giving me the opportunity to come and speak at the November meeting about our adventures on the West Coast.

After my presentation Andrew Boon asked about what weather forecasting I was using when on the west coast. I was complimentary about the service given from BOM via Tas Maritime, but I forgot to mention my most useful, indeed indispensable instrument, the barometer. This is the most reliable weather forecasting tool, and everyone (in my opinion) should know how to interpret the regular readings the crew should be recording.

On another matter the updates on the CYCT Southern Tasmania cruising guide should say that there are 4 and not 2 saddles set in the rock just above high tide level in Wombat cove. Hopefully cruising boats use these rather than tying up to trees.

Are you in trouble?

Non emergencies

Engine trouble – out of fuel?

- Call Tas Maritime Radio on VHF CH16
- Call a friend
- Call Police **131444**

In an Emergency

Life and property in imminent danger

- Call Tas Maritime Radio on VHF CH16
MAYDAY, MAYDAY, MAYDAY.
- Call Police on **000**

**Are Flares and EPIRB ready to activate?
Anchor down?**



Join Tas Maritime Radio at www.tasmaritime.com.au

Bembridge Scow Rescue – Mick Way

As a youngster 60 plus years back I always remember peering through the cracks in the wall of a boat shed near dad's on Nebraska beach. In there was a fine looking clinker dinghy that was crying out for some use. The owners rarely used their shack so the dinghy never saw the light of day. Some 25 years later I was asked if I could rebuild the shed by the then property owners. This was the first time I had seen the dinghy out of the shed. At this time of my life I was into fibreglass speed machines and timber had little appeal. Shed finished, dinghy locked away again until 2020 when new property owners indicated to me they were putting the property on the market again. My immediate response was: "Please don't sell with dinghy in the shed - I would be keen to buy it from you!". Done deal.

After a bit of research the best match was a Bembridge Scow. The design originated from what was known as a Solent Scow prevalent in the 1950's. The modified design was adopted by the Bembridge Sailing Club, Isle of Wight. Length 11'3" beam 4'9" fitted with a centre case and gaff main. A version without a centre case was used as a tender for 'Gentleman's Cruisers' of the day.

The construction is ply with, I think, King Billy ribs. Being 65 plus years old the ply was in remarkable condition. The exposed edges had a fillet of resin applied which had done its job but had started to crack and fall out, so plenty of leaks. With the help of my son we raked all the joints and sanded the ply back to bare wood. All the joins are copper fastened and clenched. Structurally, little had to be done, just a couple of broken ribs and a new



keel as well as re fastening rest of original keel. I applied a new fillet to ply edges using West System. It is only this year with the WBF in sight I got stuck into exterior varnish with four coats of Norglass Microshield. Stripping ribs and interior for varnish did not appeal to me so the paint option was taken which I think looks better anyway.

I also scored the original life jackets (not quite AS4758) still rolled up under thwarts. The dinghy will be launched as "TT *Serenity II*". We will be towing it up to the WBF as our tender to *Serenity II*.



Before

.... and after



Final Mariners' Memorial Service – David Bowker

On 30 October, a service was held at St Georges Anglican Church, Battery Point, to remember all the mariners who have been lost at sea. Many maritime organisations were invited to send representatives including the Cruising Yacht Club of Tasmania. David Bowker, our Rear Commodore, represented the CYCT.

It was a very moving service conducted by the Reverend Canon Victor Shaw with many organisations having flag bearers as you can see in the photos.



Quiz

1. What was the name of the boat that gave The Beach Boys a hit record in 1966?
2. A sailing vessel having two masts, the 'aft' mast being taller than the for'ard mast is called a _____ ?
3. The mount used to house the steering compass is called a _____ ?
4. A sailing vessel is said to be "in irons" when it is stationary and pointing directly towards the wind direction, with its sails flapping. True or false?
5. When describing navigation lights, "occulting" refers to lights which are defective. True or false?
6. A type of flag flown by foreign vessels visiting another country, while they are in the territorial waters of that country, is known as a _____ ?
7. When a vessel is under sail, the wind felt by those on board is known as the _____ ?
8. North, south, east, and west cardinal navigation buoys are what colours?
9. The magnetic error caused by iron and steel objects such as the engine, which form integral parts of a vessel, is called _____ ?
10. Thor Heyerdahl was the skipper of what craft?

<https://www.funtrivia.com/quizzes/sports>. Answers page 41

At home with Al and Dinah

Fancy an afternoon, sitting back amongst friends, relaxing and enjoying a locally brewed cider, perry or beer?

“At home with Al and Dinah” is the place for you!

Saturday 17 December. 26 Derwent Avenue, Margate. Starting at 3.00pm.

*BYO everything and something to share. Check the website for more details.
(Note changed start time)*



Port Arthur Cruise Report Oct 20 – 23rd: A Change of Plan – Val Nicholls

The original idea was to take advantage of the long weekend associated with Hobart Show Day, with a cruise to Port Arthur via Nubeena or White Beach. I doubt I was alone in looking forward to downwind romps across Storm Bay, gasps of awe and wonder passing Cape Raoul's spectacular granite columns, quiet relief at the turn into Port Arthur's sheltered anchorages, the gastronomic delights of dinner booked for the prospective fleet of 13 boats at *On the Bay* Restaurant in Stewarts Bay, as well as all the usual conviviality of a CYCT cruise.

However, as the departure date neared the weather forecasts deteriorated: Rain, chilly, significant swell and seas, strong winds, no winds. Having sought the experience and advice from a number of the fleet, the decision was made to re-route the Cruise to Nubeena / White Beach where we might seek shelter from the weather, have opportunity for walks on the beach and be well placed to relocate to other anchorages if the weather dictated.

On Thursday 20th the fleet of 13 dropped anchor at White Beach, most gravitated towards the middle of the Bay for NE protection and some toward the western edge of the Bay to get out of swell that can make the anchorage a little rolly. We love our sundowners and the weather and shelter of the anchorage allowed for an enjoyable beach gathering for drinks and chats.

With a forecast for stronger NE winds, Friday morning saw the fleet move to the eastern end of the beach. As the wind piped up, some found that their anchor was consistently struggling to set in the weedy sea floor and made a break for the refuge of Nubeena. Most stayed put aboard all day, perhaps reluctant to leave the heater or the anchor. Others headed for the beach with dogs and/or guests for walks and coffee at the Pickers Pantry (45 Parsons Bay Rd). Great lemon slice I hear. As always, Rick Allen and his team extended their hospitality onboard *Southern Explorer*. Thanks for sending me a valet dinghy!

Where to go Saturday? Did you know that the Adventure Bay Film Society have regular film nights at the Community Centre? *Juliet* was poised to attend, however with an eye on the weather, ditched her plans. In discussion with the fleet, it was decided to head over to Apollo Bay, N. Bruny. Good shelter, and well positioned for homeward journeys on Sunday. Many were up and off by 9am, others slept in a little or enjoyed another coffee. Coming across Storm Bay the S/SW perked up and made for a rollicking good sail that more than compensated for all the rolling, noise, and rain of the past few days. In the shelter of Apollo Bay the anchorage was flat, calm and very conducive to an all fleet gathering onboard *Southern Explorer*. Thanks again!

Appreciations and applause must also go to Richard Scarr who had made dinner and dessert (yes, dinner *and* dessert) for the **entire** fleet. However, in the weather that we had, the business of transporting meals to and from the dinghy promised to be a precarious task. His culinary generosity had to remain in the freezer! Until next time.....?

In summary, the Port Arthur Cruise became the White Beach /Apollo Bay Cruise; the weather was as forecast, chilly, showers and windy. Yet, giving credit to the flexibility and good nature of the fleet, we certainly made the best of it!



It looks like a good time was had by all on board Southern Explorer in Apollo Bay.

Adventure Bay cruise report Nov5/6 – Julie Macdonald

Five days out from the cruise the weather was looking promising and the closer the weekend came the better the weather looked. Registrations jumped from two to eight boats as the big high continued to sit right over Adventure Bay.

Three boats, *Pandora*, *Crown Venture* and *Westerly*, gained a head start by leaving a day early on the Friday. Conditions were pleasant except for the rolling two metre swell in Storm Bay which sent a few unsecured items hurtling across the saloon, but no harm done.

The anchorage in East Cove proved to be quite comfortable with minimal roll. Club members who have anchored here in the past have suffered from an uncomfortable swell but this time it was almost flat calm.

Saturday dawned warm and sunny so the crews from the three boats took advantage of the public jetty to tie up the dinghies and go ashore. A short walk along the beach leads to the track that follows the coast out to Penguin Island. Information boards along the way tell of the whaling industry that thrived here in the 1800's.

The remaining five boats arrived on Saturday: *Sequel II*, *Willyama*, *Easting Down*, *Ariadnes Clew* and finally *Sheokee* who arrived just in time for sundowners to celebrate their first cruise and first overnight on their new boat. Well done, Susan, Andrew and Henry. The crew from *Sequel II* are to be congratulated on climbing Fluted Cape while other less adventurous souls enjoyed a flat walk from East Cove to the shop at Quiet Corner.

Thanks to Mark and Russell for again hosting convivial sundowners on the ever-lovely *Crown Venture*. The high point of the evening was Ian Barwick's impressive retrieval of a bottle of wine that managed to slip between the duck board and the dinghy when being loaded. As he held it aloft in triumph the witnesses couldn't believe their eyes – until they realised that the bottle was only half full, allowing it to first sink but then pop up into Ian's waiting hands!

Sunday again dawned warm and calm with a slight northerly breeze. There was some discussion about the possibility of continuing south to complete a circumnavigation of the island but in the end all boats except *Westerly* headed north either to their home port or another anchorage for the next night or two. *Westerly* stayed on an extra night to enjoy the perfect conditions in East Cove.

If only all cruises could be so peaceful!



The stack off Cape Queen Elizabeth



*Richard & Shona Taylor visit *Westerly**



Marion and Derek Stoneman explore Adventure Bay by kayak.



Boats arrive in East Cove

Information from MAST

In case you missed this information in the November issue of the MAST newsletter

Denison Canal Dredging

Dredging has been completed at Denison Canal. The depth has been increased by around 600mm at the western and eastern approaches to the Canal. This will be a huge benefit for all those heading to the East Coast via the Denison Canal this summer.

MAST will be updating the information available on our website ready for the summer once the final inspection has been made.

The public cruising mooring has unfortunately gone missing after the recent floods. MAST will provide further information on the future of the mooring in the coming months.

Australian Wooden Boat Festival

Not long to wait now for the start of the great festival. Boats from the mainland will begin arriving over the next month or so. This will be a fantastic spectacle around the Hobart waterfront.

Please set yourself up for a visit between 10 -13 February 2023. Over 140 boats are expected from interstate. Other boats not involved will also be coming down just to feel a part of the festival. It is going to be a huge event.

For more information subscribe to the MAST newsletter

New Members' Lunch 12th November – Rachel Poulter

Around 60 CYCT members gathered at the Kettering Yacht Club to celebrate and meet our new members. On the menu was a hearty portion of the “famous” seafood chowder from Fed up Foods in Kettering. This was supplemented with green salad, coleslaw, bread and barbequed sausages and onions– what a feast! Drinks were purchased from the bar of Kettering Yacht Club, with Julie Cassar (member of both clubs) doing a fantastic job as our contact with KYC, tending the bar and making sure we were welcomed into the lovely venue. She also packed away, cleaned up and took the rubbish away.

After an introductory welcome from Vice Commodore Mark, Commodore Scott took the opportunity to award Philip and Julie-anne Garlick of *Dulcinea* with their cruising plaque. He then proceeded with the introduction of seven new members, presenting three of them with their welcome packs. It was wonderful to note that

three of the new members present have also taken up roles on the new committee. Scott was thrilled to also welcome and acknowledge six past commodores who had chosen to attend the event. A tribute to the longevity and commitment of members to our Club.



Julie, Rachel, Tracey & Val prepare salads



Callum looks hopeful..



Russ cooks the sausages while Ian supervises.

New members in attendance:

Susan Wills and Andrew Polotnianka, new owners of *Sheokee* a 40-foot Alan Wright sloop
 Graham Harris, *Moonwatch* a Kaufman 48
 Neil and Gillian Walter, *Kingfisher* a Clipper 34
 Len and Libby Stephens, *Equanimity* a Bavaria 34
 Bastian*, Alexandra, Frederick and Henry Seidel, *Blue Crystal* a Beneteau 38
 Chrissie* and Michael Rowland *Ca Va* a Van de Stadt and *Escapade* a Catalina 30
 Blair Bryant*, *Stardust* a 39-foot motor sailer
 *members of the new committee

Past commodores:

Roger Locke 1995-1998
 Paul Kerrison 1998-2001
 Patricia Locke 2001-2003
 Andrew Boon 2015-2018
 Richard Taylor 2018-2020
 Val Nicholls 2020-2022



Richard, Andrew, Paul (back), Scott (back), Patricia, Roger, Val

KYC was a wonderful venue and the event would not have been such a huge success without the contribution of the many club volunteers both on the day and in

preparation. Shona Taylor and Tracey Taylor helped with salad preparation, Val Nichols provided lovely table flowers and also helped with salad preparation, Julie and Ian Macdonald collected and tended the chowder, helped with salad preparation and Julie then took on the role of official photographer. Bastian Seidel served many bowls of chowder while Russell Wither stood in the hot kitchen cooking onions and sausages on the BBQ, Catrina Boon did a mountain of washing up, Blair Bryant welcomed members and ensured registrations were in order, Chrissie and Michael Rowland did a fantastic job selling merchandise and Barry Strange lit and tended the fire pot to create a lovely atmosphere (The warmth wasn't needed as there was sunshine in abundance). A huge thanks goes to Mark who did a wonderful job organising the day.



Bastian serves chowder to Andrew



New members Neil & Gillian



Scott welcomes Susan & Andrew

Port Davey & Macquarie Harbour Cruise - 26th January 2023 for five weeks

This is an invitation to join the Port Davey & Macquarie Harbour Cruise, commencing Thursday January 26th 2023 for five weeks. This is our favourite cruising destination with button grass stained waterways winding inland from the remote south west coast through rugged mountain ranges. You will find glorious white sandy beaches, beautiful rivers and gorges, great bushwalking, fishing and diving.

As your cruise contacts, Scott & Rachel Poulter, scottbrian@me.com, 0419 513 983, on board *Gradiva*, we look forward to the company of you and your vessel on this cruise. We have visited Port Davey, Bathurst Channel & Harbour on five occasions, Hibbs Pyramid twice, New Harbour, Macquarie Harbour and the Gordon River once and experienced a fair number of the many glorious anchorages. I am confident that other members who plan to participate will contribute to the pool of experience we can draw on. We are excited to revisit our favourite anchorages and explore new anchorages with the company of a CYCT fleet.

To allow you some time to read the relevant pages of your cruising guides, study the charts, get comfortable with the anchorages, ask questions and build the excitement we have prepared **one possible** outline itinerary for the cruise. This is one of many possible itineraries, as our overarching philosophy is to let the weather and the forecast decide the final itinerary. The target departure date is **Thursday 26th January 2023**.

Week 1, 26/1 to 1/2 100-120nm, The Channel, Recherche Bay & The South Coast

January 26th. Rendezvous at Partridge Island or Great Taylors Bay. While waiting for a weather window for the south coast we will make our way to Recherche Bay potentially via Southport. When the weather is right for the passage, we will depart early in the morning for Port Davey (65nm) hopefully stopping at Louisa Bay, Cox's Boat Harbour or New Harbour (25-35nm) for a night to break up the trip.



Bramble Cove, Schooner Cove and Breaksea islands

Week 2, 2/2 to 8/2 50nm, Port Davey, Bathurst Channel & Harbour.

The aim will be to enjoy Port Davey, Bathurst Channel & Bathurst Harbour and be ready to use the first weather window to head up the coast to Hibbs Pyramid and Macquarie Harbour. Assume one week for the first visit and cover what we miss on the return visit.

Bramble Cove at the start of the Bathurst Channel is a great first anchorage. From here it's an easy walk to Mt Milner (170m) for a great view of Breaksea Islands and Port Davey. For those with more energy there is also a walk to Mt Stokes (Misery) (440m) with stunning views in all directions. Casilda Cove is midway along the southern side of Bathurst Channel with a large open anchorage outside and a tight stern line to shore, storm anchorage inside the Cove. A walk to Balmoral Hill (160m) rewards you with a fantastic view of Bathurst Channel. Horseshoe inlet can be enjoyed by canoe or dinghy from these anchorages. Continuing east into Bathurst Harbour and then south brings you to Claytons Corner at the Northern end of Melaleuca Inlet. From here you can have a look at Claytons Cottage, climb Mt Beattie (276m) for a fantastic view of Bathurst Harbour, paddle or dinghy down the channel to Melaleuca to see the orange bellied parrots, the airfield, mining buildings and bushwalking huts.

An anchorage in Bathurst Harbour outside Moulters Inlet (E-S) or in the north approaching Rowitta Harbour (N-E) allows an early start to anchor off the Old River and either paddle or dinghy up the river. Returning west into Bathurst Channel, Frogs Hollow provides safe anchorage for an ascent of Mt Rugby (771m!). This is a long hard climb with significant boulders near the peak that rewards those who make it to the summit with the best views available in the area. Access to the track can be made in dinghy via a muddy Starvation Bay or a deeper cove further east. Returning to Port Davey, then north into Payne Bay provides dinghy access across a bar to the beautiful Davey River. The first gorge is around 5nm by dinghy up the river and is therefore best done in company, in case the outboard fails! Heading south across Port Davey brings you



Hibbs Pyramid

to the beautiful Spain Bay, with good anchorage in lesser swells, good fishing and an easy walk to the rugged Stephens Bay.

Other potential anchorages include the shallow Bond Bay, providing paddle or dinghy access to James Kelly Basin. At the western end of Bathurst Channel is the small Wombat Cove with storm anchorage points and Schooner Cove with options to walk to Schooner Hill for a view of Hannant Inlet. Further east in Bathurst Channel are Ila Bay and Clytie Cove. In Bathurst Harbour on the southern side of Kings Point is our “go to” anchorage for strong to gale force winds with a westerly component. With good holding in mud, plenty of sea room to leeward and being further inland, this is the place to go if you don’t like the confines of the storm anchorages.

Week 3, 9/2 - 15/2 156nm, Port Davey to Macquarie Harbour & the Gordon River

An early start from Spain Bay or Bramble Cove, westward out of Port Davey to North Head and then NW past Low Rocky Point and on to round Point Hibbs to the excellent anchorage behind Hibbs Pyramid (60nm). In the morning take a walk along Meerim beach and then say hello to the seal colony on Hibbs Pyramid.

In the afternoon, it’s a further 32nm NNW to round Cape Sorell and either anchor in Pilot Bay or continue through Hells Gates into Macquarie Harbour (+8nm). At this point we either head up to Strahan (4nm) to reprovision, refuel and watch Australia’s longest running play “The Ship That Never Was” or we head SE down the Harbour to Kelly Basin (12 nm), Sarah Island, Birch’s Inlet and the Gordon River. At the head of Kelly Basin, where the Clark River enters the Harbour, lies the remains of Pillinger, an abandoned port, railway and townsite that serviced the North Mount Lyell mining company. Kelly Basin offers great shelter from most winds. It’s a half day run, keeping your speed under 5 knots, up the magnificent Gordon River past Heritage Landing and on to Warners & Sir John Falls Landings (30nm). Rafting up is expected on both landings to enable everyone to enjoy this special place. Paddle or dinghy through the gorge and on to the confluence of the Franklin & Gordon Rivers (watch out for the rocks!)

Week 4, 16/2 - 22/2 150nm, Gordon River to Port Davey

We head back down the Gordon River and into Birch’s Inlet (Great Shelter) for the night. Taking a daytime anchorage SE of Sarah Island, we can wander around this historic penal colony or join in on one of the regular tours. Then we head NW up Macquarie Harbour to Double Cove, for an overnight anchorage.

When the weather is right for our passage, we will make our way back out through Hells Gates to Pilot Bay, allowing an early start the following day. Heading SSW down the coast we will choose from Hibbs Pyramid, Leelinger Island, Christmas Cove, Mainwaring River or Elliott Bay, and if we are not comfortable we will continue on to Port Davey.

Week 5, 23/2 - 1/3 110nm, Port Davey to The Channel

Once we are back inside Port Davey there may be time to catch up on whatever you missed on the way north and re-visit some of your favourite spots. However, we will be keeping a close eye on the weather to identify an appropriate window for our return passage eastward around the south coast. Once again on the south coast if the weather allows, we will overnight at New Harbour, Cox’s Boat Harbour or Louisa Bay (25-35nm). From the south coast we will continue on to Recherche Bay(25-35nm), Southport (45nm) or the Channel (50nm). We plan to have final sundowners for the cruise at Missionary Bay or nearby.



Hells Gates

Cruise Notes

Communications: There will be no mobile phone coverage from Second Lookout Point, SE of Recherche Bay, until you enter Macquarie Harbour with the exception of the Par Avion wi-fi at Melaleuca airport shelter which has limited access (if it's working). Primary vessel to vessel communications on the cruise will be via VHF direct vessel to vessel or relay via Tas Maritime. Tas Maritime broadcast the weather and take position reports during three daily scheds at 07:45, 13:45 and 17:33, via the integrated VHF network and HF frequencies. The relevant VHF multi frequency coast stations are: Maatsuyker Island CH16/68, Elliot Range CH16/67 and Mt Read CH16/68. Some areas will be in VHF shadows due to the mountainous terrain (Bathurst Channel & the Gordon River). An HF receiver/transceiver satellite system may be of use at times.

Cray pots present a significant risk to navigation in these waters. Crays pots may be found anywhere from very close inshore out to the 200m contour line. They are generally laid where the bottom has "structure" (varying depths indicating rocky structures). Commercial pots are often laid in large groups and the mother vessel may or may not be nearby and is rarely transmitting on AIS. A good lookout is essential on this coast. As you close the coast for close in work the consequential risk of fouling a cray pot line increases significantly! Night time and poor visibility navigation is best avoided. Should they be required then a course further offshore would be prudent. The waters of Bathurst Channel, Bathurst Harbour and Macquarie Harbour are generally stained dark red/brown from the button grass, making visual depth recognition virtually impossible.

To protect the unique **marine ecosystem, anchoring is prohibited** through most of Bathurst Channel with the exception of the bays/anchorages described above and several others (refer to the chart/guides). Similarly, before returning to your vessel after a bushwalk, or any entry beyond the beach in SW Tasmania, it is critical to **remove all soil and plant matter** by washing your footwear and gaiters at the foreshore. This prevents transmission of pests and diseases from one site to the next. Gaiters and strong walking boots are recommended, primarily for protection from snake bite and also to protect from scratches.

As previously stated, our over-arching philosophy is to let the weather and the forecast decide the final itinerary. However, we are confident that five weeks is a realistic and achievable goal.

Please let us know by email or give us a call if you are interested in joining the fleet (no commitment required). Registration is preferred before Christmas. Cruise Contact: Scott & Rachel on *Gradiva*, scottbrian@me.com, 0419 513 983.



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**Extract from The Voyage of The Evangelist by the Rev. Fred C.B. Fairey
-- Erika Shankley**

(Originally published in England in the Boy's Own Annual, volume 4, 1882)

Rev Fairey set off in his canoe "The Evangelist" on what he called "the first Annual Voyage of the Missionary Canoe" leaving the Leven River at Forth on Monday 27 January 1879. He paddled from the Forth River on the north coast of Tasmania arriving in Hobart Town on 24 February 1879

He had imported the "Rob Roy" canoe from England. The canoe was built of oak, mahogany and cedar, copper fastened & varnished - length 12 feet, depth 12 inches, beam, 28 inches, weighing 79 pounds. The vessel had a mast & sail & various lockers in which to stow stores.

In his log he notes a warning to exercise care and patience on the 22 mile stretch between Waterhouse Island and Swan Island. While the weather was calm, Rev Fairey was able to read the closing chapters in St John's Gospel relating to the Saviour's visit to the Sea of Tiberias, but as he rounded Cape Portland white-crested waves indicated a strong tidal flow.

His log continues ...

"Swan Island now came fully into view; the lighthouse, painted in bands of red and white, standing out upon its northern point; but the foaming waves between the island and the mainland warned me that the canoe's sea-going qualities would be tested before reaching the desired haven. In a few moments the fresh north-east wind was forcing the little vessel through the adverse current. The crested waves broke over the rounded deck, but the water ran off in a few moments, and the buoyancy of the canoe made it rise over the opposing waters, while the fair north-east wind forced it upon its course.

After $\frac{3}{4}$ hour battling amid the opposing forces of wind and tide, the canoe passed a large outlying rock, then rounded the corner of the island, and got into smooth water.

The sea washed quietly among the rocks and sandy nooks as the canoe sailed silently along the shore, the captain and crew meanwhile looking for a safe landing-place. At last, upon rounding a point covered with dark black rocks, I entered a little bay, and discovered a boat-house, and in a few minutes the keel of the canoe touched the sandy beach.

It was about four o'clock in the afternoon when I landed on Swan Island, so that I was in good time to hold an evening service.

While I was dragging the canoe up the beach, and repacking the stores, etc, I could not help thinking how I should surprise the inhabitants of the island by my unexpected arrival.

Upon looking up I discovered a young man staring at me from the top of a neighbouring sandhill. I walked towards him, and he came to meet me. I explained to him my purpose in coming over from Waterhouse Island on the Sabbath, told him who I was, and took him to see the canoe. My new friend seemed lost in astonishment, and almost alarmed when I told him from whence, I came and whither I was bound.

We walked together along a little path which led from the boathouse to the lighthouse quarters. On the way my companion said that his brother, the superintendent, and his wife, would be delighted if I would hold a service in their house, as I was only the second minister in *nineteen years* to visit the island. The Rev. Canon Brownrigg, of Launceston, comes round on an annual trip in his missionary yacht to visit the islands in Bass's Straits, but sometimes the weather did not permit him to land at Swan Island, so that it was very seldom they saw the face of a Christian minister.

On our arrival at the house, I was shown into the parlour, and then introduced to Mr and Mrs Baudinet, their niece and family. It was some little time before the family recovered from their astonishment, but my comfort was not forgotten. When we sat down to tea I was enabled to feel quite at home.

In the evening we gathered a congregation of eight persons, and Mrs Baudinet played for us on the piano, and we sang together some of the well-known and much-loved hymns, "How sweet the name," etc "Abide with me," and "Sun of my soul." I read the Scriptures and offered prayer. Afterwards I spoke upon Rev. xxii 17, Christ's last invitation to the world. It was a service to be remembered by me.

After the service we sat talking of the peculiar nature of their life upon the islands. In the winter the beating of the sea upon the rocks makes the lighthouse tremble, and the gales of wind dashed the sand against their windows like hail. Mr Baudinet had resided upon the island for fifteen years and during that time the sand had encroached very much, destroying the grass, so that they could not feed as many sheep and cows as formerly. Sometimes the inhabitants of the island would be cut off from all communication with the mainland for weeks together, not even their fine whaleboat being able to face the sea which rolled between the island and the coast.

I was asked whether I could visit a family residing on Clarke's Island, eleven miles distant, who would be delighted to see me, but I explained that I had been detained on the north coast so long by easterly winds, that I must hasten on my voyage.

That night I slept in a comfortable chamber, the last sound in my ears being the murmur of the waves among the rocks, not a stone's throw from my window.

Monday, February 3rd. After a most comfortable and refreshing night's rest, I looked out upon the ocean from my little window, to find the sun shining on a calm sea, and the promise of a very fine day. The wind in the early morning was light, from the southeast, nearly ahead for my voyage.

After breakfast Mr Baudinet took me over to the lighthouse. The point on which it stands not being very high, the building is lofty, having seven compartments. Everything was as clean and bright as whitewash, paint and polish could make it. The lantern, with its splendid glass shades and fittings, was well worthy of inspection. The light is on the dioptric principle and revolves, an apparatus worked by a heavy weight causing the movement. From the gallery outside the light-chamber you have a beautiful view, embracing Cape Portland; the east coast, with the rocks lining the shore for miles, and the high land of some of the Bass's Straits Islands, could be seen in the distance.

At 10 o'clock in the forenoon the wind shifted to the north-west, a nice light breeze off the land, and I prepared to start. The canoe fittings had been put into the boatshed, and the canoe was

snugly sheltered under some bushes not far from the place at which I landed. My kind hostess seemed in great fear lest I should be starved. The gentlemen thought, I believe, that it was more likely I should be drowned. Mrs Baudinet brought out quite a stock of provisions, so that I had to pack things very closely in order to get everything stowed on board. I was supplied with a joint of mutton, cigar box full of eggs, two loaves of bread, a packet of cocoa, and a bottle of milk. The water-bottles were filled, and then, bidding farewell to the friends who had treated me with such kindness, I launched away, hoisted the sail, and stood out of the little bay, watched by the little group upon the shore. Waving my hand as a last farewell, the tiny craft glided round the rocky corner of the bay, and I steered for the next point on the mainland."



Illustration of Bishop Nixon's sketch is from his book, Cruise of the Beacon which is in the State Library - sketch titled Swan Island, where the Beacon was wrecked, 1855 [F. R. Nixon]. The book can be accessed on the library website through <https://stors.tas.gov.au/AUTAS001131821795> . The drawing is on Page 11112.indexed as "Swan Island"

Book review, the *Those Kids* series of books by Jon Tucker – Julie Porter

How often is it that a book review is more than a review of a single book, let alone a series and by an author who has such strong connections with Tasmania and the CYCT?

Many members will remember Jon and Babs Tucker fondly and will have sailed with them or in company over the years. Their pretty ketch *NZ Maid* with her traditional rig makes a delightful sight wherever she sails and is a wonderful base inspiring many tales.

But the purpose of this piece is to encourage readers young and old to pick up a copy of the series, available in e-book form (it does save storage), or my preferred format, traditional hard copy, and immerse themselves in the adventures of Jess, Jake, and Fin.

Each book can be read as a standalone story, but the greatest impact is to read in sequence.

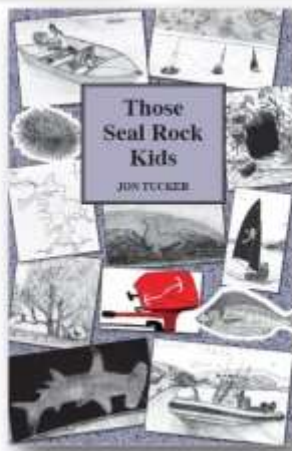
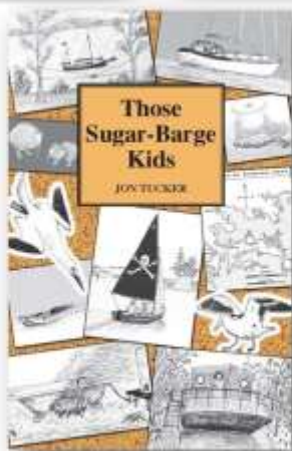
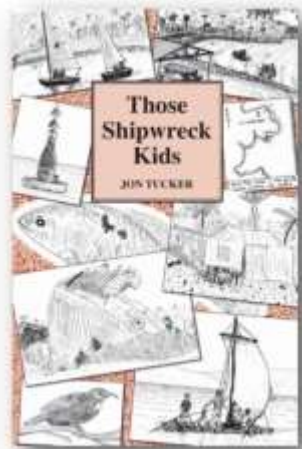
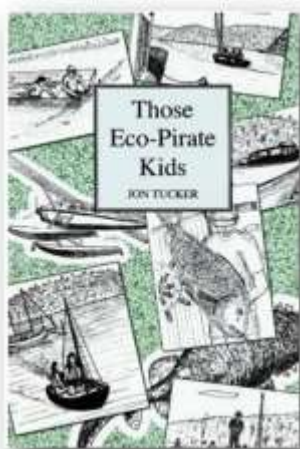
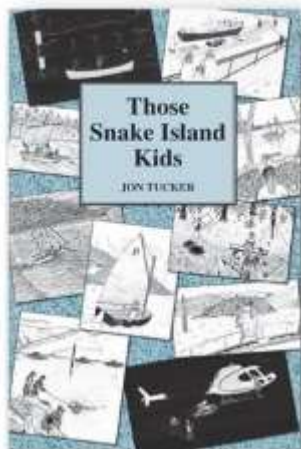
There is a strong eco-theme throughout, and readers can think and puzzle at solutions to the issues that confront the kids. Although essentially a work of fiction, it is based on reality and CYCT members will be very familiar with Snake Island and the Channel.

The first of the series is *Those Snake Island Kids*. It is quite extraordinary reading as the places come to life, just as we know them. CYCT often visits Snake Island, and we recently re-visited it on *Heather-Belle*, and were delighted to have Jon and Babs with us for the sail! Dropping the pick and going ashore afforded an opportunity to retrace some of the steps and places in the book. The Old Hut remains, and Seals Haul Out along Privateer Strait may evoke memories of gatherings and picnics on the island.

However, there are lessons woven into the stories with the kids having an adventure, becoming stranded on the island and demonstrating resilience and common sense. All things boat kids develop as tremendous life skills. Learning about the weather, tides and how to cope when things don't go to plan.

The series continues and "those kids" get older. The story evolves over the following four books with the theme continuing a strong conservation message whilst enabling kids to learn through adventure. Without giving the plot away, the series journeys interstate to NSW and internationally to New Zealand. Adventures are all real and messages are clear. Who would have thought including a story about stainless steel pegs could have such an impact? (*Those Sugar Barge Kids*).

Jon is a natural story teller and the books an inspiration to all. The books bring to life stories from the ocean and are perfect for gifting, reading on the deck: boat or shore and to re-read many times again!





New Zealand Maid



Author Jon Tucker

CYCT Moorings

The CYCT owns two moorings, available for the exclusive use of CYCT and CCCA members (see CCCA MOU).

The use of a Club mooring is always at your own judgment and risk.

The CYCT accepts no liability for damage caused to vessels using the mooring or any damage caused by any failure of the mooring. You must have adequate insurance for your boat and third party liability.

The following are the rules for the use of CYCT club moorings:

- The Club burgee (CYCT or CCCA) must be displayed on your vessel whilst on a club mooring.
- There must be a current insurance policy in force for the vessel, including third party liability.
- Maximum stay on the mooring is 24 hours; in unusual circumstances, the Vice Commodore may approve an extended stay.
- If a boat without a CYCT or CCCA burgee has picked the mooring up, kindly ask them if they are a member. If they aren't, advise them that the mooring is private and request them to leave.
- Notwithstanding that the moorings are lifted and serviced annually, at all times the use of the moorings remains at member's own risk.
- Members are asked to email the Vice Commodore and register their use of the mooring as soon as practicable.

North Simmonds Bay, Bruny Island Number 1 - 8584.

Mooring number 8584 at North Simmonds Bay is a yellow buoy with a pillar for the pickup rope. The depth at LMWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6 m of 2 inch chain, then 6 m of 1-1/2 inch chain then 6 m of 5/8 inch chain.

Maximum length permitted by MAST is 12.2 m.

This mooring was last serviced on 3 May 2022



North Simmonds Bay, Bruny Island Number 2 - 7786.

Mooring number 7786 at North Simmonds Bay is a bright red/pink (Dec. 2020) buoy tail and smaller pale pink float. The depth at LMWS is about 7.5 metres. It is located at 43° 07.481' S, 147° 21.448' E.

Maximum length permitted by MAST is 17 m.

This mooring was last serviced on 3 May 2022.



Minutes of the General Meeting, Tuesday 1st November 2022

Opening - Chair

- The Commodore to open and chair the meeting at 7:30pm, reminding members that if they haven't registered on-line then they must sign in at the door.
- Rear Commodore introduced the guest speaker: Ian Johnston, who spoke on his West Coast Adventures.

Rear Commodore – Guest speaker presentation

Ian gave a wonderful talk including spectacular photos and short videos focussing in a covering a couple of bush walkers in their quest to walk the entire Tasmanian coastline. This involved dropping them off in the remotest parts of the West Coast and picking them up a couple of days later when they stagger out of the bush. Ian also covered his adventures encountered when writing the third edition of the Shank.

Secretary

Attendees and Apologies

Registered on-line or sign in at the door

- Apologies in advance: Jean-Pierre Corgnet, Val Nicholl, Sue Powell, Rachael
- Any other apologies: Richard and Shona Taylor, Greg and Bev Hitchens, Paul and Rosemary Kerrison
- Any guests to be introduced - Jenny and John Avery, Jonathon and Marion King from the Lymington Town Sailing Squadron

Minutes of the last General Meeting

Held over to December meeting due to problems with publishing Albatross

Membership Officer – new members

Applications for Membership & Provisional Members

- Gary Davison & Cathy Sheehan – *Irish Mist* - Challenger 39 Pilothouse
- Neil and Jillian Walter - *Kingfisher* – Clipper 34

Introductions

- The Commodore Scott Poulter introduced Christine & Jiri Vitesnik, Scott welcomed them to the Club and presented them with their Burgee and welcome pack. Jiri said a few words, also noting that he volunteers as a radio operator with Tas Maritime.

Other Items

The November 2022 Membership Directory has been printed and will arrive with the November Albatross. The format of the directory has changed slightly to allow alphabetical reference of every primary and secondary member by surname and to reduce the number of pages required.

Vice Commodore report

What's happened

Safety Day was postponed due to COVID. Proposed new date for Safety weekend 18th March 2023.

The Tasman Peninsula cruise moved from Nubeena to White Beach. The cruise was well attended and greatly enjoyed.

What's to come:

New members lunch Saturday 12 Nov at KYC. Members were encouraged to attend as an opportunity to connect with other members (both old and new), enjoy lunch together. Those who sail down for the lunch can tie up on the attenuator and venture over to an anchorage off Bruny Island for Saturday evening.

Mark encouraged members to join the upcoming cruises:

- Adventure Bay Cruise is 5th Nov. Julie Macdonald is the cruise contact. Weather looking promising.
- Ralph's Bay Cruise – 10th and 11th December.
- Southport and Dover cruise – 27th – 2nd Jan 2023
- Huon and Southport Cruise – 14th – 22 Jan 2023

For Discussion

Treasurer report

- Treasurer unwell. Accounts in order, similar position to where we were last year.

Commodore

Discussion

- Cruise contact role – Scott outlined the role of the cruise contact and encouraged members to volunteer for this important and rewarding role on our cruises. (The Cruise contact role is described in the November Albatross). The club is still looking for members to volunteer for Cruise contact roles in the current calendar. Please contact Vice Commodore Mark to volunteer
- VHF Channel 16 monitoring - Scott provided information on the importance of all vessels monitoring Channel 16 for the safety and security of fellow sailors and to facilitate good communication.
- Tas Maritime Radio – Scott encouraged members to support Tas Maritime Radio by joining, being assigned an RG call sign and paying the minimal annual fee to support this volunteer service. Scott noted that in his opinion, the service provided by TMR, is the best of its kind in the country, including three daily radio scheds on both HF and an integrated state-wide VHF network, voice broadcast of all Tasmanian coastal weather reports from the BOM, position reporting and the fantastic Tas Rep voyage reporting service with Transit number. Scott noted with surprise that there were a significant number of CYCT vessels that have not noted their membership of TMR with the CYCT. Jiri noted that using a TMR call sign significantly improves the correct recognition of

each caller improving communications. Scott asked members to support TMR by attending the next GM to be held at their facility at the top of the Domain.

Women on Boats Report

- Julie Porter provided an update the October 17th meeting. Andrew Boom presented on charts
- Erika Shankley will present about weather at the meeting on November 22nd.
- Women on Boats Sail away will be held over the weekend November 26-27th.
- End of year WOB Christmas party will be on Monday Dec 5th.

Other business

Members can bring up topics for discussion

- Andrew Boon has issued the latest Updates and errata at 30 Oct 2022 (Ver2.1) for Cruising Southern Tasmania Edition 5. Most of the updates were associated with references related to the withdrawal of a number of official Paper charts.
- Ian Johnston raised a discussion piece he wrote for the Albatross suggesting that CYCT propose that Tas Ports Corporation & Hobart City Council consider allowing free access to Constitution Dock for visiting cruise boats. This would give cruising boats the opportunity to explore greater Hobart whilst adding vibrancy and colour to Con Dock which for much of the year is empty.

ACTION: The Committee will put this item on the agenda for discussion.

Next Meeting

- 6th December 2022 18:00 hrs., **General meeting to be held at the Tas Maritime base station on the Domain.** A BYO everything BBQ will take place after the meeting, allowing for informal get together for members.
 - If you wish to observe the 1733 radio broadcast arrive by 17:20 hours
 - The meeting closed and members were invited to socialise
- Close**

Action Table

Action	Date Added	Responsible Person	Completed
Committee to discuss the suggestion regarding use of Con Dock for visiting cruising boats from interstate and overseas.	1 Nov 2022	Scott	



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Answers to the quiz:

1. The Sloop John B
2. Schooner
3. Binnacle
4. True
5. False
6. Courtesy flag
7. Apparent
8. Black and yellow
9. Deviation
10. Kon Tiki



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