



Albatross

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Newsletter of the
Cruising Yacht Club of Tasmania

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

Committee Members

Commodore	Scott Poulter	0419 513 983	<i>Gradiva</i>
Vice Commodore	Mark Stephenson	0438 854 380	<i>Crown Venture</i>
Rear Commodore	David Bowker	0418 136 493	<i>Duet</i>
Treasurer	Jean Pierre Corgnet	0478 144 650	<i>Vivante</i>
Secretary	Chrissie Rowland	0438 266 425	<i>Ca Va and Escapade</i>
Editor <i>Albatross</i>	Julie Macdonald	0417 385 719	<i>Westerly</i>
Elected member 1	Blair Bryant	0488 701 000	<i>Stardust</i>
Elected member 2	Bastian Siedel	0448 357 027	<i>Blue Crystal</i>
Membership Officer	Sue Powell	0458 089 013	<i>Yaraandoo II</i>
Warden	Chrissie Rowland	0438 266 425	<i>Ca Va and Escapade</i>
Webmaster	Rob Greenwell	0448 348 395	<i>Cuvee</i>
Quartermaster	Chrissie Rowland	0438 266 425	<i>Ca Va & Escapade</i>

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 captions.
- **The deadline for each month is the 19th** (there is no *Albatross* in January)

Cover page photo: Balmoral Hill, Port Davey. Photo by Tracey Taylor

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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



I had great difficulty choosing a cover photo this month! With so much action on the water over the last couple of months I had a range to choose from. Kathy Veel sent some wonderful shots of the Sydney Hobart race, Scott Poulter enhanced his report (part!) of the West Coast cruise with some spectacular photos and I had a swag of photos from the Australian Wooden Boat Festival.

I eventually chose one of Scott's pics, partly for the impressive view and partly to show readers how intrepid our members are!



I was recently leafing through a local publication entitled *Lymington* by David Coad which covers all you ever needed to know about the early settlers, properties and lives of the inhabitants of this tiny settlement spread out on the shores of Copper Alley Bay in Port Cygnet. I was looking for references to my Campbell forebears and found that they were well respected residents in the late 1800's into the early 1900's with the sisters, Mary, Jane and Ann running a dairy as well as the post office.

But as I was scanning through the pages it was another name that jumped out at me: the good Reverend FCB Fairey! The very same Rev we met in the extracts from *The Voyage of the Evangelist* that Erika Shankley has shared with readers in recent issues of the *Albatross*. He lived in Lymington at least from 1902 to 1903 so would undoubtedly have known the Campbell sisters.

I love a good coincidence!



Be sure to read all the articles in this issue of your newsletter. They are all interesting, informative, and entertaining. A big thank you to everyone who sent in contributions (even if the VC had to do some cajoling!) and I look forward to receiving more of the same for future issues.

At a loose end

Unoccupied. Nautically, loose ends are unattached ones which are not doing their job. "Tying up loose ends" is used to mean finalising details of a matter as a sailor makes fast the loose ends to ensure the boat is shipshape.

<https://www.theyachtmarket.com/en/articles/general/nautical-sayings-and-phrases/>

CYCT CALENDAR..... Check the website for more details**TUE 07 MARCH****Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT. Guest speaker is Commodore Scott on cruising Eden to Lizard Island.

SAT 11 – MON 13 MAR**Franklin/ Cygnet Cruise**

This popular cruise returns with a sail to Franklin on Saturday before an inspection, with BYO drinks and nibbles to share at the Wooden Boat Centre. Bring cash for a donation to the Centre. Sunday morning there is a river cruise to Huonville and return with local tour guide Andrew guiding the fleet then dinner in the evening at 'The Moorings' at the Lady Franklin Hotel. Purchase your meal and drinks from the bar. The tides are rising in the morning so take your time on Monday and look around the village before heading home. Cruise Contact is Andrew Perkins onboard *Amodet* on 0419 375 500

SAT 18 – SUN 19 MARCH**Safety Day**

Safety Day weekend will be based in Barnes Bay. Ian Johnston will again share his knowledge on many of his boating skills. Limited number of participants again this year so please register early. Cruise Contact Ian Johnston onboard *Juliene* on 0418 202 957.

MON 20 MARCH**Meeting**

WoBs meeting at the RYCT at 1715 hours.

SAT 25 TO SUN 26 MARCH**Sailaway**

Cruise contact Julie Porter on 0407 169 623.

SUN 02 APRIL**Clean Up Australia Day**

Again, members from the Cruising Yacht Club will be heading out to a nearby bay to clean up any items that shouldn't be where they are. You could find pieces of rope, plastic bottles, bits of boats or even a sun hat! Catrina Boon will be locating the area needing our attention and gathering together the bags and gloves to distribute on the day. Join in and help the shoreline and water birds survive a lot longer. Cruise Contact Catrina Boon onboard *Dalliance* on 0417 439 269.

TUE 04 APRIL**Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT.

Guest speaker, member Jonathon Ross detailing his visit to the World Heritage listed Lord Howe Island and passing Balls Pyramid. A pristine, semi tropical paradise that felt like a step back in time. He will share information about his visit, anchorages and what to expect on the island if you decide to sail there yourself.

FRI 07 – TUE 11 APRIL**Easter Cruise**

Taking advantage of the Easter public holidays we can set sail to either the east coast of Bruny Island or the west coast of Tasman Peninsula depending on which way the wind is blowing..... Bull Bay, One Tree Point, Variety and Adventure Bays on Bruny or Lagoon Beach, Sloping Main or White Beach over on the Tasman Peninsula. With a full moon to light up the night sky (daylight saving has now finished), combined with more settled weather that often comes in April this cruise will give members a good break away without going too far from base. CC TBA.

SAT 22 APRIL**Navigation Rally**

The annual event that gets the brain into gear whilst spending time going around in circles, or following a track accurately, or observing and recording something interesting along the way. Winners from the 2022 Rally, Scott and Rachel, will be sorting out the questions. Don't be put off by the thought of what you could be asked to do, it's bound to be a doddle around the bay! Planned to be held in the Missionary Bay area. Cruise Contacts are Scott and Rachel Poulter onboard *Gradiva* on 0419 513 983.

SUN 23 APRIL**Club Picnic**

Join with the fleet from the Navigation Rally for a picnic lunch ashore in the Missionary Bay area. Winners of the rally will be announced and prizes presented before a shared themed lunch. Cruise Contacts are Scott and Rachel Poulter onboard *Gradiva* on 0419 513 983

MON 24 – SUN 30 APRIL**Tasman Peninsula Cruise**

Take a break for a week, including Anzac Day public holiday, and join Scott and Rachel heading to the Tasman Peninsula with White Beach, Nubeena and Port Arthur on the horizon. If conditions allow, Fortescue Bay is an option too. Depending on the location, participating in an Anzac Day service ashore could be possible but listen out at dawn for a club member surprise. Cruise Contact Scott and Rachel Poulter onboard *Gradiva* on 0419 513 983.

Commodore's report – Scott Poulter



I am writing this report on board *Gradiva*, as our fleet of six CYCT vessels sails north past Low Rocky Point, en route to Hibbs Pyramid, Hells Gates and Macquarie Harbour. By the time you are reading this report, the Norfolk Bay and East Coast cruise will also be well underway. These extended cruises present a fantastic opportunity to enjoy the beautiful cruising our state has to offer. One of the great rewards for participating in extended cruising in company, is the camaraderie that develops as the cruise unfolds.

Over the course of last year's Furneaux Group cruise and this year's Port Davey and Macquarie Harbour cruise, Rachel and I have had the opportunity to get to know the crews of each of the participating vessels, have a few laughs, solve some problems and have a great time. I can thoroughly recommend joining one of the CYCT's extended cruises.

Vice Commodore's report – Mark Stephenson



What a sensational AWBF we had. So much behind the scenes work being done by so many volunteers. They should all feel so proud of their commitment and all the thought that went into presenting the festival. I noticed well thought out ideas, signs in just the right places, scouts standing by the bins ensuring the waste went into the right spot, the groupings of similar boats, using City Hall and displaying the 18 foot skiff *Britannia* in all her glory. It was all so very well done. By the look on the faces of those members who entered their boats

it seems there was an overflowing pride in being involved and being able to enjoy almost every moment of it. I took *Crown Venture* out to view the Parade of Sail and what a sight it was!! In my photo of the fleet I counted 62 boats, there must have been close to 200 out that day. Fireworks Friday and Sunday night put a cap on the day's activities whilst the start on Monday's Admiral's Sail was delayed by a cruise ship reversing out into the approaching fleet and then the usual contrary wind coming from every direction. Yes, an exciting weekend on the river!!

Today, it's looking like it is just Russell and me heading to Franklin for the March long weekend. It's gunna be a bit quiet if no one else comes along! With two weeks to go from me writing until you read this, I can only hope we will have company. If you haven't done it by now, please show your interest by registering.

The club event calendar was prepared trying to take advantage of holidays, likely weather, what has been popular in the past and it seems to me now that we are well into this year's calendar that there could be too much happening? Perhaps there should only be one event per month? Just a one week cruise and nothing else? More events in the Channel? I am now starting to think about next year's calendar and would like feedback – positive and negative – about what would entice you to register early and get you out onto the water to join in more CYCT events.

Fair winds

Rear Commodore's report – David Bowker



There were no meetings last month and February has been all about the Wooden Boat Festival except for those who chose the CYCT getaway cruise. The Festival lived up to expectations and the weather was generally kindly. We had *Duet* up there and stayed on board for the Festival and it was fascinating who you meet. The designer of *Duet* is Len Randell and he came on board for a chat. He is now 97 years old and is as sharp as a pin. He gave a wonderful talk at the Symposium about his experiences.

General Meeting - Scott Poulter (Commodore) Eden to Lizard Island

This month the Commodore's presentation will be based on his cruising experiences on the NSW and Queensland coasts. For those of you who have heard him before you will know he is very informative and entertaining.

Heading up the east coast of Australia's northern island from April to November is a fantastic way to avoid the cooler months in Tassie while enjoying fantastic cruising. The NSW coast from Eden to the mighty Clarence River offers a multitude of bays, rivers and harbours accessing national parks, towns and cities.

The Queensland coast from The Gold Coast to Lizard Island takes you past enormous sand islands, glorious coral reefs and lagoons, remote coastal bays and islands, busy tourist islands, the magnificent Hinchinbrook island, crocodile filled mangrove creeks and rivers, the Great Barrier Reef and the stunning Lizard Island.

Having cruised this coast eight times, Rachel & Scott Poulter will share their favourite bays, islands, reefs, anchorages, marinas, walks, snorkelling spots, tips for reprovisioning, and photos to help you plan your future cruise.

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.

RYCT are offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 1800.

Membership Officer's report – Sue Powell



It has been a quiet month on the membership front. I believe many folks were preparing wooden boats for the Wooden Boat Festival. What a momentous event! So many CYCT members were volunteers it was a credit to the Club.

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.

None during February

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.

**Sally Erry
John & Jenny Avery**

**non boat owner
Skye**

New Member directory from October 2022 – Sue Powell

<i>Kingfisher</i>	Neil & Gillian Walter	0455 554 806
<i>Pandana</i>	Rick & Madaleine Payne	0411 708 060
<i>Luna Seas</i>	Richard Scarr	0417 693 740
<i>Moonwatch</i>	Graham Harris	0417 463 158
<i>Phoenix</i>	Brett, Megan, Kate & William Suttor	0408 634 552
<i>Irish Mist</i>	Gary Davidson & Cathy Sheehan	0402 339 900
	Sally Erry	0401 175 099
<i>Skye</i>	John Avery	0435 671 243
<i>Skye</i>	Jenny Avery	0402 537 624

Women on Boats – Julie Porter

For us it started on Thursday with the trip to Kettering to prepare for the Parade of Sail and finished last night with the culmination of another twilight sail.

Now it's time to settle into 2023 and think about WoBs.

There was a call out for WoBs members to think about what you did over the Christmas-New Year period. We'd love you to give a three minute talk (nothing formal unless you'd like to) about what you did and a key learning from the experience.

It could be as simple as check the fuel cap is firmly in situ, the victuals have been stashed appropriately or

Dinner: Chillies is easiest and we need numbers by Sunday night as I will call them Monday morning tea time to book.

See you on Monday at the RYCT on the 20th March. I'll be there from 17:00.

Fair winds,

Julie

for Val and me!

CYCT Development Fund

At the discretion of the Committee, the CYCT maintains a Development Fund to promote training of members to improve their sailing and on-water skills. All skills areas including, but not limited to, sailing, boat handling, vessel maintenance, navigation, safety and regulations are to be encouraged. The rules governing the Development Fund are:

1. The annual allocation and the subsidy will be set by the Committee from time to time.
2. There will be an annual maximum fund allocation (Note 1). Once the funds are exhausted within a particular year (1 July to 30 June), then no more applications will be accepted until the next year, and rule 6 will still apply.
3. Open to any CYCT member, who has been a full member for at least 1 year.
4. Members are eligible to a subsidy (Note 2) towards the cost of a training course.
5. A member may only apply for one subsidy per year (1 July to 30 June).
6. Written applications must be received by the Committee after completion of the course but no later than 60 days after completion.
7. A member may only receive funding once for a particular course.
8. Only approved courses as determined by the Committee are eligible. As a guide (but would have to be looked at individually before approval), most Sail Train courses run by DSS and courses organised by the CYCT would be approved. Because it's impractical to provide a complete list of courses, applicants are advised to enquire beforehand.

Note 1: 2017 initial allocation is \$500. Note 2: 2017 initial subsidy is 30% of the cost of the course up to a maximum of \$60.

2Birds2Hobart – Kathy Veel

Can two women with age, experience, modest means and a small affordable yacht compete successfully in the Sydney to Hobart?

This is the question we posed in March last year. By now it's been answered, but how did it all come together?



Kathy and Bridget in crew jumpers

She's owned and built boats, sailed across the Atlantic and has thousands of miles of offshore racing experience, including eight Sydney to Hobarts. Her career was nursing and for years she has been a very active SES volunteer as a field team leader. She is handy with a chainsaw and drives floodboats and heavy vehicles.

Bridget and I met in 1989 when Women on Water (WoW) was getting the 1989 all-women Sydney Hobart campaign going. I was a foundation member of WoW, and sailed the 1989 and 1992 Hobart races with all women crews. Bridget was part of the team and sailed as watch leader in the gale swept 1993 race and two more with WoW. We reconnected in the last few years racing with Sailors with Disabilities (now rebranded as the Making Waves Foundation). This volunteer organisation provides sailing opportunities for people of all abilities with a range of programs from offshore racing to day sails for children. Bridget had been racing with SWD for years and I became a volunteer skipper after retiring in 2015. With Making Waves we have each sailed hundreds of miles and worked with many wonderful crews and clients.

Sometime in March last year we were twilight racing on the Making Waves yacht and amongst the on-the-rail banter came the idea of doing the Sydney Hobart two handed.

I had recently bought *Currawong* and sailed her from Melbourne two handed. The new two-handed division in the Sydney-Hobart presented an opportunity for adventure and challenge in a race that has largely priced itself out of reach of all but the very wealthy. I could certainly never have the resources to maintain a fully-crewed racing yacht. Now I had a yacht, only 30' long, but the first I'd ever owned capable of the entering the race. I also had a very keen, experienced and highly-skilled co-skipper.

Preparation



...beside *Andoo Comanche*

Built in 1973 *Currawong* was the first of Peter Joubert's *Currawong 30* yachts out of the mould. Joubert's Baker-built yachts are renowned for strong construction and excellent sea-keeping qualities. The *Currawong* was a very successful half-tonner, and the most famous, *Zeus II*, won the Sydney-Hobart in 1981, and placed 2nd in 2001. When I bought *Currawong* she was well-equipped and but a lot was needed to get her race-ready.

After arrival in Sydney I had an anchor winch installed, an anchor well built and the 3mm crazed windows replaced with 6mm acrylic. An opening in the foredeck was closed and rigging screws replaced.

I needed a new Australian Sailing sail number as the old ones had long since lapsed, and then came weighing, measuring the hull, rig and sails and stability tests for IRC and ORCi rating. Weighing involves stripping everything off the boat except spars – anchors, sails, all loose equipment, even emptying tanks and lifting the boat with a single point crane. Stability tests involve hanging 100kg from the end of the boom set abeam and measuring the angle of heel. The numbers are crunched to produce a time correction factor or handicap. We stripped old numbers from the sails and put on the new ones. It was now late August – four months to go!

Friends wanted to help and were interested in our project so we set up a Facebook page, *2Birds2Hobart* (social media being just one of the steep learning curves we were negotiating). Some wanted to contribute so we set up a crowdfunding fundraiser. We have been deeply touched by people's generosity and their wish to be part of the project.

We consulted Genevieve White from Marine Safety Works to equip the boat with everything needed for Cat 1. PFDs, PLBs, AISMobi's, tethers, MOB retrieval sling..... a long and expensive list. Then there was communications. For Cat 1 Two-handed an HF radio and Sat phone are required. The antique Wagner on board didn't have the required frequencies and nobody knew anyone who could replace them. I had an Icom M804 installed with the required emergency antenna. For Sat phone, Iridium Go, bought via PredictWind has been very satisfactory for calls, texts and weather.

There were upgrades to the electronics too. *Currawong's* B&G Vulcan 5 plotter was enhanced by a Triton, GPS compass, and a gateway so the existing Navman speed and depth transducers could input data. Having both the Triton and Vulcan displays in the cockpit was really helpful.

On the October long weekend we hauled out at Woolwich Dock, the only boatyard in Sydney that allows DIY. Flanked by *Wild Oats XI* and *Andoo Comanche*, *Currawong* looked tiny but was quite big enough when it came to sanding, antifouling the hull and polishing the topsides. We did this ourselves, with the help of kind and generous friends.

Then there were winches to be serviced, mechanical issues to solve, deck layout and control lines to be optimised, sails and rigging, safety equipment and an engine to be serviced and a spinnaker pole to be replaced. Again, we are indebted to the kindness of friends helping us out, as well as the pro's who worked with us. We also had great support from the CYCA. Finally, just 8 weeks from the start, *Currawong* was ready.

Now, to prepare ourselves: we had to update our qualifications which meant doing a two-day Sea Safety Survival course, a Long Range Radio Operator Course for Bridget and a two day remote area First Aid course for me. We each maintained a fitness regime, we road tested freeze dried foods as *Currawong* has no fridge, and sailed as often as possible. We had to complete a 150 mile qualifying passage together in *Currawong* before we could race. We practiced sail manoeuvres, especially spinnaker handling, tried every sail on the boat and worked out how we could retrieve each other in a MOB situation. We also learned the importance of eating well, staying hydrated and protected from the sun.

At last by November we could compete in Cat 4 and Cat 2 offshore races to Botany Bay, Bird Island and Cabbage Tree Island. Each race presented its own challenges, and these were the most powerful training. Racing found out weak points in old fittings and hardware, and we got to see the boat perform on all points of sail, in light and fresh winds. *Currawong* did well! She could push to windward at 6+knots in a 20+ knot breeze, and we could carry a spinnaker in 20 knots. Spinnaker snuffers made handling our symmetric and assy (kindly lent by friends) much safer. Our 20 year old mainsail hung in there and we enjoyed the rivalry with other smaller yachts.

By early December we'd ticked all the boxes for racing and could focus on the reality of the race itself. Would it be a bad one? Were we really up to it? I deliberately avoided looking at the weather until less than a week from the start when the forecast models start to converge. Meanwhile Bridget cooked meals and froze them as single serves. These lasted for four days and kept us satisfied and well nourished. We kept busy adding refinements to the boat like "cushions" for the lifelines and waterproof covers for the bunks so we could sleep in wet weather gear.

The Race

The race gave us some of the best sailing ever. We had a 15 knot nor'easter which meant a spinnaker set as we turned south at the sea mark. We carried the kite for 21 hours, sitting on 8+ knots, and found ourselves off Batemans Bay next morning. As the wind escalated, we poled out



Race start (courtesy Marg's Sailing Photos)

light wind really dispirited us, as our closest rivals were now 150 miles ahead.

a number 4 jib and reefed the main. By evening we were almost down the NSW coast and the forecast was for 45-50 knot northerly wind. By this stage I was exhausted, and while Bridget was keen to continue with trysail and storm jib, I was too depleted and not confident of my own capacity. To continue I felt was to risk injury or damage, and so made the call to rest a few hours in Eden. This was tough. It meant abandoning the competition, and we'd been leading in our division for a while, but for me safety came first.

Once we resumed racing next morning, we had good winds as a SW front crossed Bass Strait, but a morning of light

On the 29th we were still north of Flinders Island when a strong easterly stream arrived and we realised we could still finish before the new year. This gave us a focus and we pushed hard, flying down the Tassie coast, setting the kite from Freycinet to our last gybe off Tasman Island. Then 35 knots from the NE sent us on a screaming reach across Storm Bay. The breeze held and we sailed from the Iron Pot to the finish on one tack, scraping across the line twenty minutes before midnight on New Year's Eve as the breeze dropped out. The welcome was unforgettable!

Afterthoughts:

It was expensive, but so satisfying to prepare my own boat. A round figure for the cost was \$30,000, but I now have a boat fit to sail almost anywhere. Racing was not in the frame when I bought the boat. I only wanted a boat I could confidently sail from Sydney to Tasmania. The decision to do the race meant fast tracking a lot of good work, and I reflect that had we not done the race I would most likely be in Sydney fitting a fridge to the boat Instead of sailing!

Instead, we've had an incredible adventure, including a wonderful week In Port Davey.

Would we do it again? Don't ask!!



Spinnaker run for 21 hours (photo: Bow Caddy Media)

West Coast cruise, part 1 – Scott & Rachel Poulter

The departure date was set for the 26th January and the fleet of six assembled at Butlers Beach behind Partridge Island after pushing down the Channel into a fresh southerly. Our weather window was early and at 5am on the 27th we departed Butlers Beach en route for Bramble Cove. An encouraging northerly gave us some assistance down to SE Cape and we were able to sail across South Cape Bay before the wind died. Approaching SW Cape a 15 knot norwester slowed our progress but this sea breeze died as we rounded the Cape. The fleet motored on into Bramble Cove.

Well, five out of six! *Brite Star's* engine, after 10 hours motoring, decided to stop in sight of the anchorage and with no wind! The crews of *Southern Explorer* and *Dulcinea* immediately jumped in their dinghies and escorted *Brite Star* to a safe anchorage in Bramble Cove. The next morning, *Southern Explorer* sent their "Chief Engineer" over to assist and over the course of several days and some worrying nights the problems on *Brite Star* were resolved.

The good weather didn't last long and the fleet retreated to Claytons and Kings for the first of four blows over the following nine days. We sheltered at Schooner Cove in norwesterlies, SW corner of Joe Page Bay in souwesterlies as well as Claytons and Kings. With dominating westerly weather, activities were generally restricted to Bathurst Channel, Bathurst Harbour and Melaleuca Inlet. Various crews climbed and walked Mt Beattie, Mt Rugby, Balmoral Hill, Schooner Cove to Hannant inlet, the hill above Schooner Cove, Mt Milner and Spain Bay to Stephens Bay.

On Tuesday February 8th, with three days of SE forecast, we departed Spain Bay and Schooner



Mt Beattie

Cove for Hibbs Pyramid. We arrived at Hibbs with a fresh southerly blowing but the anchorage behind the island was very well protected from the 3-4m SW swell. The wind died overnight and most crews enjoyed exploring the beautiful beach and said hello to the seals on Hibbs Pyramid in the morning.

The fleet was underway again by noon for a short leg

up to Hells Gates and Macquarie Harbour. With calm seas and a SE breeze half the fleet chose to have a night at Pilot Bay before passing through Hells Gates. On Friday the 10th February the fleet assembled in Risby Cove to take on supplies, crew changes, fuel and have dinner at Hamers. the cruise will continue exploring Macquarie Harbour and the Gordon River and then the return journey to Hobart.

Look out for part two in next month's *Albatross*.



Schooner Cove



Hibbs Pyramid

Huon and Port Cygnet cruise – Mei Landman

We entered the Channel when a call on the radio alerted us to our old friends from *Serenity* (UK flagged). We had met them in the Galapagos, left the same day as we headed for the Marquesas. We went on a tour with them in Hiva Oa, our first landfall in the Marquesas group in French Polynesia. We went with a Polynesian tour guide who told us about the history of Polynesia and that Easter Island (Rapa Nui) was populated by a tribe from Hiva Oa. He took us to a Polynesian ruin: yes, they carved objects out of rock. It was quite enlightening with a birthing table, tattooing area etc.

But I digress...

Serenity had been in NZ during lockdown. They are continuing their journey around the world. It's been a tad stressful for the circumnavigators. Trapped in countries that were happy enough to welcome them in but quite aggrieved to find that these people were reluctant to move as the cross border protocols became extraordinarily dire for yachts. Fortunately, the NZ government was understanding and suspended many of the normal visa rules for the cruisers. NZ was unusual as the rest of the Pacific islands, including Australia, were not as accommodating.

We anchored in Quarantine Bay where we met up with *Albatross* and did a little walk looking for echidnas, but we didn't see anything other than turbo chooks. We walked to the quarantine station and had a chat to the keeper.

The first port of call for people returning in the aftermath of WWI and escaping from the 1918 Spanish flu was this remote part of Tasmania. I wonder what they thought of it all. They were dunked in a sulphur bath and had to live in a tent for seven days. They did get fresh air, could smoke and play cards, so perhaps a little in front of our hotel quarantine conditions.

Interestingly the word quarantine comes from the Italian word for forty. In early 1300-1400AD when Venice was the centre of the earth, ships brought the plague to Venice and the quarantine period was forty days aboard these ships, before disembarking was allowed.

We went to Great Taylors Bay with *Albatross*. We anchored at Mickeys and went for a swim. Our swims are not acts of bravado as we are dressed in full length steamers, extra vest, hoods, masks, snorkels and our longest fins. Even so, it was cold. Kevin noticed a little pile of shells which he said reminded him of that documentary "Octopus my teacher", and sure enough he spotted the very large eyes of a red octopus in a small cave. He picked up a shell and offered it to the octopus but to no avail.

Mickeys Bay seemed more murky compared to a swim last year. Perhaps the fish farm spread across the entrance of Great Taylors Bay is somehow increasing the nitrogen loading in the bay.

We met up with *Albatross*, *Serita* (world cruisers) and *Serenity* on the beach.

We walked from the Taylors Reef anchorage to Jetty Lighthouse Beach with the crew of *Albatross*. We had all walked to the lighthouse before, ingesting great lungfuls of road dust as the cars roared past. We felt that we didn't need to experience this again.

Albatross and *Whisper* decided to go to Cygnet. For the first time when we anchored in the famed mud we dragged. It was odd... but we re-anchored and it was OK. The Port Hole Café was flush

with vegan/vege/GF food and suited us all. The cherries were terrific from the little organic shop. We also checked out the Pottery; I wanted to show Judith the little green pottery flatheads, but reflecting the dearth of flathead in the seas, there were none to see.

We left for Barnes Bay once more as we all had to return to land on the morrow. The next day the fleet split for Kettering and the RYCT. We had spent many hours together chatting, eating and drinking. It was great fun.



You might have missed this information in the last MAST newsletter...

Electronic Visual Distress Signals (EVDS)

MAST is proceeding with legislation to allow, as an option, EVDS in lieu of handheld flares in sheltered and coastal waters. However, you may only use EVDS if you have a GPS-enabled EPIRB registered with AMSA and a VHF radio. These are currently not stipulated for sheltered waters. MAST will continue to advise the public as this exciting new legislation unfolds. Only products approved by MAST will be allowed. It does not mean a “dolphin” torch can double as an EVDS. An EVDS has to be capable of certain outputs such as an SOS signal, having a waterproof switch, being able to float and more. Approved products will be announced in the coming months.

In addition, MAST has been working closely with the Australian Recreational Boating Safety Committee and Standards Australia on a proposal to develop an Australian Standard for EVDS. This proposal was recently approved and work will commence soon. It is expected the standard will be closely modelled on the only available world standard in the USA.

Bridgewater Bridge

The Department of State Growth has advised MAST that it will temporarily close the lifting span on the old bridge. From 1 March 2023 until late November 2023 the lifting span will be non-operational, restricting passage under the Bridge to vessels with a height of 2.2m or less on an average high tide.

Quiz

1. In which situation should you absolutely avoid tacking to prevent winding up "in irons"?
2. Sailing is an Olympic sport. When was the first time it was included on the Olympic program?
3. A boat has a port(left) and starboard(right) side. In describing a boat's side relative to the wind, which terms are used?
4. On average, how long did it take a colonial shipyard to build a decent schooner?
5. How many days did the trip take by the youngest person to sail solo around the world in 2010?
6. How much is a fathom?
7. William Reid Stowe started a journey by sailing boat on April 21, 2007 and ended up setting a record for the longest time spent at sea. How long did this journey take?
8. Charles Darwin's theory of evolution by natural selection was formed from his studies on the Galapagos, during the voyage of the *Beagle*. The Galapagos are part of which country?
9. What was the name of Ernest Shackleton's boat?
10. What is a Plimsoll Mark or Plimsoll Line?



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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.



Australian Wooden Boat Festival 2023 – Bob Buchanan

I have been commanded (press-ganged would be too strong a term) to write an article about the AWBF, just finished. At first I protested, claiming neither time nor knowledge adequate to undertake such a task but Mark (aka Vice-Commodore semi-powerful but all-present) pointed out that I had nothing to do for almost half of today (Day 2 of the Norfolk Bay cruise) and I was actually there for the whole of the Festival.

Faced with these irrefutable facts, presented in his usual self-effacing manner, and seeing that my protestations were unavailing, I consoled myself with some sundowners and the hope (a forlorn one) that he and I might both forget my obligation by morning. A new day dawned. Here I am!

Where to begin? Perhaps at the beginning.

I was at the AWBF for the third time since our Huon Pine motor cruiser *Dianne Johnson* was launched in October 2013 (2015, 2017 and 2023 – I missed 2019 because I was in NZ sailing). As we know, the 2021 Festival was cancelled due to Covid-19. So, it had been four years since the last one. This one was a cracker! Seriously, the range of eye-wateringly sensational wooden yachts alone was worth repeat visits.

The Parade of Sail to open the Festival was an impressive and stately affair. Blessed with light breezes this armada of tall ships and other wooden boats of all shapes and sizes (plus the *James Craig*, which is not very wooden) made a wonderful sight following MV *Egeria* from the John Garrow light to Sullivans Cove. I had arrived and berthed the previous afternoon but was fortunate to be invited on *Tilting at Windmills* for the Parade and a glass or two of champagne. The view from the inside of the Parade was unforgettable and I am sure it was equally impressive from the shore.

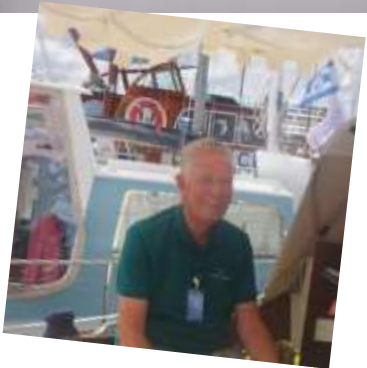
Although I was not there, I heard that the Admiral's Sail on the final day was less propitious owing to the insistent movement of a large cruise ship at precisely the moment this culminating event was to take place, notwithstanding that it had been organised, published and was well known to all the authorities years before. This blemish aside (for which the organisers of the AWBF could not be blamed), everything seemed to me to go off without a hitch.

Of course, there were crowds! Swarms of people, especially on the first two days, which reduced movement on the floating marina and the surrounds of the other docks to an ant-like procession of slow-moving onlookers. Smiling and impressed slow-moving onlookers. There was food and drinks (with queues of course) and hundreds of tables and an impressive array of large garbage bins; there was music and there was dancing until late at night. There were displays and "boats ashore" everywhere. There was the Maritime Marketplace where I even had a mutually profitable exchange with Richard and Shona (you know who I mean). There was Val (*Aziza*) and Ian (*Julienne*) in Con Dock. There was Tolly and Josephine (*Gloria of Hobart*) not far from me although poor Tolly spent some unhappy hours at hospital with a badly infected finger. And there were many other club members, either there as boat owners or visitors, all enjoying the spectacle and the festivities.

And, of course, there were hundreds of volunteers. Most impressive from my personal point of view was the organisation of the berthing arrangements which commenced a very long time before

the first boat arrived. The calculations and the arrangements, where possible, of boats with a similar pedigree together must have been a very, very complicated affair. And then there was the carrying out and organisation and supervision of the actual berthing and, even more compressed, departures at and shortly after (not before!) 1500 hours on Monday. John (*Storm Boy II*), Greg (*Mystic*), Paul (*Wayaree*), Kevin (*Whisper HR*), men with clipboards I heard someone say. What a great job they did, calling on their deep knowledge and experience of things nautical (rarely resorting to their clipboards!) and everything done with grace and good humour, belying the inevitable stress and tension of dealing with so many eccentric egos – as mariners are known to possess.

It was a privilege and a pleasure to be there and profit from such a wonderful piece of organisation. The AWBF has a presence and a significance which goes well beyond Tasmania. Those responsible are to be truly congratulated and those members of our club who gave so generously of their time and talents are to be specially thanked. Well done !!





Minutes of the General Meeting Tuesday 7th February 2023

CRUISING YACHT CLUB OF TASMANIA INC

General meeting: Tuesday 07 February 2023 commencing at 1930 hours

OPENING

Vice Commodore Mark Stephenson opened the meeting at 7:30pm

REAR COMMODORE

Rear Commodore introduced the Guest Speaker – Chris Francis. Chris delivered an engaging and humorous presentation ‘Sailing around Cape Horn’

SECRETARY

Attendees and apologies

Apologies in advance:

Paul and Allison Peacock, Christine Rowland, Scott Poulter

Any other apologies:

Andrew and Mary Peacock; Jean-Pierre and Mireille Corgnet

Guests :

Anne Travers: Mathew Bretherton: Ron Parker

The Vice Commodore acknowledged the achievement member Kathy Veel and her sailing colleague Bridget Canham in the recent 2 Handed Sydney /Hobart

MINUTES OF THE LAST GENERAL MEETING

Motion: The minutes of the last general meeting held on Tuesday 06 December as published in the February Albatross be signed as a true and accurate record of the meeting.

Proposed by:

Mark Stephenson

Seconded by: John Deegan

Carried

BUSINESS ARISING FROM THE MINUTES

No business arising

MEMBERSHIP OFFICER

The Membership Officer welcomed new members, John and Jenny Avery; Sally Errey.

VICE COMMODORE

Appreciation was expressed for the contribution of Richard and Shona Taylor as Cruise Contacts for the well supported Southport /Dover Cruise. The Lower Huon Cruise was less well supported, with just two boats.

There are currently 6 boats, including Commodore Scott Poulter passaging to Port Davey and then Strahan. The Club wishes them well.

The Wooden Boat Festival is Feb 10 -13

Currently seven boats are registered for the Norfolk Bay and East Coast Cruise.

The Franklin and Cygnet Cruise itinerary has needed to change and details will be made available on the Website.

It was also noted that only two boats have registered for the Safety Day, This is insufficient to warrant the energy that goes into the planning and delivery of this event. To avoid cancellation, Club members are strongly urged to register early for all events.

Catriona Boon will be Cruise Contact again for the upcoming Clean Up Australia Day event.

TREASURER

This report was not available as Treasurer is an apology for the meeting

COMMODORE

Commodore is currently leading a Cruise in the SW and therefore an apology for the meeting.

WOMEN ON BOATS

Julie Porter advised that the next meeting will provide an opportunity for participants to give a three minute overview of their summer sailing experiences and reflections

OTHER BUSINESS

The Vice Commodore has followed up on suggestions that Constitution Dock be enlivened as a boating destination. TasPorts agreed that getting more boats to use Con. Dock is a great idea but pointed out the limitations of its depth, lack of pontoons and ladders. TasPorts say they are unable to consider/commit to any upgrades until the decision is made as to the future development of Macquarie Point.

NEXT MEETING

Tuesday 07 March 2023 1930 hours at the RYCT

CLOSE

The meeting closed at 9pm with an invitation to members to socialise upstairs, or downstairs in the bar.



Answers to the quiz

1. When you are moving very slowly.
2. 1896
3. Windward and leeward
4. About six months
5. 210
6. Six feet (1.8m)
7. 1,152 days
8. Ecuador
9. *Endurance*
10. Maximum Load Line

<https://www.funtrivia.com/trivia-quiz>



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