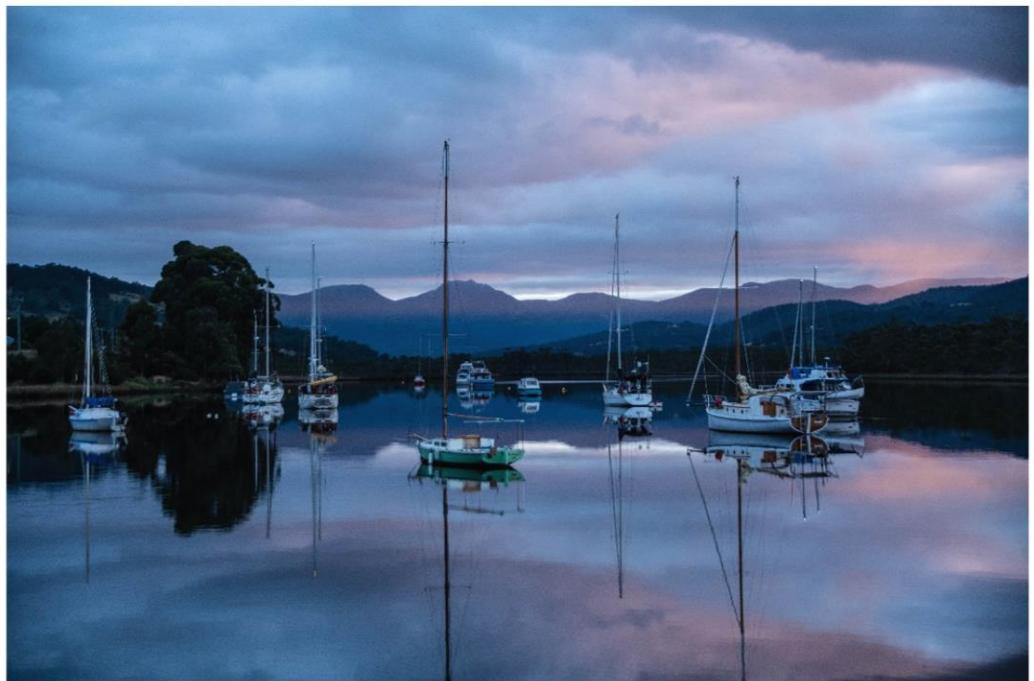




Albatross

Volume 49 No 3 April 2023



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	
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Quartermaster	Chrissie Rowland	0438 266 425	<i>Ca Va & Escapade</i>
Immediate Past Commodore	Val Nicholls	0404 825 310	<i>Aziza</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)

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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.

Skipper's 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

Max Watson took the cover photo this month and I'm sure you will agree that it's a stunning photo. Max is one of the three Watson children who have been members of the Club since they were toddlers. We've watched Max, Isabella and Lucas grow into very capable sailors and boat handlers and it was a pleasure to watch Max bring Serenade into the jetty at Franklin.

For several years these were the only children actively involved with the Club so it's great to see more families joining up with children and teenagers enjoying the benefits of belonging to the CYCT.

*

Once again, we have a bumper issue with reports and articles demonstrating the variety of cruises and activities Club members have been involved in over the summer. Cruises to the south, east, north and west, meetings, social activities, Women on Boats activities, a practical boat safety weekend and a planned radio course have all been well patronised and show what a depth of enthusiasm and commitment our members have to their Club.

*

Thank you to all of you who have sent in photos and written reports and articles for this month's *Albatross*. Albert Ross has made a welcome return this month and has some fascinating observations to report from his position of eye in the sky. Erika Shankly brings us another chapter of the Reverend Fairey's exploits and Bryan Walpole has written a great article describing some hair raising moments on his cruise to the start of the Melbourne to Hobart yacht race. Read on !

*

The online version of the *Albatross* now comes to you as a PDF. This format will make it clearer and easier to read. The webmaster has written some instructions (page 12) but if you have any problems please contact him by email - webmaster@cyct.org.au

Chock a block –

Crammed tightly together to prevent movement.

Chocks are wedges used to secure moving objects and a block and tackle is a pulley system used on sailing ships to hoist the sails. A possible derivation is that when two blocks of rigging tackle were so close together they couldn't be tightened further, it was said they were "chock-a-block"

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

CYCT CALENDAR..... Check the website for more details**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 Johnathon Ross detailing his visit to the World Heritage listed Lord Howe Island and passing Balls Pyramid.

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.

MON 17 APRIL**Meeting**

WoBs meeting at the RYCT at 1700 hours

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. There will be prizes too, details will be announced soon. 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 lunch with a theme – ANZAC (Australia New Zealand Agile Cuisine – Agile as in easy to share and transport!). 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 Nubeena, White Beach 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.

TUE 02 MAY**Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT.

Guest speaker Dr. Barbara Frankel will be demonstrating the lost art of traditional rope making.

FRI 05 MAY**Great Taylors Bay cruise**

With a full moon shining overhead this will be a good week to head away to the south of Bruny Island and enjoy the anchorages of the Quarries, Tinpot, Mickeys, Little and Great Taylors Bays along with Butlers Beach and Partridge Island. CC TBA.

MON 15 MAY**Meeting**

WoBs meeting at the RYCT at 1700 hours

SAT 20 – SUN 21 MAY**Oyster Clean-up**

Collect together the gum boots, your gardening clothes, sturdy gloves, a strong metal bar, a bucket, your sense of adventure and head over to Barnes Bay for the Club's annual beach clean-up. Clearing the approach and the shore of a beach of oysters and hazards to allow easy access to dinghies and humans alike. Cruise Contacts are Al and Dinah onboard *Trim* on 0400 473 248.

TUE 06 JUNE**Meeting**

Committee meeting 1630, General Meeting 1930 at the RYCT.

Guest speaker is new member Len Stephens discussing cruising the gulfs and the north west coast of South Australia.

Commodore's report – Scott Poulter



We are in the middle of a fantastic calendar of CYCT events including cruising, presentations, special events, Albatross and Facebook to share what's happening and meetings to organise things. I did a quick tally and came up with a total of 63 events in the year July 22 to June 23. I'd like to take this opportunity while it's all happening, to recognise the amazing effort of all of the people who put their hand up to make these things happen.

Starting with our cruise contacts who put their hand up for this critical role, well done and thank you. The cruise contact role is one of my favourite ways to contribute to the club. Putting a plan together that people will enjoy, keeping an eye on the weather, working with a fleet to modify the plan to suit the actual weather, choosing the destination, helping those who need assistance, sharing knowledge, communicating and keeping everyone in the loop. The calendar shows a total of 22 cruises for the year, so to all 22 cruise contacts, thank you again.

Our guest speakers at each general meeting, Women on Boats meetings, and winter forums, well done and thank you. This is where we are inspired to go further, to travel, to dream, and to learn. There are a total of 36 meetings in the calendar. These meetings also give us the opportunity to socialise on a regular basis.

Those who organise our special events including the Anniversary Dinner, Maritime Marketplace, New Members Lunch and other land based social functions, well done and thank you.

To the authors for and editor of the Albatross and the contributors to our Facebook page, thank you for entertaining us and sharing what's happening as we can't all participate in every event.

Vice Commodore's report – Mark Stephenson



Not long back from the East Coast Cruise and I have been reflecting on how supportive and educational cruising in company can be. I watched and listened to opinions from many in the fleet and could notice that our well experienced crews knew the good spots to anchor, what the weather was likely to do and to accept how changeable our weather can be so don't plan too many days ahead. Experience showed in the very considered use of dinghies during windy times, lifting the dinghy out of the water at night just in case

of any unexpected movement. Keeping an eye out for what other boats are doing around you. Keeping the VHF on Ch 16 and responding quickly when called. Yes, I saw a lot of good examples and it is very worthwhile following their lead.

Crown Venture left the fleet in Maria Island after 4 days of 20+kt northerly winds. A low tide canal transit was easier than expected and once in Norfolk Bay we motored over to Steve's (*Cirrus*) anchorage, between Flinders Bay and Boxalls Bay, to await the NE wind shifting to the S. There was only a zephyr of breeze and flat calm seas. We could hear the birds chirping away ashore. Later that afternoon we moved onto Cascades Bay, with thunder rolling from the west preceding mizzle, drizzle, rain, showers and light NE winds overnight. What a contrast to Maria Island!

Coming up on the calendar we have Clean Up Australia Day on 2nd April, the 7th April is the Easter Cruise planned to explore the east coast of Bruny or the west coast of the Tasman Peninsula. The Navigation Rally 22nd April, Club Picnic 23rd April then 24th April a one week cruise to Port Arthur is planned. A call out for Cruise Contacts for the Great Taylors Bay cruise in May and the June long weekend Derwent River cruise. Sadly the Bridgewater Bridge is closed for most of this year so that will restrict things a bit. I need someone to be inspired to find activities that will get members out of their heated homes and into their heated boats.

My thanks to Commodore Scott for running such a rewarding SW and W coast cruise, to Paul and Allison for persevering with the contrary winds on the east coast, Andrew Perkins for sharing his home town of Franklin and the Huon River with us. Ian Johnston excelled with the Safety Day weekend. It is so rewarding to share and be involved in our activities. Don't hesitate to participate.

Fair winds

Rear Commodore's report – David Bowker



I took part in the Franklin cruise and braved the shallows of the Huon River. There are reports elsewhere on the cruise but I enjoyed it very much. Navigation in a river was a new skill which I acquired over the weekend and I gained a good appreciation of the value of the CYCT Southern Cruising Guide.

Jonathon Ross “Lord Howe and Ball’s Pyramid”

Our speaker for April is Jonathon Ross who is a very experienced sailor. If you haven't already been there, a visit to Lord Howe Island is on the bucket list of many of us, so when the opportunity came up to join a voyage to the island last year, Jonathon jumped at the chance. He travelled on "Salt Lines" which is a 70' steel expedition boat and the route was Gold Coast - Lord Howe Island - Sydney. He had always wanted to visit Lord Howe Island and this World Heritage listed island didn't disappoint. A pristine, semi tropical paradise that felt like a step back in time. If that wasn't enough, a sailpast of Balls Pyramid was the icing on the cake. Standing 550 metres tall, this rock monolith juts out of the ocean in the middle of nowhere. Quite unbelievable.

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.

Women on Boats report – Julie Porter

As I'm writing this on the 20th March (sorry Julie – I know the deadline is the 19th!), I'm looking forward to tonight and De Deegan's presentation. Having seen a preview, it will be fascinating to hear De's story about cruising in a motorboat and I'm sure there will be some take away messages for all of us.

The WoB's calendar has been updated for speakers throughout the year. There are some great topics, so have a look at what we have planned.

April is a maritime Trivia Quiz. Designed to be interactive, fun (educational) and a good way to refresh knowledge, too. There will be some prizes: more than ColRegs 101!

The radio course looks like it will proceed. Originally for WoBs members, there has been interest from the wider group! More information will be circulated once final details have been negotiated, but please be assured that I will do my best to get the best value for a course that includes the AMSA ([Marine radio certificates \(amsa.gov.au\)](https://amsa.gov.au)) requirements, as well as scenarios relevant to our needs.

I'm keeping in contact with Val where possible (thanks Val), and noticed Aziza is currently sitting nicely at Musselroe Bay. As mentioned in the WoBs update emails, I'd love to be able to give an update of WoBs member's locations when not in the local area, so if you'd like to contribute, please flick me an email. It could be a fascinating plotting exercise!

Ian's Safety Weekend was fabulous. I learnt so much, especially about kedging and manoeuvring. Man overboard drills are so important and sadly I missed the demo with the weights in the water. There are so many lessons there, creative and effective ways of getting a casualty back onboard before it happens is so important. Thanks Ian for such an incredible weekend.

The annual WoBs sailway will have happened by the time this goes to press. Thanks to Dinah for taking this on and another event I'm looking forward to hearing about.

Lastly, I'm thinking it would be good to have a WoBs virtual YearBook. Announced at the March meeting but another way for us to think about the year we've had and the year ahead. Something simple, and if it works, a nice memory in December of the year that's been.

Membership Officer's report – Sue Powell



Well, the sailing season is well underway with cruises going to all points of the compass. Some new membership applications were received late in February so did not make the March Albatross but are listed below together with a family membership application received this month.

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.

Michael White	<i>Isabella</i>
Christine Edwards	<i>Isabella</i>
Richard Perry	<i>Caprice</i>
Julie Perry	<i>Caprice</i>
Anne Travers	<i>Escape Plan</i>
Matthew Bretherton	<i>Escape Plan</i>
Bill Fulton	<i>Escape Plan</i>
Liam Travers	<i>Escape Plan</i>

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.

None during March

New member directory from October 2022 – Sue Powell

Kingfisher	Neil & Gillian Walter	0455 554 806
Pandana	Rick & Madaleine Payne	0411 708 060
Luna Seas	Richard Scarr	0417 693 740
Moonwatch	Graham Harris	0417 463 158
Phoenix	Brett, Megan, Kate & William Suttor	0408 634 552
Irish Mist	Gary Davidson & Cathy Sheehan	0402 339 900
No boat	Sally Erry	0401 175 099
Skye	John Avery	0435 671 243
Skye	Jenny Avery	0402 537 624

Introducing new members

Michael White and Christine Edwards

I began sailing in dinghies, sailing off Kingston Beach in a Rainbow and later in a Manly Junior (modified Northbridge Senior). I also crewed on a 30 footer for a few years, racing around the buoys in the Derwent.

But our real sailing/cruising began in 2005 when Christine and I bought our first boat. It was “*Ikkara*” a 32 ft Ericson, a beautiful cruiser racer in which we learned the basics of sailing, navigating and maintaining a yacht. A few years later we decided that we wanted to cruise beyond Port Phillip Bay up the east coast of Australia and put *Ikkara* on the market. We then briefly owned a 38ft Beneteau but decided she didn't really meet our needs and so we bought a Cavalier 37 *New Horizons* and that became our first offshore cruising boat.

We moved aboard *New Horizons* in March 2011 with a goal to leave Melbourne on the 11th of the 11th 2011. For us it was a matter of choosing a date otherwise it becomes too easy to put it off and put off. There's always another job to do, and there was a lot of work to do to get *New Horizons* ready for offshore cruising. Remarkably, eight months later on the 11th November we motored out of Docklands and headed down the bay. On that trip we made our way to Sydney before heading to Coffs Harbour and then across to New Caledonia and onwards to Vanuatu. An extraordinary and wonderful trip which saw us back in Sydney at the end of 2012. Plans to continue up the east coast and into Indonesia changed as we decided that we would prefer to cruise in the Mediterranean.

Sadly we decided that we would need to sell *New Horizons* in order to sail the Med. We had considered sailing across the Indian Ocean but the well trodden path was under threat from the presence of pirates from the Maldives to the Red Sea. In the end we chose to sell *New Horizons* and fly over the pirates to buy a boat in the Med.

We were lucky enough to buy *Isabella*, (Photo below) a 43 foot Contest, built by Conyplex in the Netherlands. A decade later we still own *Isabella* and I suspect we will keep her for a while yet. As far as I know there are no other Contests in Australia. She is a well constructed 43 foot cruising boat with two spacious cabins, two bathrooms and toilets, a well laid out galley and saloon area with a secure Nav station.

On deck, she is a cutter rigged, centre cockpit boat. She carries a code 0 on a furler and is driven by a large head sail, a small staysail, a main with in-mast furling, and when all else fails, a 100hp Volvo Penta engine. She has a good suite of electronics although some of this is dated now, as well as an auto helm and wind vane steering. Perhaps the most remarkable characteristic is her keel which is a 2.4 m wide wing. This cast-iron aerofoil provides great stability and comfort.

We sailed *Isabella* across the Med for four years and then decided to bring her back to Tasmania with the help of a friend who did some of the longer legs of the trip. I sailed her from the Adriatic to Gibraltar, our friend crossed the Atlantic and some of the Pacific. Christine and I picked her up in Tahiti and sailed her to Tonga, Fiji, Vanuatu, New Caledonia and back to Coffs Harbour. Our last leg was a beautiful four day sail from Sydney to Hobart. Since then *Isabella* has explored the East Coast of Tasmania, visited Port Davey, sailed to Melbourne and back, and been the source of many short trips around Bruny island.

In all we lived aboard for 6 years and covered about 18,000 miles.



Quiz

1. The fitting on a fore and aft rigged vessel which attaches a boom to a mast is called a _____ ?
2. 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 _____ ?
3. When a vessel is under sail the wind felt by those on board is known as the _____ ?
4. The guard rail around the bow, i.e. front deck area, is called the _____ ?
5. The magnetic error caused by iron and steel objects such as the engine, which form integral parts of a vessel is called _____ .
6. Two vessels close to each other, each with a vertical diamond shape displayed indicates what is between them ?
7. The international Code Flag "H" is a red and white vertically divided flag that indicates _____ ?
8. What does the acronym ColRegs stand for?
9. A boat must always be navigated on the starboard side (right) of a _____ ?
10. If at any time you see something on the water that you think may pose a hazard to navigation, who do you contact?

Answers page 41

Change to online viewing of the Albatross – Rob Greenwell, webmaster

Albatross is now only available as a 'pdf' document download.

The link "ALBATROSS" is no longer in the MEMBER MENU which provided a link to a slide show version.

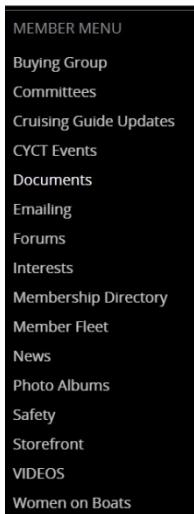
The monthly email notification will provide a hyperlink to the current issue of ALBATROSS on the CYCT website. The hyperlink will be an image of the Albatross cover.

NB. If you wish to view offline you will need to download the pdf document to your computer or device. If you encounter trouble with the link you can manually navigate to the latest issue in the CYCT Documents Library:

1. Log in to the CYCT website or app on your device.
2. Under "MEMBER MENU" select "Documents".
3. Then select "Albatross" folder.
4. Then select "CURRENT SEASON".
5. To open, click on the download button  next to the issue you wish to view.

Steps 1 & 2.

Steps 3 & 4.



A screenshot of a web browser showing the CYCT Document Library. The top navigation bar has "HOME PAGE" and "MEMBER MENU". Below it, the breadcrumb trail shows "Home > Document Library". The main title is "Document Library". A tooltip explains: "Documents are organized into folders. Hover over a document name to see its details window, or click on the download arrow next to it." There are buttons for "Expand All" (+), "Collapse All" (-), and "Search". The "Document Folders" section lists: Club Policies/Management (0), General Boat/Yacht Information (2), CRUISING CALENDARS (4), WOB's (0), and Albatross (1). The Albatross folder is expanded, showing sub-folders: CURRENT SEASON (2), 2020-2029 (0), 2010-2019 (0), 2000-2009 (0), 1990-1999 (0), 1980-1989 (0), 1975-1979 (0), and ALBATROSS INDEX (3).

NB. This will NOT download Albatross onto your computer or device.

If you wish to view offline you will need to download the document from your web browser page onto your computer or device.



64th J. Boag Navigation & Seamanship Cruise

Join the crew of 'No Limitation' for the 64th J Boag Navigation & Seamanship Cruise with the prize presentation at the Port Cygnet Sailing Club.

When 28 April – 30 April 2023
Entry \$35



Scan the QR
code below for
more info and to
enter the trial



A cruise to the start of a race: RYCT to RBYC (Brighton, Vic) – Bryan Walpole & crew on *Invincible* – Bryan Walpole

Invincible, a Farr 11.04 built in 1980, of fibreglass foam sandwich, was entered in the 2022 Melbourne to Hobart race, starting on December 27th, off Portsea. She needed delivery to Port Phillip at least a week prior to allow for any repairs. No anchor winch, table, fridge, hot water, shower, and single burner gas. Just a raw racing yacht.



Figure 1 Bryan & Sally with Point Home behind

She was brought up to scratch with new standing rigging, engine overhaul, satellite phone, and a complete hull job, removing osmosis, repaint and antifoul. The crew, Bryan (me) Ailsa and Alan were to do the race, with Sally (part of our river crew). We were watching the weather looking for a long southerly flow to push up the coast, then across Bass Strait, and on to the Heads and Bay to

Royal Brighton, where we were offered free berthing till the race start.

An intense low parked south east of Tassie, mid Tasman Sea, was promoting a strong wind warning for the whole east coast, so off we set from RYCT at 0600, December 12th, hoping to catch the tide through the Denison canal, and maybe on to Schouten Island before dark.

With 2 reefs and number 4 jib, we pound to windward 10 miles to the Iron Pot, into 30-35 kts southerly, getting a soaking, but tolerated as we are doing 7 kts, and by 0900 we square away on starboard tack, through Norfolk Bay to Dunalley at midday, just at slack water, straight through the newly dredged channel, sailing across Marion Bay, taking the tricky exit on the MAST website with the small mobile screen on deck.

At the final solid tripod marker we turn north for the open sea when crunch, from 5 metres deep to 0, we hit the edge of the sandbar, despite being right on the leads from the south. Engine on in full reverse, she pulled off enough to head east to deeper water and away with no damage, toward the red exit passage buoy. We raise sails for a spanking crossing to Darlington at 1500, with sufficient time to make Moreys anchorage, in the lee of Schouten Island, by dark 20 miles further on, as the 25-30 kt southerly blew us along at 7 kts +. A bumpy but exhilarating ride, 80 miles in 11 hours.

We anchor in 4 metres depth at Moreys with a clear sky and fair shelter from the bullets coming down the hills making *Invincible* sail to and fro on the mast.

Dinner was a delicious Malaysian curry from Sally, washed down with a small cask of Sav Blanc from Dan Murphy's sommelier, as the pick of non-bottled vino on offer (no glass allowed aboard). A quiet night despite the blow, and anchor weighed at 0700 to catch the softer breeze, still blowing us through Schouten Passage, past the daunting craggy red cliffs of Cape Delgerano. We turn north to see how far we can get before dusk, as we have no desire to sail overnight. Being a racer, we have no anchor winch, so the 25kg CQR has to be manually hauled aboard.

Mt Freycinet towers above us, past the Lemon Rocks, with Wineglass Bay tempting us in, but no, we shall press on with this glorious southerly, at 20-25 kts, bowing along with just a No 4 jib at 6 kts in comfort.

Mid-afternoon brings up the distinctive shape and sand of Governor Island. We can see the 3 metre swell dousing the gulch and wonder if the swell will round the reefs into Waubs Bay, making it uncomfortable.

We nimbly sail past the outer reefs with their extensive kelp beds keeping our propellor asleep, until we suddenly see Waubs Bay open up to the south with half a dozen fishing boats at moorings. Seems a good spot to stop, despite being late afternoon, as there is no other safe anchorage until Skeleton Bay east of St Helens. GINGERLY pushing south into the bay, watching depth, we drop the pick in 4 m on to sand, and spud her in hard, as we are close to the beach, and tide is high. Hardly discernible swell means another cook up lamb casserole from Sally, with a pinot noir cask to finish, and see us off to bunks in perfect calm, despite it still blowing 15-20 kts from the south, and we can hear wind moaning through the trees at the back of the nearby beach.

A spectacular sunrise seen at 0500, with an early breakfast, and away by 0600 to take advantage again of the gentler early winds, we skirt Diamond Island, raise the jib again for another day heading north under sail.

We cast a lure in case a tuna passes by, but our lure and line is soon snapped off, putting an end to fresh fish.

Lunchtime in glorious warm sunlight sees us passing St Patricks head, with five bars of Telstra power to talk to families at home. Next we pass St Helens Island, then the St Helens rocks, but it's only 1600, and we have 15 miles to Eddystone Point. This is an excellent take off point for the tide through Banks Strait tomorrow, so on we press into the sunset, rounding the plethora of rocks off Eddystone Light, dropping the pick into weed at 6 metres depth at 1945.

Only later do we read in the Cruising Guide that the sandy bottom is much further to the east, beyond Half Tide Rock. We are to learn this to our chagrin tomorrow. Ailsa takes over in the galley for chicken casserole and Greek salad, with yet another 1.5lt cask destined for the gash. What a gorgeous beach, with not a dwelling in sight. The wind moans across the low headland, but there is no swell despite the 25kts still blowing from the south.

Stars and a sliver of new moon light the heavens. This is what we cruise for!

Next morning, the anchor is stuck, and full power motor brings up a barrow sized lump of weed, shaken off with difficulty.

We have 20 miles to Swan Island and the Banks Strait entrance, 3 hours at 6 kts, and the tide floods from here at Eddystone at 0600, so another early start. We raise a two reefed main, and again the trusty No 4 jib, as we will be on port tack all the way and need to keep up speed with the swells.

So far this trip it has not been possible to use the auto helm as the swells are too big for it to handle. Also, the engine needs to be run to power it and having four crew hand steering is quite pleasurable.

We skate past the dramatic George Rocks, avoiding the plethora of crayspots, and occasional net, being thankful we don't need the propellor. Black Reef and Mussel Rock to port mark our course, and soon we see the low lighthouse on the northern end of Swan Island. So quaint amongst the ruins of the early light keeper's cottages, now abandoned, with a well-kept house back in the scrub.

Banks Strait is in a benign mood, with wind and tide together; we zoom through at 8 to 10 kts, avoiding the overfalls.

Mid-morning, day four and we are off Cape Barren Island, well on schedule, and the wind is still in the south, but moderating. Perhaps we can make it to Deal Island tonight, sixty miles away, but we shall enter in the dark, and my 1971 chart (from my early days doing Bass Strait races) shows a light 1000 ft high visible at twenty 26 miles!

A stunning sunset, the sun yielding its brilliant green flash at sea level, as it dips below the horizon, shining on the forbidding mass of Deal, with the 70 metre Bass Pyramid to port, and the Craggy Islets to starboard. As the sky darkens, I search in vain for the Deal light, but when I consult the Cruising Guide, I find it was decommissioned in 1995. What to do? No moon, cloudy sky and pitch dark, so shall need to enter Murray Passage, with its tricky currents on the GPS. Hmm, is this safe? Maybe, but not much alternative except to sail on for Refuge Cove at dawn, and crew not keen. I have been into Deal three times before, always in daylight and I reckon the art of nav is to have been there before!

With a few waypoints on the screen, the torch showing only blackness ahead, we feel our way north into the passage, turn east for East Cove, and suddenly Alan calls "I can see the bottom!" Anchor down in 6 metres, and the torch finds the jetty about 50 metres away. By now it's midnight; we are all exhausted by the anxiety, and our longest day by far, 18 hours and about 100 miles. A late meal of biscuits and dips, with the last cask of wine to sedate us, bed about 0200.



Figure 2 East Cove, Deal Island



Figure 3 Looking to West Cove from the settlement.

All are stunned by the beauty of the morning anchorage, with the three islands around us bathed in sunlight. The jetty is covered in notices as to its dilapidated state, so we swim the 100 metres ashore with a dry bag. Up the concrete path to the house and museum, where Ailsa discovers a picture of her father on the lighthouse supply ship in the 1960s.

Ailsa walks the two hours to the decommissioned light, whilst I chat to the volunteer rangers. They have a huge solar array that powers all 240V appliances, mobile coverage from Victoria and internet via satellite. They, as did the three other tenants I have met over the years, love the place. They are now supplied by helicopter, as the ferry from Flinders can't run without a jetty that will not (it seems) ever be repaired, as it is too remote from Tasmania to be worth it. Wallabies and Cape Barren geese are everywhere. The houses are fenced.

And that is where we leave part 1. I shall cover the next stage, and maybe highlights of the race, in the next *Albatross*; but then cruisers tend to be bored with that stuff! I shall accept the editor's decision!



Figure 4 Invincible from East Cove with jetty

Norfolk Bay cruise, 15th to 18th February – Paul & Allison Peacock

The weather was spectacular for this short three and a half day cruise. Norfolk Bay as usual put on a visual show with spectacular sunsets and sunrises. The only negative was the March flies.

Day 1

The fleet assembled at Lagoon beach on Wednesday 15 February, where we all met on the beach from 1600 for drinks and a welcome BBQ. It was a beautiful evening only being spoiled by the persistent March flies. Kevin and Mei came prepared with Aeroguard and Bob returned to his boat

for his Bushman repellent which worked a treat; thank you for sharing. The sunset, after all had returned to their boats, was spectacular with hues of pink and purple making an appearance



Sundowners, Lagoon Beach

In attendance in order of arrival were:

Kevin and Mae Landman on *Whisper HR*
Allison and Paul on *Pacific Haven*
Bob Buchanan on *Dianne Johnston*
Judith and Bill de la Mare on *Albatross*
Mark Stephenson and Russell Wither on *Crown Venture*
Judy and Andrew Boon on *Juliet*
Kevin and John Hussey on *Galadriel*
John and Jenny Avery on *Skye*



Sunset, Lagoon Beach

Day 2

At Lagoon beach
the sunrise was
beautiful with a
sea mist rolling
across the dunes



A couple of boats commenced their relocation to Sommers Bay via Flinders Channel inside Sloping Island, at 0930. Others decided to spend their time enjoying the mirror calm, windless morning at Lagoon Beach with a stroll along the beach.

1245 'Batten down the hatches': a light shower came over Sommers Bay that lasted an hour.

After lunch Paul and Allison went for a swim. In the afternoon the fleet was joined by Helen and John Bridgland on *Pandora* and Rosemary and Paul Kerrison on *Wayaree*.

Day 3

A slow morning. The wind was north easterly for the morning so the fleet stayed put and enjoyed Sommers Bay a bit longer, with several people taking to the water to swim.

From 1600 the fleet met ashore for drinks and nibbles. With it looking like further rain the decision was made to postpone the curry evening. The rain held off and the wind disappeared so everyone enjoyed themselves and stayed late into the evening. The reflections of the evening light on the mirror smooth water, provided a sight to behold.

Andrew Boon offered to take boats on a tour of Eaglehawk Neck where he has done soundings of a way into the deep water at the head of the inlet.



Sunset at Sommers Bay

After lunch we had a swift sail under the genoa from Sommers Bay to Taranna. With the temperature reaching 30 degrees it was nice to enter the Taranna Boat Club where they had the air conditioning on. The Club as usual was very generous with their time and facilities. They provided a BBQ on the veranda and put out platters with cheese, crackers and dips for the CYCT members. They kept

their bar well stocked and open for the four hours we were there. Thank you Taranna Boat Club for your hospitality with a special thanks to Wendy, Brian, Janna and Steve for making the evening a success.

Day 4

The end of the Norfolk Bay cruise. Judy and Andrew Boon on *Juliet* and Bob Buchanan on the *Dianne Johnson* said goodbye and left the fleet. The remaining boats either went sight-seeing to 'Callum's' beach or had a slower morning and headed straight to King George Sound. *Pacific Haven* was the last boat to leave Taranna.

Thank you everyone who took part on this cruise. It was your company that made this cruise so enjoyable.

Allison and Paul Peacock

Norfolk Bay 2023 Cruise Contacts

Pacific Haven



West Coast cruise, part 2 - Scott & Rachel Poulter



Dulcinea Departing Sir John Falls Landing

On Sunday 12th February after a couple of nights in Risby Cove / Strahan, the fleet headed down Macquarie Harbour to Kelly Basin, 21nm to the SE. We explored the abandoned towns of West and East Pillinger and were amazed by the size of the two brick kilns slowly being reclaimed by the rain forest at East Pillinger.

The following day the fleet headed up the magnificent Gordon River. A 25nm trip past Heritage Landing, Butlers Island and on to Warners and Sir John Falls landings. We rafted up for two nights on the river with four boats on Sir John Falls Landing and two boats on Warners Landing. We were the only boats up the top end of the river. Crews explored the Gordon and Franklin by dinghy and canoe, discovering amazing cliffs, eroded rocks, rapids, thick rain forest, Huon pine,

waterfalls, an Azure Kingfisher and a platypus. We had a BBQ on Sir John Falls landing and sundowners on the upper deck of *Southern Explorer*.

Dulcinea decided to take an approaching weather window to return home for work, departing Sir John Falls landing and the fleet early Wednesday morning. The remainder of the fleet, now five vessels, headed off around 11am and, exiting the Gordon River, headed for Hawks Nest Cove in Birchs Inlet. The following day we took the boats down to the southern end of Birchs Inlet and then by dinghy, explored Birchs Creek to Frog Lodge, previously an Orange Bellied Parrot release site, and a short walk on the Bombardier track. We then returned to Hawks Nest Cove for the night.

It was a beautiful sunny day as we departed Birchs Inlet en-route for Sarah Island. *Gradiva* was 0.4nm NE of Rum Point heading towards the anchorage SE of Sarah Island in 7m of water when the depth dropped rapidly to 2m and we came to an abrupt but thankfully, soft & muddy stop.

We were aground! Much of southern Macquarie Harbour is defined as “Inadequately surveyed” which we have proven to be quite correct!

With the assistance of *Brite Star* standing by, Paul Strong balancing above his dinghy on *Gradiva*’s extended headsail pole, *Southern Explorer*’s tender pulling the mast over with a halyard and finally *Southern Explorer* taking a stern tow line to her bow, we were off. We anchored SE of Sarah Island and the visit to this historic penal colony and boat building centre was underway after about an hour delay assisting *Gradiva*.



Gradiwa and Brite Star on Warners Landing

Our overnight anchorage was Farm Cove and we made our way very cautiously through the dark, button grass stained waters, into this “unsurveyed” cove. We found both the cruising guides and Navionics Sonar Charts to be quite reliable on this occasion, anchoring safely in the bay to the west of Soldiers Island. We explored the northern coves by dinghy, but suitable landing sites were few and far between.

The following day we returned to Kelly Basin in order to walk up the magnificent Bird River Track which follows the old railway up the Bird River through beautiful rain forest. By Monday, a high pressure system was approaching and we made our way back up to Risby Cove in light SW weather in preparation for departing Macquarie Harbour

On Wednesday the 22nd February after two weeks in Macquarie Harbour, we headed back through Hells Gates and south to Hibbs Pyramid, arriving early and enjoying the beach. The southerly sea breeze turned light easterly during the night. At about 2am, a strong NE breeze further north sent an uncomfortable swell into our anchorage. At first light we headed south east enjoying magnificent views of south west mountain ranges.

Approaching South West Cape, we passed twenty yachts headed for Port Davey, while our fleet continued on to New Harbour on the South Coast. There was virtually no swell, allowing us to

enjoy Friday morning ashore exploring the beautiful beach at New Harbour. In the afternoon we continued east exploring Cox Bight before *Phase Three* lead us into an idyllic anchorage on the western shore of Louisa Bay. It was glorious weather for the south coast. On Saturday 25th we rounded South East Cape and headed for Southport.

The *Brite Star* crew were anxious to re-unite with their dog and departed early the next morning for Kettering. The remaining four vessels had a great sail up the channel to Alexanders where we all enjoyed a final night's "pot luck dinner" aboard *MV Southern Explorer*.

A quiz was held every second or third sundowners throughout the cruise, with the quiz authors as the quiz masters. Each vessel prepared two sets of quiz questions. The overall placings were tallied and *Phase Three* ended up taking out the quiz championship. They were awarded the perpetual extended cruise quiz trophy (thanks Paul & Allison Peacock for donating this trophy on the 2022 Furneaux Group Cruise). A fitting end to a fantastic cruise.



Paul & Sally, *Phase Three* - Quiz Champions



Rick Allen (*Southern Explorer*) has written an extensive log for the recent west coast cruise. To make the most of Rick's presentation, the article will be uploaded to the website rather than printed in the Albatross. The first part is available under Club Cruises (see below). Subsequent parts will be posted monthly for the next four months. Thanks Rick for a great effort.

Ariadnes Clew & Southern Explorer at Louisa Bay

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**CYCT Extended East Coast Cruise (18/02/2023 - 04/04/2023) –
Allison and Paul Peacock**

Flip Flopping Weather

Keep an eye on the weather, which direction will it be coming from, how strong will it be? This was the twice daily question on this cruise. The answer in the morning was not always true for the afternoon.

The Norfolk Bay Cruise was 'Champagne' cruising which some did not want to end. With strong winds forecast many skippers decided to remain in Norfolk Bay or left the east coast at the end of the first week.

The Club's newest members on the cruise, Jenny and John Avery on *Skye*, deserve the intrepid cruisers award for staying up north the longest and sailing as much as they could.

The eldest member on the cruise Kevin Hussey with his son John on *Galadriel* deserve the tenacious cruisers award for their calm commitment in the face of unanticipated logistics and sailing as much as they could.

Week 1

Week one brought strong wind warnings with the wind forecast to be above 20 knots for the entire week. From Wednesday through to Sunday strong north easterly winds were on the cards.

Due to the wind forecast to blow 20 knots from the north on Sunday, skippers were given the option to transit the Marion Narrows on Sunday or wait until Monday when the wind was forecast to blow 15 to 20 knots from the south east. There were five boats that went through the Denison Canal and Marion Narrows on Sunday: *Albatross*, *Cirrus*, *Crown Venture*, *Pandora*, and *Wayaree*.

The rest of the fleet re-anchored in the morning further up King George Sound, to get out of the northerly wind. They went ashore to the general store at Murdunna for lunch and provisions. Lobster pizza, fish and chips and ice creams were enjoyed. The afternoon was spent in Sommers Bay enjoying the beach with several members swimming.

The members in attendance were:

- Gordon and Jan Armstrong on *Entourage*
- Kevin and John Hussey on *Galadriel*
- Richard Scarr on *Luna Seas*
- Allison and Paul Peacock on *Pacific Haven*
- Sally and John Tisdell on *Seabird*
- Jenny and John Avery on *Skye*
- Julie and Ian Macdonald on *Westerly*
- Christine and Ian Barwick on *Willyama*

Monday morning with the wind now behind them the rest of the fleet went through the Denison Canal then crossed the Marion Narrows in flat calm water.



The sea state was calm in Mercury Passage, with the wind blowing from the south. All the boats set sails for down wind sailing. Sailing was slow with only 3 knots of wind for the first hour. The last hour approaching Lachlan Island was great sailing with a calm sea in the lee of Maria Island and wind above 6 knots. *Pacific Haven* was sailing comfortably at 7 knots.



The fleet got back together at Shelly Beach in attendance were:

Judith and Bill de la Mare on *Albatross*

Janna and Steve Boulton on *Cirrus*

Mark Stephenson and Russell Wither on *Crown Venture*

Jan and Gordon Armstrong on *Entourage*

Kevin and John Hussey on *Galadriel*

Richard Scarr on *Luna Seas*

Allison and Paul Peacock on *Pacific Haven*

Helen and John Bridgland on *Pandora*

Jenny and John Avery on *Skye*

Rosemary and Paul Kerrison on *Wayaree*

The next day was a quiet day at Orford. Some ate lunch ashore then provisioned at the IGA. In the evening a BBQ dinner was held at 'Our Park' using the council provided BBQ and shelter.

Wednesday the wind flipped to the north east so mid-morning the fleet relocated to Maria Island.

The rest of the week was spent enjoying all that Maria Island has to offer. Fishing, impromptu morning teas onboard boats, walking to Encampment Cove one day, where the walkers needed to give way to a snake, then to Riedel bay on another day, to witness the surf rolling onto the beach. Of course, sundowners on the shore, atop the sand dune under the swaying sheoaks, sheltered from the wind, catching up on what everyone had enjoyed during the day.

Early one morning the police went to several boats inspecting safety equipment and making sure those who were fishing had caught the legal size and number of fish. *Pacific Haven* had a slow start that morning so missed the inspection.

The final evening of week one was ashore with everyone attending a pot luck curry dinner. The curries were delectable and there was a palpable silence as people ate, savouring every mouthful. Everyone enjoyed the food so much they all had second helpings.



Marion Narrows and Denison Canal. The remaining 5 boats *Albatross*, *Cirrus*, *Galadriel*, *Pacific Haven* and *Skye* went over to Orford and anchored near the mouth of the Prosser River.

To save dinghies being launched off decks in the windy conditions, *Pacific Haven* dropped their tender off the davits and collected four passengers for lunch at the Orford Diner, then to the IGA for provisions. During the day the temperature reached 29 degrees so the afternoon was spent splashing about in the water to cool off. The water temperature was a refreshing 19 degrees.

Sundowners was held on *Albatross*. While on board the wind flopped, changing direction to blow in from the north. Not what was in the forecast; the swell was now rolling into the bay putting the boats beam on to the swell. Following Kevin's suggestion the boats moved to Triabunna, near to The Deepwater Jetty for a good night's sleep.

With a good night's sleep achieved, the next morning saw a departure at 0830 for Schouten Island with 0 knots of wind. The wind from the south slowly began to catch up with us and by mid morning there was a puff of wind and the swell was 1.5 to 2 metres with a flat sea state.

Mid morning it began to rain. Passing a seal sleeping on the surface was the first indication we were approaching Ile des Phoques, which we could not see through the rain. Jenny and John on *Skye* headed further east and took it a bit slower so they stayed behind the rain and got a good

look and smell of Ile des Phoques. They managed half an hour of sailing during the afternoon in the light variable winds.

The boats that made it to Schouten Island in order of arrival were:

Albatross with Judith and Bill de la Mare

Pacific Haven with Paul and Allison Peacock

Galadriel with Kevin and John Hussey

Skye with Jenny and John Avery

Beautiful Schouten Island! What more do I need to say. Swimming in the morning, climbing Bear



Hill in the afternoon and sundowners on Moreys Beach.

The weather was due to flip flop over the next few days, with westerly winds in the forecast, so the fleet headed south, all except *Skye* who remained for one more day at Passage Beach.

Albatross and *Galadriel* returned to Orford in the morning. Kevin had arranged to rendezvous with Chris who was delivering more ice for their icebox and a new gas bottle. *Galadriel* was now set to continue with the cruise.

Pacific Haven, enjoying Schouten Island, left in the afternoon and went to Triabunna for fuel, water and fish and chips. They had a



dream tie up with there being no wind, ample depth and an empty wharf.

Pacific Haven moved from The Deepwater Jetty to Orford in the morning joining Janna, Steve, Judith and Bill for a nice lunch at the pub.

In the late afternoon Skye arrived, ending their day of technical sailing which required them to shake out their reefed sails when the wind dropped out, then put them back in when it came back with a vengeance from the south west. They ended their day with a spirited sail heading into the strong south westerly winds up into Orford.

The fleet remained at Orford, swimming and beach walking in the morning. The afternoon saw some complete the two hour return walk to the old quarry. The day ended with sundowners on *Pacific Haven*.



Friday, 3 March, Kevin and John on *Galadriel* sailed to Dunalley leaving Orford at 1100 to arrive at 1700. They spent a very comfortable night on the MAST mooring in Dunalley to wait for the rest of the fleet. They needed to travel at a more sedate speed nursing an overheating issue with their engine. Kevin and John are to be commended for their steadfast commitment to and participation on the cruise, managing to overcome unanticipated logistics with

understated commitment and confidence. They, like Skye, were committed to sailing *Galadriel* whenever they could.

For the last night of the cruise the fleet had relocated to the Deep Hole in Shoal Bay. Sundowners was held on *Albatross*'s top deck with a bird's eye view of Maria Island and a spectacular sunset to watch.

Saturday 4 March, the final day of the cruise, saw the



fleet up early to leave Maria Island in the dark at 0600, across flat calm Marion Narrows at 0800 and through the Denison Canal at 0900. Thank you Bill and Judith on *Albatross* for leading the boats through the canal.

The cruise came to an end with the fleet scattering to return to their various home ports. *Pacific Haven* experienced the largest swell for the cruise of 2 to 3 metres near Betsey Island.

Paul and I wish to thank everyone who participated on this flip flopping, weather challenging cruise. We appreciated your input to decisions and enjoyed the camaraderie.

Allison and Paul Peacock

Pacific Haven



Albert Ross report

Hear ye, hear ye! I've seen some sights to behold this summer! Read on to see what our members have been up to

Paul Kerrison was seen rescuing a yacht aground on mud in Taranna only to find once he had turned the yacht's bow across the wind, that the vessel took off under its flat-out engine and full sail only to have his dinghy dragged backwards through the water and his dinghy very nearly swamped.

Two lads were swimming, off the beach and out with the wind, in Chinamans Bay. John Bridgland headed out in his dinghy and towed the grateful pair ashore just before they realized how exhausted they really were.

The Vice Commodore anchored within the moorings at Orford. A large unused space. After a noisy night at anchor he woke to find the chain wrapped around something large. Tempting as it may be, this person should know better than to anchor amongst moorings.

I flew over one motorboat to see they had five flathead on deck, all over 44cms. I could have done with one of those.

A larger motor cruiser, believed to always be well stocked, was approached by a member in their dinghy asking to swap a feed of flathead for 4 eggs. He'd left the eggs in the fridge at home and was missing his cooked high protein breakfast.

Did I see the Vice Commodore, who was meant to lead the fleet, in last position whilst heading up the Huon River? Following a yacht with 1.8m draft, an 18m motor boat with 7m beam and 2 other boats, the skipper managed to find the only submerged log in the river. A bump on the hull was all that was felt but haul out revealed two bent propeller blades. All at what cost I wonder?

Franklin cruise, 11th – 13th March – Andrew Perkins

Around thirty five members and guests, including some who travelled by road, with fourteen boats along with Skye, Freebooter and Amoret which are based at Franklin, enjoyed a relaxing weekend over the March long weekend. There was a change of date and format this year; the date was changed from June to avoid the cold and stormy weather that caused us to cancel the event at the last-minute last year. The format was changed due to a clash with the Cygnet Regatta which meant the Sailing Club were unable to host us for the usual dinner we have enjoyed there in the past. The weekend began with a BYO get together at The Wooden Boat Centre on Saturday afternoon including an extended tour and discussion guided by students and volunteers including CYCT members John and Jenny Avery. John is a past student currently residing in Franklin and volunteering at the Centre. The tour was followed by a BYO barbecue on the riverside deck at the Centre.

On Sunday morning around six boats, including some crew from other boats, ventured through the gap and up the eastern side of Egg Island to Huonville and return. Following this excursion, the Watson family hosted 4 pm sundowners onboard Serenade which was ably maneuvered into an available space in the Franklin Marina by Max Watson. Drinks 'n nibbles were followed by an a la carte dinner at The Moorings at the Lady Franklin Hotel.

I think the format of the weekend worked well with the warmer weather and no pre-payment required. Thanks to all those who attended, including the volunteers and our hosts at The Wooden Boat Centre and The Lady Franklin Hotel.



John & Jenny Avery



The wooden boat school



Dinner at the Lady Franklin Hotel



Boats at the Huonville Bridge



Reflections at Franklin

Extract from The Voyage of the *Evangelist* by the Rev. Fred CB Fairey, where he gets a dunking at Falmouth.

Erika Shankley

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

Rev. Fairey had imported the 'Rob Roy' canoe from England. It was built of oak, mahogany and cedar, copper fastened and varnished - length 12 feet, depth 12 inches, beam, 28 inches, weighing 79 pounds. The vessel had a mast and sail and various lockers in which to stow stores. His voyage took him just under a month, setting off from Forth, on Tasmania's north-west coast on Monday 27th January, arriving in Hobart Town (as it was then known) 9pm Monday 24th February 1879.

His journal, first published in the *Boys' Own Paper*, describes a dunking as he attempted a landing at Falmouth.

The St Helens bar had been crossed without danger, but Rev. Fairey had been warned that his next destination - Falmouth – was one of the worst places to attempt to land. However, he wanted to visit a relative of one of his parishioners, so on sighting "some three or four cottages near the beach" he turned his bow towards the shore.

"The sea was smooth, but a swell rolled in and curled into breakers near the beach. Waiting for a few minutes I made a noise like a steamer's whistle in order to attract attention, but no one came. At last I prepared to land on the sandy beach not far from one of the cottages. I secured the sail, saw that my apron-string was loose, then, grasping the paddle, I made for the beach."

All went well for some time, then a high, smooth, round swell lifted the canoe up, passed underneath and rolled on towards the beach. I struck the paddle into the water and urged the canoe on as fast as I could. But before I had time to think, a majestic wave rolled in behind me and when just in the act of curling, the green wall of water struck the canoe and sent it flying up into the air, and in a moment, I was flying out into the water. I sank with the hiss of the surf in my ears, struck out, and rose to the surface to find the canoe about two yards from me, but the wrong way up; a few strokes and I grasped the canoe (now my lifebuoy) as breaker No 2, like a wall of foam, rolled over me, turning the canoe and myself about in a strange style, but sending us swiftly towards the beach.

I do not know what kind of gymnastic performance I went through during those few moments. Sometimes I had hold of the bow of my vessel, and once I nipped my little finger between the rudder-irons and the stern. Breaker No 3 rolled in. I heard a snap as the mast struck and broke off short, and then my feet felt the sand. Grasping the canoe's painter I struggled for a moment with the draw-back of the wave and then landed on the beach, panting for breath, but otherwise quite uninjured.

The next thing was to pull the bow of the canoe out of the water. Just as this moment I saw two men and several children running down the sandhills towards me. The men had so lost their presence of mind as to attempt to carry the canoe just as she was, full of water, but having regained me breath, I said, 'Wait a moment' and rolling the canoe over, the water being turned out, we soon had the little vessel high and dry, you may be sure that I examined the canoe all over and I was rejoiced to find that she was quite uninjured.

The next thing was to recover, if possible, the different articles of my outfit which might be seen floating in various directions in the surf. The tide was rising so that soon many things came within reach. One of the men rushed into the water and recovered my coat; I seized my faithful paddle as it came floating in, then one of the lockers; a little girl picked up a piece of the chart – and in this way most of the things were recovered. The locker-lid keeping closed, the provisions-box and things there had not fallen out, but of course my stock of provisions was quite spoiled.

The men assisted in carrying the canoe up the beach and all the loose articles were packed inside the little vessel. It was found that the articles lost were the field-glasses, sponge, tin pannikin and lantern; but the most unfortunate loss just then was my boots as I was informed that it was over a mile to Mr Steel's house, and I would find stones and thistles by the way,

Finding that one of the men was an innkeeper, I went with him to his house, drank a cup of tea, borrowed from him a pair of boots, and prepared to find my way across the paddocks to Mr J Steel's house.

I found Thomson Villa situated in beautiful grounds and the centre of a large estate. Upon the verandah near the front door a gentleman stood with his back towards me. I coughed and he turned round and seemed surprised at my appearance. I mentioned my name and, in a few words, explained that, in coming ashore to visit him I had been washed through the surf.

I was hurried into a room, supplied with dry clothing, and in a short time, after having been introduced to the family, was sitting down to a comfortable tea. The kindness with which I was received by this estimable family will ever be remembered by me.

During the evening I gave some account of my object in obtaining the canoe and received a cordial invitation to remain with the over the Sabbath that I might preach in the little church on the estate.

On Thursday February 6th, after breakfast, I went down to the beach with Mr Steel's drayman and brought the canoe and her belongings to the house and everything taken into the back garden, the sand was washed out of the little vessel and the fittings sponged and washed with fresh water and set out in the sun, the sail and boat's cover being hung up on the fence. With the exception of the provisions, log-book and compass, nothing seemed to be damaged by the somersault in the surf."

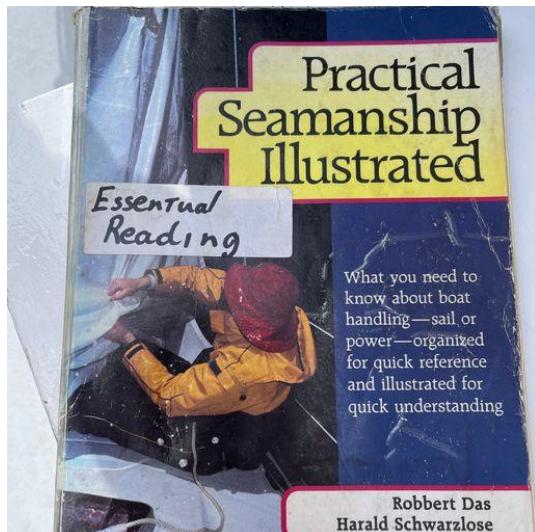
Rev. Fairey rode on horseback to St Marys and visited Mr Cramp's general store where he was able to purchase provisions and even a new pair of boots to replace those lost in the surf. Mr Steel was also able to make a new mast with some well-seasoned pine which had washed ashore from another vessel. In the evening the canoe was exhibited in a building on the estate while Rev. Fairey gave an account of his voyage to a local audience who listened with interest.

"Monday February 10th – And now the time had come for me to resume my voyage. Accompanied by Mr Steel and the elder children we brought the canoe on the dray to the beach. I found the wind north-east, and the weather looked cloudy and threatening. If I had been alone, I should have put off my journey until I saw what the weather would be but quite a little company had now assembled on the beach to see the canoe start. I had been taken to a part of the beach which was sheltered a little by a reef of rocks. I knew that twenty-one miles down the coast I should find a splendid harbour and landing-place under the south side of Long Point. Shaking hands with my kind host and my young friends, and watching for my opportunity, I launched the canoe and managed to get outside the broken water without a wetting. Waving my hat in farewell the sail was hoisted and the canoe was soon running down the coast before a rising wind and sea. "

The next episode of the reverend's adventures will be retold in the June issue of the *Albatross*.

Safety weekend 18th/ 19th March – Ian Johnston

Ian Johnston organised and ran a very successful safety weekend. Members had the opportunity to practise essential boating skills including towing and man overboard exercises. Well done Ian.



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Minutes of the General Meeting, Tuesday 7th March 2023

Opening

- The Rear Commodore opened the meeting at 7:30pm

Rear Commodore

- Rear Commodore David Bowker Introduced the guest speaker: Commodore Scott Poulter, presenting “Eden to Lizard Island”. A very detailed presentation of Scott and Rachel’s trips north and south over many years.

Rear Commodore thanked Scott and presented him with a CYCT plaque in appreciation.

- Rear Commodore advised the guest speaker for next month’s meeting is member Jonathon Ross on his voyage to Lord Howe and Balls Pyramid.

Secretary

Attendees and Apologies

- Attendees were registered on-line or signed in at the door. 36 were in attendance.
- Apologies in advance: Chrissie Rowland, Val Nichols, Julie Macdonald, Rachel Poulter, Bastian Siedel, Richard and Shona Taylor, Paul and Rosemary Kerrison, Ian Johnston, Paul and Alison Peacock, JP Corgnet
- Guests Graham Openshaw and Janaki Lennie were introduced by Barbara Weetman.

Minutes of the last General Meeting

Motion - The minutes of the previous General Meeting held on 7/2/2023 as published in the February Albatross, be signed as a true and accurate record of the meetings:

Proposed by: David Bowker Seconded by: Blair Bryant Those in favor: All

Business arising from the Minutes

- Nil

Membership Officer – New Members

Applications for Membership & Provisional Members

- Michael White & Christine Edwards on *Isabella*, a Contest 43
- Richard & Julie Perry on *Caprice*, an Angel 56

Introductions

- Membership Officer Sue Powell introduced new member Michael White. The Commodore welcomed Michael to the Club and present him with a Burgee

Vice Commodore - Report

What's happened

- SW and W coast cruise has returned with 6 boats participating over more than 4 weeks. Cruised to Port Davey, and Macquarie Harbour and return. Commodore Scott was praised for his exceptional work in the role as Cruise Contact
- Norfolk Bay cruise has returned with 10 boats participating. Thanks for Paul and Alison Peacock for their Cruise Contact work.
- East Coast cruise had up to 16 boats participate during the cruise. The fickle weather reduced the fleet over the 2 weeks with all involved enjoying the break away and the guidance and inclusivity shown by CC Paul and Alison Peacock

What's to come:

- March long weekend cruise to Franklin has 13 boats registered with 32 members expected for the dinner Sunday night at Lady Franklin Hotel
- 18 March Safety Day weekend. Ian Johnston would like another boat to join.
- 25 March WOBs sailaway weekend
- 02 April Clean Up Australia Day in Barnes Bay area
- 07 April Easter Cruise to east Bruny or west Tasman Peninsula

Treasurer - Report

- Treasurer was an apology. A report was prepared and Commodore Scott spoke briefly of the contents.

Commodore

The Commodore reminded members that registration on the website for meetings and events is strongly encouraged. Early registration saves a lot of time and effort for those involved in arranging club activities. Please register early.

Information

- Winter Forum Plans – Blair Bryant mention dates are set for this year. 13 June: Medical with Bastian Seidel, 11 July: Electrolysis with Chris Davies, 08 August: Fire with TBA
- WOB – Julie Porter spoke of the need to register for events, her inability to CC the sailaway and arrangements being made for radio licence course.

Other Business

Members can bring up topics for discussion

- Nil

Next Meeting

- Tuesday April 4th 2023 7:30pm at RYCT

Close

- Meeting closed at 9.15pm with members invited to socialise



Answers to the quiz

1. Gooseneck
2. Courtesy flag
3. Apparent wind
4. The pulpit
5. Deviation
6. A tow rope
7. That the vessel has a pilot on board. This flag is used when ships are approaching their berth and are under the control of a pilot.
8. International regulations for preventing collisions at sea.
9. A river or channel.
10. MAST



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