

# Albatross

Volume 49 No 4 May 2023



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

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

**Committee Members**

<b>Commodore</b>	<b>Scott Poulter</b>	<b>0419 513 983</b>	<b><i>Gradiva</i></b>
<b>Vice Commodore</b>	<b>Mark Stephenson</b>	<b>0438 854 380</b>	<b><i>Crown Venture</i></b>
<b>Rear Commodore</b>	<b>David Bowker</b>	<b>0418 136 493</b>	<b><i>Duet</i></b>
<b>Treasurer</b>	<b>Jean Pierre Corgnet</b>	<b>0478 144 650</b>	
<b>Secretary</b>	<b>Chrissie Rowland</b>	<b>0438 266 425</b>	<b><i>Ca Va and Escapade</i></b>
<b>Editor <i>Albatross</i></b>	<b>Julie Macdonald</b>	<b>0417 385 719</b>	<b><i>Westerly</i></b>
<b>Elected member 1</b>	<b>Blair Bryant</b>	<b>0488 701 000</b>	<b><i>White Star</i></b>
<b>Elected member 2</b>	<b>Bastian Siedel</b>	<b>0448 357 027</b>	<b><i>Blue Crystal</i></b>
<b>Membership Officer</b>	<b>Sue Powell</b>	<b>0458 089 013</b>	<b><i>Yaraandoo II</i></b>
<b>Warden</b>	<b>Chrissie Rowland</b>	<b>0438 266 425</b>	<b><i>Ca Va and Escapade</i></b>
<b>Webmaster</b>	<b>Rob Greenwell</b>	<b>0448 348 395</b>	<b><i>Cuvee</i></b>
<b>Quartermaster</b>	<b>Chrissie Rowland</b>	<b>0438 266 425</b>	<b><i>Ca Va &amp; Escapade</i></b>
<b>Immediate Past Commodore</b>	<b>Val Nicholls</b>	<b>0404 825 310</b>	<b><i>Aziza</i></b>

**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 19<sup>th</sup>** (there is no *Albatross* in January)

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Cover page photo: *Gradiva* rides an Easter southerly. Photo by Marion Stoneman

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### Not a CYCT Member?

Visit our website at [cyct.org.au](http://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](mailto: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****POSITION VACANT....**

As much as I have enjoyed the role of editor of the *Albatross* for the past three years, the time is coming when I will need to pass the job on to another member. I will be stepping down as of the AGM in September. If you are interested in taking over, please contact me and I can tell you what is involved. As Ian and I will be heading to the UK at the end of July I will also need someone to help get the August issue (prepared in July) to the printer then put the September issue (prepared in August) together from start to finish. Ideally the stand-in editor for the time I will be away would take over the position officially at the AGM. The *Albatross* is the heartbeat of the Club, so please consider taking on this important position.

\*

The second part of Rick Allen's West Coast article is now posted online. To find it, go to the website then Member Menu, Documents, Cruising, Club cruises, West Coast Cruise 2023 – Part 2

\*

There's some great reading again this month: *Sheokee*, *Invincible* and *Ariadne's Clew* all experienced some of Tasmania's wild and windy weather while Bastian and family enjoyed calmer conditions in Croatia.

\*

Answers to the quiz page 21

**Flotsam and jetsam****Odds and ends**

While the words flotsam and jetsam are often used together, they have different meanings. Flotsam (from the word 'float') describes items that weren't deliberately thrown overboard, while 'jetsam' (from the word 'jettison') describes items that were deliberately thrown overboard.

<https://oceanservice.noaa.gov/navigation/nautical-terms.html>

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


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**TUE 02 MAY****Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT.

Developing Production Systems for "Offshore Kelp Mariculture" by Professor Craig Johnson from IMAS.

**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**

WoB meeting at the RYCT at 1715 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. Clear 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.

**TUE 13 JUNE****Meeting**

Winter forum on dealing with medical emergencies on board. Our own Dr. Bastian Seidel shares his medical practice experience as applied to his own family cruising. Bastian addresses medical preparedness, avoidance, and response

**SAT 17 – SUN 18 JUNE****Dark MOFO weekend**

With the shortest day approaching and with Dark MOFO in full swing it is a super time to head into Constitution Dock for the night and enjoy all the festivities available right on your doorstep. Well, perhaps your fender step! Details will be made available closer to the time but be well warned.... boat decorations are required and the good old bunting will not do as you need to be seen at night. Red lights are required - en masse! So go shopping early before stocks run out. Cruise Contact is Andrew Boon onboard *Juliet* on 0400 711 812.

**MON 19 JUNE****Meeting**

WoBs meeting at the RYCT at 1715 hours

**TUE 04 JULY****Meeting**

Committee meeting 1630, General meeting 1930 at the RYCT.

Guest speaker new member Graham Openshaw discussing his passage from USA to Australia.

**TUE 11 JULY****Winter forum**

A forum on dealing with fire onboard a boat, led by staff from Tas Fire Service. 1830 hours at the RYCT

**SAT 15 – SUN 16 JULY****Cruise**

An overnighter in Barnes Bay, with a fire on the beach to sit around and keep warm by as you catch up with old friends from the club. Bring along and cook a sausage for afternoon tea which should keep your appetite at bay and allow room for some mulled wine to warm the cockles of your heart. Brunch ashore Sunday morning can be far more extravagant. Likely to be at one of the many anchorages in Barnes Bay, subject to the weather.

**MON 17 JULY****Meeting**

WoB meeting at the RYCT at 1715 hours

Chrissie Rowland will give a presentation about her recent experiences: could be Port Davey and Beyond ... or more.

## Commodore's report – Scott Poulter



At the April meeting the CYCT committee reviewed the Club's income and expenses with the objective of setting the membership fees for the coming year 2023/24.

Our membership numbers are relatively constant with around 20 new memberships each year and a similar number of resignations (people who move away from boating, move interstate or are no longer involved for various reasons). We currently have 167 primary fee paying members.

Our expenses are grouped into the following areas:

- *Albatross* expenses at around 43% including printing 33% and postage 10%
- Administration expenses are around 41% and includes rent 20%, website 9%, insurance 4%, accounting 3%, Paypal 2% and minor items 3%.
- Other expenses at 16% including mooring expenses 5%, membership list 4%, guest speakers 5% and minor items 2%

This year alone, our major expense areas have seen the following unit price increases: printing costs 5%, postage 10%, rent 8% and website 20%.

With these cost increases on the table and more expected over the coming months, the committee reviewed areas where savings could be made.

Our administration expenses are predominantly fixed costs with very little opportunity for reduction. We have previously eliminated the printing of the cruising program as a separate document saving approximately 2%.

The anniversary dinner operates at close to zero cost to the club.

The new members' lunch is considered by the committee a very important event, welcoming new members into the club and is easily funded from the one-off joining fee paid by new members.

The fixed costs associated with printing and distributing the *Albatross* are significant. For this reason, reducing the number of printed copies only delivers approximately 1/2 of the proportional saving. Similarly, reducing the number of pages only delivers approximately 1/2 of the proportional saving.

Proportional savings in the printing and distribution costs of a paper *Albatross* can be achieved by reducing the number of issues printed.

The committee considered these cost reduction opportunities and decided that printing and distribution of 11 annual issues of the *Albatross* was an important and ongoing component of the Club's fabric.

The Editor will look to optimise content and page numbers without impacting document quality to reduce costs. Members who are happy with the electronic version and do not wish to receive a paper version are encouraged to register this on their profile (or ask the Webmaster) thus reducing the number of printed copies. We are continuing to improve the electronic presentation of the *Albatross* such that in the future, when the membership considers that the electronic version is superior, we can eliminate the significant printing and distribution cost.

On the basis of the points discussed above, the committee decided unanimously to increase the annual fees by \$10. This increase will ensure that the club does not operate at a loss in the coming year and protects the Club's strong financial position.



## Vice Commodore's report – Mark Stephenson

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The Club's calendar has been a bit busy lately, perhaps too busy? Some events had date changes caused by a variety of factors which resulted in something being on nearly every weekend. Great to have the variety to choose from but then maybe fewer boats attended each event. Next year's calendar is in the very early stages of planning and I would welcome feedback from members with their thoughts on how often we should plan cruises. Maybe we should only plan a few months in advance. Have the website displaying

those with fixed dates, like Christmas, MOFO, and long weekends then leave it until nearer the time to add a cruise. Please think about this and get in touch with me – email is the best way to contact me [stephensonmjc@gmail.com](mailto:stephensonmjc@gmail.com).

Between the Editor's publication deadline and the end of April we have had the Donald Sutherland Memorial Navigation Rally hosted by last year's winners Scott and Rachel onboard *Gradiva*. I'm looking forward to the "doddle" around the bay and winning one of the great prizes. Oyster Cove Marina has again offered \$500 value of boat yard services which we will use as first prize. Peter Johnson Chandlers are providing second prize – a \$200 voucher to spend in their boat owners' toy-shop and Mure's Upper Deck restaurant is giving a \$100 voucher for our third prize. (I know I'd be happy to win any of these ..... and I hope I did !) The prizes are very generously given and we need to acknowledge the assistance by supporting these businesses.

The Club Picnic on Sunday will be a shared lunch held after the Rally prizes are announced, then we cruise off to the Tasman Peninsula for the week, hoping autumnal weather will prevail.

The weather wasn't too crash hot for the Easter Cruise; read about the variety of conditions later in this *Albatross*. Cruise Contacts Derek and Marion Stoneman onboard *Ariadnes Clew* were well appreciated for their planning and information they provided to cruisers. Many thanks Derek and Marion.

I'd hoped to have had details finalised by now for the big event this year – yes – the Anniversary Dinner – it is not too far way, so make sure you keep Saturday the 26<sup>th</sup> August free to celebrate 48 years of the Cruising Yacht Club of Tasmania. Along with a delicious meal, I hope you will be inspired by a few things I have up my sleeve. Stay tuned!!




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## Women on Boats report – Julie Porter

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Another month has passed and sadly we didn't get to catch up for the regular meeting. Many away and unwell. Safe travels and those unwell, get well quickly.

The session was a trivia quiz and a fun way to refresh Col Regs and a bit more. The idea came from comments last year when some were saying it was often hard passing the rules of the road onto crew in a meaningful way, and if they don't use them, then they get lost.

Sound signals, day shapes and lights can be confusing!

The resources will be on the CYCT WoB section and the bookmarks will be available at the May meeting. If there is interest, we will run the quiz session at a later date.

In May, I'm hoping you'll join us as Kathy Veel and Bridget Canham will share their story about 2 Birds2Hobart (albeit online). It is inspirational and I'm looking forward to seeing you there (please RSVP as early as possible to ensure we have the numbers to go ahead).

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## Rear Commodore's report – David Bowker

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I took the opportunity to visit Port Esperance Sailing Club's new clubhouse when the Dover Regatta was on in early April. It is a really lovely building which will also be used for community events. They only received a permit to use it a few days before the regatta and it is still unfinished, partly due to a lack of funds. The weather was pretty bad for the weekend but that did not seem to deter the dinghy sailors at all. Having a club house was a significant step up compared to the tents they had been using with the weather they had over the weekend.

### "Developing Production Systems for Offshore Kelp Mariculture"

Professor Craig Johnson from IMAS is our presenter at the next General Meeting on May 2nd. With global interest and demand for seaweed and seaweed products booming, there is an opportunity to develop a new environmentally-friendly industry in Tasmania growing kelp. This talk will outline a Blue Economy CRC research project that will both assess whether a kelp mariculture industry in Tasmania is viable, and take some initial steps towards providing the foundation for this kind of activity. Information on the project can be found at: <https://blueeconomycrc.com.au/project/developing-production-systems-for-offshore-kelp-mariculture/>. The research project will involve activities in the Channel so Craig is very keen to explain the project and receiving feedback from members.

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.

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## Women on Boats sailaway report, March 25-26 – Sally Erry

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Departure from Kettering, bound for Barnes Bay. Captain Dinah graciously welcomed us and gave us a tour of the immaculately finished and appointed *SV Trim*. Our trip over allowed plenty of opportunities for developing the skills we had identified prior to departure, in 10-15 knot



south westerly winds. These included heaving to, laying anchor, picking up and marking mooring buoys on the chart plotter and some sneaky berthing practise. We noticed we had an observer at the Quarantine Bay jetty, only to find in true Tassie style that it was John Deegan from our very own CYCT, out for a stroll with his dog.

Our trip was punctuated with delighted exclamations from Sally, a racing sailor who marvelled at things like "doors on the head!",

“carpet on the floor!”, “bowls for breakfast!” and we all enjoyed a still, blissfully quiet sleep, “no watches!”, after a delicious dinner. Sunday saw us throwing things overboard and retrieving them, tethering on and trying to throw ourselves overboard and then hoisting the brave Julie up by the D ring on her life vest, from the floating tender, up to the deck using Trim’s MOB boom and winch rig. Thanks Dinah for a fantastic WoB weekend and for all your sailing advice, tips and sensational cruising life hacks!



Skipper & crew, Trim



Rope ladder

**Membership Officer’s report – Sue Powell**



The year is marching along with Easter cruises all behind us and as the weather over Easter proved, winter is on its way. My only Club activity remains committee, general and WOB meetings with associated membership officer admin duties. Another round of doctor, MRI and injections may make physio a possibility so hoping I can look forward to a more active future.

**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.

- |                |                   |
|----------------|-------------------|
| Annie McComb   | <i>Mystique</i>   |
| Mel Bartlett   | <i>Wynd Chill</i> |
| Fiona Caird    | <i>Wynd Chill</i> |
| Justin Barwick | No boat           |
| Ian Paget      | No boat           |

### 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.

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>

### 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
No boat	Sally Erry	0401 175 099
Skye	John Avery	0435 671 243
Skye	Jenny Avery	0402 537 624
<i>Isabella</i>	Michael White	0411 513 3 86
<i>Isabella</i>	Christine Edwards	0408 551 973
<i>Caprice</i>	Richard Perry	0414 709 611
<i>Caprice</i>	Julie Perry	
<i>Escape Plan</i>	Anne Travers	0417 402 433
<i>Escape Plan</i>	Mathew Bretherton	0430 321 430
<i>Escape Plan</i>	Bill Fulton	
<i>Escape Plan</i>	Liam Travers	

### Introducing new members

#### Annie McComb - *Mystique*

I have been sailing in big boats for thirty five years after learning to sail on Blowering Dam in the Snowy Mountains on an NZ14 which was built by my Dad. I came back to sailing when living in Brisbane in 1997 when I started crewing at WAGS. This led to doing some delivery miles on various boats, my favourite being the infamous "*Fidalis*". I have done many miles up and down the

east coast with her permanent delivery skipper "Jimmy". In 2000 I moved to Rockhampton in northern Queensland and bought my first keel boat, a Van der Stadt Pion 30' which taught me how to sail and get into and out of trouble!

After leaving Rockhampton I sailed on a Cavalier 395 from Fremantle to Melbourne and bought the boat "*Epsilon*". I lived on board *Epsilon* for seven years and competed in the Melbourne to Hobart bringing me to Hobart, and the Three Peaks Race (traditional three sailors and no motoring) then sailed her up to Bowen and back often on my own or with crew. On selling *Epsilon* five years ago I was boatless for a very short time when *Mystique*, a 26' Huon Pine motor sailer, came my way and is the boat I currently own.

I joined the Cruising Yacht Club in the hope that it will encourage me to use *Mystique* more often and spend time on the water with other cruising sailors enjoying our beautiful waterways.

### Justin Barwick & Ian Pagett

Having returned home from Sydney after living away for 23 years, the first thing we decided to do was join the CYCT so we can get back on the water with my parents, Christine and Ian Barwick (current boat *Willyama*). My partner Ian grew up in western NSW so I am converting him from motorbikes to yachts. He is slowly gaining his sea legs. Being crew myself for mum and dad over the years I know Ian will be in good hands. We look forward to meeting other members and creating memories on the water.

### Mel & Fee – Wynd Chill



We purchased *Wynd Chill*, an Arvor 855 Weekender in December 2022 and following a very pleasant conversation with another marina member informing us about all the benefits of the CYCT, we decided to put in an application to join.

As our previous boating experience has been limited to estuary expeditions in our tinnie, a fishing charter, and a bareboat holiday, we decided lessons would be most helpful with our new vessel and have now completed two solo day trips down the Channel. We hope to increase this number soon along with some multi-day trips as we get more experienced.

We are looking forward to learning a lot from more experienced Club members, being involved in the Women on Boats group and participating in club cruises...when it's not too windy for us.

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## Quiz

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1. What is the minimum distance a vessel can approach the shore or a jetty at greater than 5 knots?
2. What does a red and white vertically divided flag on a vessel mean?
3. You are driving a power vessel less than 12 metres long between sunset and sunrise. What navigation lights should be switched on?
4. What type of boat does a Motorboat Driver's Licence entitle you to drive?
5. In a narrow channel, on which side of the centreline of the channel should you keep?
6. What signals indicate a vessel is going astern?
7. What is the law regarding Life Jackets on vessels under 6 metres ?
8. Do you need a motor boat licence to operate a jet ski (personal water craft)?
9. What is the minimum age of an observer when water skiing/aquaplaning?
10. What light should a power driven vessel show at night?

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## Winter forum workshops – Blair Bryant

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For those seeking to make their cruising safer and more enjoyable, we have three special events for you.

- **13 June 2023 – Medicine... Showing your family and crew you care.**
- **11 July 2023 – Fire... The memorable cruise event.**
- **8 August 2023 – Electrolysis... The mystery of electrolysis.**

Each of these workshops presents two cruiser relevant “case studies”. Then we open to the group to apply learnings to your yacht and crew. This is about experts personally enhancing our individual cruising experiences.

The workshops occur the second Tuesday of June, July, and August, commencing at 18:30 and continuing to 21:00 in the RYCT upstairs function room.

CYCT and RYCT members as well as friends and guests are welcome. Free. Please register via our CYCT website ([cyct.org.au](http://cyct.org.au) Home --> Events).

The details...

- **13 June 2023 – Medicine...** Showing your family and crew you care.

Our own Dr. Bastian Seidel shares his medical practice experience as applied to his own family cruising. Bastian addresses medical preparedness, avoidance, and response.

Dr Bastian Seidel practices at the Ochre Medical Centre. He studied medicine in Germany and South Africa. He underwent postgraduate training in the UK, USA, and Hong Kong before moving to Australia in 2007. He is a Clinical Professor at the University of Tasmania. Bastian is a former President of the Royal Australian College of General Practitioners. He holds a research doctorate in paediatric immunology and has

published peer-reviewed, scientific articles as well as books in general medicine, health services research, and medical education.

**11 July 2023 – Fire...** The memorable cruise event.

Steve Raudino and members of his Marine Fire Team will share “war stories “ and apply their learnings to our own fire prevention and response capabilities.

Steve Raudino leads the Marine space for the Tasmanian Fire Service. Tas Fire’s Chief Officer awarded Steve for his Marine accomplishments. Beyond their fire expertise, the team has direct cruising, Sydney Hobart Race, and other racing experience.

**8 August 2023 – Electrolysis...** The mystery of electrolysis.

Marine corrosion myths & misconceptions will be revealed.

“Electrolysis”, the term used by seafarers to describe corrosion that affects vessels no matter what the construction; fibreglass, steel, aluminium, and timber. Nothing escapes its destructive forces. Chris will dispel the myths and misconceptions associated with this topic, including ways to mitigate costly failures and extend the life of your vessel.

About the presenter: Chris Davies currently works as a corrosion consultant; he is a Chartered Engineer with over two decades of experience in the marine industry and is the current chair of the Tasmanian Section of the Royal Institution of Naval Architects.

For further information, please contact Blair Bryant, ( [blairbryant@arcadiapacific.com](mailto:blairbryant@arcadiapacific.com) ) or Bastian Seidel ( [drbastianseidel@gmail.com](mailto:drbastianseidel@gmail.com) )

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## Why soft shackles? – Dinah Jones

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I love soft shackles.

They’re light, strong, secure, gentle on your topsides, easy to attach and undo with your bare hands and don’t hurt as much if they whack you on the head.

You can use them for attaching sails, halyards, sheets, blocks and snubbers. In fact almost anywhere you use a metal shackle, you can substitute a soft shackle.

Made from (wait for it) Ultra High Molecular Weight Polyethylene (UHMWPE), ‘Dyneema’, soft shackles are incredibly strong yet will float if they inadvertently end up over the side.

The breakload for 6mm stainless is 2800kg, for 6mm braided Dyneema, 3980kg! Dyneema is resistant to chafing but not immune and will lose 5% of it’s strength each year. It is also susceptible to degradation by UV so check your soft shackles regularly.



Soft shackles are quite expensive to buy BUT are relatively easy and cheap to make. Keep in mind that Dyneema's slipperiness makes knots very hard to tie and lock. If any part of a soft shackle is going to fail, it will be the knot. Finish your stopper/button/diamond knot on your soft shackle by locking it under load or with a winch if you can. I use the Button Knot as it is apparently much stronger than the Diamond Knot (and it looks prettier)

So keep yourself entertained these long winter evenings and make yourself an assortment of soft shackles using the links below. I set myself up in front of the computer screen, with splicing fids, marker pen, tape, ruler and patience to hand, then do battle with the 'Button Knot'. It's tricky but worth it.

A Better Soft Shackle: [https://l-36.com/soft\\_shackle\\_9.php](https://l-36.com/soft_shackle_9.php)

How To Tie a Button Knot: [https://l-36.com/button\\_knot\\_top.php](https://l-36.com/button_knot_top.php)

(Hint: allow yourself a few extra cms of line. You will end up trimming it off but that little bit extra makes tying that knot SO much easier!)

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## A cruise to the race, Part 2 – Bryan Walpole & crew, *Invincible*

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*Alan at the helm*

By now, we are four days out of the Derwent, via Schouten Island, Waubs Bay, Eddystone, and here, in Murray passage, sunning ourselves, slathered in sunscreen, swimming in the clear blue Bass Strait waters. And so to the story.... Deal Island is surely the highlight of Bass Strait, an historic lighthouse, 1000 foot + granite cliffs, narrow passages with several all-weather anchorages, sandy beaches, and friendly volunteer rangers happy to see visitors. Abundant wildlife, and at night, the cries of the little penguins happily breach the silence, as parents /chicks locate each other in the steep sandy bank. The derelict jetty is a major drawback, trips ashore needing a dinghy, and so become weather dependant. Racers need to swim. The museum is fascinating, with details of the building of the lighthouse, shipwrecks, and privations of the families tending the light. Opened in 1848, the light was too high to be useful, in cloud about 40% of time, so closed in 1992, when two local much lower islets gained smaller lights for shipping guidance. With fifty miles to Refuge Cove, and a desire to get there in time for a swim, we hauled up the CQR at 0700 next morning and motored out of Murray Passage to the south, with a whisper of southerly breeze.

By the time we round Norfolk Point with its anticlinal rock folds, into the Strait, the wind is back, at 15 kts, *Invincible* making a cool 6kts on port tack with the engine silenced. Ahead the imposing vertical cliffs of Judgement Rocks, the largest fur seal colony in Tasmania, and a wayward fellow raises a flipper for us, as we bear way east for Wilsons Promontory. At halfway, we sail close by



the Hogan group, low, treeless, with a low canopy of circulating shearwaters blackening the blue skies. It was ruined by grazing, losing its trees. Cruising does not come much better, a warm reaching breeze, dolphin pods alongside, Ailsa's hot coffee in hand, making great progress in such weather; there can be few better cruising grounds than Bass Strait in a calm mood. In past Devonport races, we have thumped through here against 35 kts of sou-westerly, with 4 metre seas washing over the deck, freezing cold, in our tough little half tonner, a Cole 30, with everything wet, and the smell of gastric contents all pervading down below. Racing? Who needs it?

Soon we close Wilsons Prom. with its lovely green covering, interspersed with brown shards from recent bushfires. The Refuge Cove entrance is hard to find, as the prominent white light beacon has been replaced by a steel structure, set back amongst the trees, and the entrance is just a narrow opening in a seemingly endless line of eucalypts. Down sails, and *Invincible* motors in then turning sharply south toward to beach, where another cruiser is already anchored. We drop the pick in 4 metres, at 3pm having sailed 50 miles in 8 hours. By now, day six, the southerly has moved east, with a 1030 mb. high in the Bight, bringing light and variables to northern Bass Strait. Here we are out of both VHF and mobile range, so the rising barometer becomes our best predictor.

We see a campsite amongst the scrubby tea tree ashore, so Ailsa and Alan swim the 75 m. then walk the track out to the east, with views back across the Strait, chat with the walkers, all a day or two out of Tidal River, and bound for Tongue Point, the southernmost point of Victoria. The track has been closed till recently, because of bushfire damage and associated risks. During late afternoon, a brisk easterly blows in, making the anchorage a tad rollie, giving us the first bumpy night of the trip.

Early morning and anchor aweigh at 0500 in the dark, as we have 80 miles to Westernport Bay, with no anchorages suitable intervening for *Invincible*, with her 2 m draft and 14m mast. Punching into the north-easterly, out through the entrance, a shrill scream fills the air, coming from the control board below, engine overheat alarm. Fortunately, we have that trusty number 4 jib pulling us along, so we close off the engine, till daylight, and sail. Rounding Cape Wellington, we turn south for Tongue Point, with its lofty lighthouses, and pass between Forty Foot Rocks and the Anser group towards the picturesque Glennie group of islets.

Clear of all land, it's time to have a look at the engine, however none aboard have more than rudimentary knowledge. First Aslan goes over with the mask to check the inlet, and finds it clear. Next, I disconnect the hose delivering hot salt water to the exhaust, and water is streaming out the pipe, so nothing wrong with the pump. Next, remove the cover of the thermostat, to find it stuck fast to the seat. I free it up with a screwdriver, replace it, and off we go, till 10 minutes later, the alarm repeats. I remove the thermostat from the engine, and all's well, engine performing beautifully, I phone my engineer, Ralph in Hobart, discuss, and he tells me we don't need a thermostat in our climate, leave it out.



*Bryan at the end of the cruise*

By now the breeze is building with the summer sun, and we have 25kts of north easterly, pushing us toward Westernport. Our intended destination, Flinders, will be open to the swell, so after rounding the Nobbys, with the seals observing us, we drop sails and motor to Farmers Beach, on the western side of Phillip Island, where we drop anchor in 6 m onto sand, behind a long row of macrocarpa pines, giving shelter to well-kept farmland, on a deserted 2 km beach. Sally whisks up another casserole from our remaining fresh foods, as all ice is now long melted. And the wine casks are no more, so Melbourne tomorrow is a must. Accordingly, we are away by 7 am to make the midday slack water at the Rip, the notorious entrance to Port Phillip, 30 miles away. Motoring in a calm sea, by 10 o'clock an offshore breeze has sprung from the north east, pushing us along past the extensive ocean beaches of the Mornington Peninsula. An hour out, we call Lonsdale VTS for permission to enter, using a set script, nominating the four fingers west channel, keeping clear of all shipping. They inform us of expected traffic, and we note a sizable bulk carrier to our west, making for one on the eastern channels, and we are obliged to go behind her, rather than cross, even though we are right of way vessel. Half an hour later we take her astern, and head for Queenscliff bluff on slack water, all tethered on to the cockpit in case of turbulence.

At 50m from Queenscliff pier, we turn east for the west channel and to the city. We motor sail the 26 miles to arrive at RBYC at 5 pm to a small reception party on the marina, to welcome "foreign" yachts for the Race to Hobart on the 27th. A case of cider from sponsor Willie Smith, T shirt and cap included. The luxurious clubhouse provides showers, meals, and secure free marina berth. And so ends eight days of superb almost trouble-free cruising, mostly under sail, using only 25 lt of diesel in 420 miles, predominantly for battery charging, on and off anchor, and the final approach on the bay. The question - Are racing yachts suitable for cruising?



*The crew at the end of the cruise*

### 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**

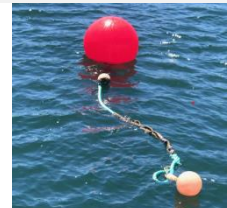


#### **North Simmonds Bay, Bruny Island Number 2 - 7786.**

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.**



## Sailing Croatia – Bastian Siedel

‘Tuk.Tuk.TukTukTukTuk’ It was the unmistakable sound of a tried and tested two stroke outboard motor that woke me up.

Just after 6am, at a foggy dawn, the local fishermen passed by our boat in their battered clinker dinghies on their way to haul in the nets hoping for a decent catch of sardines. I heard them the evening before, just when I made myself comfortable under a couple of thick blankets for a night under the stars in the cockpit of our charter sailboat. We are the only boat anchored in the bay of Okuklje, a sleepy fishing village just a few miles away from Dubrovnik in Southern Croatia.

Just over 6 months ago my little family (my wife Alex, our young



boys Henry and Freddie) spent some time on a skippered charter boat in the Whitsundays and got hooked on sailing. Fast forward to March and we booked a bareboat to sail a week in the pristine waters of the Adriatic Sea.

We made a reservation for a 34 footer through the ubiquitous Sunsail charter company. The sailing season in Croatia typically starts around Easter, so we were the first family showing up at the base in Dubrovnik mid March. We got a free upgrade to a 2021 Jeanneau 383, fully kitted out with anything we could possibly wish for. Even boats come with WIFI these days which we used to stay in touch with the Sunsail team at the base. We also had access to PredictWind, Navily and SavvyNavy on our trip.

We chose Croatia as our first overseas sailing destination. The conditions are

excellent for beginners with generous depths and spectacular line of sight sailing. We needed an ICC and VHF certificate for the charter, otherwise we just paid for minimal excess hull insurance - Mediterranean mooring is a bit intimidating after all. The winds can be tricky in Croatia with a NW Mistral up to 21 knots reliably occurring in the summer months. The Jugo and Bora, tricky storms can occur anytime, but are not that prevalent in the country's south. We had winds up to 20 knots, sunny days and cold nights - and that was just about fine with us.

We chose a route outlined in the German magazine Yacht from 25/26 2022 (see map). On paper it looked like a lovely route, allowing us to tour the Elafiti archipelago, the Mljet National Park and the salt plains of the historical town of Ston. Out there on the boat - it did not disappoint.

The Sunsail base is at the ACI Marina in Dubrovnik. We spent the first two nights there as we needed a little bit of time for provisioning and a bit more time for exploring the ancient old city of Dubrovnik. Hardly any tourists were there, and we immersed ourselves with the locals - and local cuisine.

The Sunsail base team helped us to navigate out of our very tight berth and off we were to the carefree island of Lopud. It took us a little while to get used to the boat and the conditions and after five hours we found a mooring near the beach. Henry and Freddie were desperate to investigate the playground at the harbour, and after they burned off some energy we took our dinghy to the only tavern in town that appeared to be open. We gathered around the open fireplace and listened to some interesting Croatian Europop. The food choices were 'beef stew with rice - or beef stew with pasta' but accompanied by any of two dozen red wines. We spent a good 3 hours at the place, and somehow we also got served fabulous local oysters, prosciutto and excellent espresso. We were pretty pleased with ourselves and our first day of sailing.

The next day we sailed to Okuklje on the island of Mljet. The wind was a bit stronger but with no swell to speak of we felt very comfortable and the children loved it. Okuklje is a little fishing village and landlocked. The lagoon offered safe shelter and we picked up a mooring buoy with ease. It was here that I decided to sleep outside.

The next morning we all went for a swim. The temperature of the Adriatic sea in March is around 15 degrees, so we climbed back in the boat as soon as we jumped in, but we had freshened up, ready to face the (for us) challenging passage to Ston.

Challenging, because the passage involved sailing the Stonski canal, a narrow waterway that is also very shallow. The Sunsail base team told us not to worry too much. We had a 1.5m shoal keel and the canal has a soft sandy ground.

Sailing conditions were excellent and of course I got sunburned. With little water under the keel we made it through the canal and docked on the east side of the ancient harbour wall, the salt plains literally just next to us. Ston is of historical significance to Croatia - not just because of the salt production, but also as a walled and well defended town. We walked the impressive wall the next morning, spent some time in the playgrounds with the children and indulged in the world famous Stonki oysters. Somehow I managed to eat too many of them and consequently had a rather uncomfortable night. I was quite sick.

Alex was keen to leave at 12 the next day, but I still felt pretty queasy. The wind increased quite dramatically, and unfortunately, we were now stuck in sand. It was not any better by 4pm and we decided to stay another night, aiming for an early start the next morning.

At 6am the sea was calm, with next to no wind and remarkably a foot of water under our keel. I felt great after a hot and strong coffee, and we were no longer afraid that our 21st century boat would be pushed towards the 11th century harbour wall after releasing the spring line.

We motored to Sipanska Luka, found a mooring buoy before midday and ventured to explore the still sleepy town. The wind increased in the afternoon and we happily tacked back to Dubrovnik. The Sunsail crew helped us to get back to the berth, we had a quick debrief and that brought our first little overseas sail to the end. Well, not quite - we took an Uber and celebrated a great time in Croatia with a lovely dinner and even better icecream in Dubrovnik's old town.

So, was it all worthwhile? Absolutely. Croatia in the offseason is tranquil. Croatians could not be more helpful and supportive. The history of the Elafiti archipelago and Dubrovnik is fascinating and the sailing does not disappoint. Would I go back - just for another night under the stars - in a heartbeat.



Dubrovnik

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## Message from MAST

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### Important Safety Message - do you use an engine degreaser?

If you use an engine degreaser in your enclosed engine room, it is recommended you do not use the aerosol types. Vapours will form explosive mixtures with air. Vapours are heavier than air and may travel along the ground or be moved by ventilation and ignited by heat, pilot lights, other flames and ignition sources. Recently a Hobart man in Prince of Wales Bay was tinkering around on his boat after an engine service. He thought it was an ideal time to get the engine looking spick and span and purchased four pressure pack aerosol type engine degreasers from the local store and used two to clean the engine. After rinsing the degreaser, he went to pump the bilge. On operating the switch, the spark ignited the fumes, activating what he described as a “vapour bomb” on board his 43-footer. The person was in a coma for seven weeks and has had numerous operations. He is now making a good recovery. So, make sure you are aware of these dangers when working in a confined space with pressure-pack aerosol products.

Go to the MAST website for more information on marine safety topics including EVDS, towing and podcasts [www.mast.tas.gov.au](http://www.mast.tas.gov.au)



### Answers to the quiz

1. 60 metres
2. There is a pilot on board - keep clear
3. Red and green sidelights with an all round white light
4. All recreational vessels with motors of 4hp or more
5. Starboard
6. Three short blasts on horn
7. One for each person on board must be worn whilst under power
8. Yes
9. 10 years
10. Display a white all round light only

All questions and answers from MAST Recreational Boating Licence test – [mast.tas.gov.au/services/practice-test](http://mast.tas.gov.au/services/practice-test)

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## Kettering to Coles Bay – Sue Wills, Sheokee

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*Sheokee* departed Kettering for Coles Bay on January 6 with 6 POB: Andrew, our sons Nick and Henry, their partners Lara and Zoe and me. Our four-day journey took us to Port Arthur's Safety Cove, Fortescue Bay, and Maria Island, passing by Ile de Phoques, before arriving in Coles Bay to connect with Nick's friends and restock supplies. The main challenges were some unexpected seasickness on day one (not helped by sleep deprivation following Henry's car blowing a big-end bearing in Campbell Town the night before); and an 11-hour day from Maria to Coles Bay due to head winds and choppy seas. Challenges more than made up for by journeying with pods of frolicking dolphins; indulging in a hot shower at Fortescue; eating fresh tuna sashimi (caught near the continental shelf east of Tasman Island); taking day walks from Fortescue's Canoe Bay and across the isthmus of Maria Island; watching our cat Casper gain his sea legs (follow him on Instagram at [casper\\_caspoabar](#)); and marvelling at the dolerite columns of Cape Pillar while making a blissfully calm passage on the inside of Tasman Island.

Having bought *Sheokee* in September with very limited sailing experience, we'd had an intense few months of steep learning. Having both boys home over summer meant we could revisit friends in Coles Bay (our eldest son's old stomping grounds) and explore some favourite haunts under sail. So, following our sailing lessons (thanks to Jason), several day trips, the CYCT weekend trip to Adventure Bay (with near-perfect conditions), an overnight sail to Nubeena (managing genoa furling problems in high winds, experiencing the 'magnetic anomaly' and narrowly beating the worst of a gale-force storm while re-crossing Storm Bay), it was rewarding to have made it safely to Freycinet's door without major mishap.

Once in Coles Bay, we explored The Hazards, Bryan's Beach, and Passage Beach over four days, with ideal weather for entertaining, swimming and beachcombing. Nick and his mate went freediving for crayfish - promising they'd return with four cray, plus enough squid and fish to feed eight. We were treated to cray cooked three ways, squid cooked two ways, and two styles of fish ceviche :)

It was heading back that things got interesting. Motor-sailing into Coles Bay for return journey supplies (with Henry and Zoe happily off fishing in the tender), Andrew noticed smoke and then saw molten plastic wiring on a panel behind the stairs. We cut the engine, called Bill (*Sheokee*'s prior owner who knew the wiring system inside out), and removed the fuse while continuing to sail in. We then called Henry and asked him to be on the dock to catch our lines in case we couldn't use the engine. It was a bit 'James Bond' with the kids coming from behind and racing to the dock just moments ahead of us. Fortunately, we restarted the engine without incident and docked safely. Nick's friend suggested an electrician who met us aboard at 7am the next morning, made repairs, and confirmed we were good to sail home.

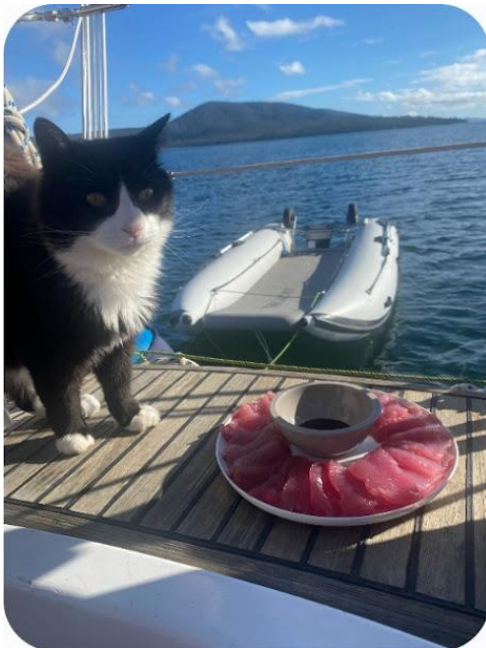
The homeward sail was exhilarating, with SOG of 8-11 knots, thanks to 25-30 knots of north-easterlies behind us. Our only hiccup was an issue with the genoa which would not completely furl in without fully releasing and reconnecting the sheets. The decision was made to 'fix that once in sheltered waters'. Turning west outside of Tasman Island under a full genoa, winds immediately increased to 45-50, gusting to 55 knots. *Sheokee* heeled from 30 to 45 degrees while 2-3m waves were near to beam on. Henry was at the helm, valiantly fighting to keep her off the beam as best he could as we all realised that we were at risk of broaching - with none of us tethered. Henry called 'Reef the genoa!' but his words were lost in the wind. Moments - feeling *much* longer -



passed before we began to function like a crew and reef it in. However, the earlier complication of insufficient sheet length to furl the last metre of genoa, was now compounded by the high winds so that closer to two metres of genoa remained exposed to the wind and began to shred. We could either turn into Port Arthur or continue to Adventure Bay, where interstate friends offered a one-night window to catch up. The eastern entrance of Port Arthur provided a small sheltered area with calm enough conditions to release and reconnect the genoa sheets. This involved Henry steering the boat in doughnuts to avoid the rocks and the wilder weather while Andrew and Nick managed the genoa on deck. I say 'we' but the reality is, I was effectively paralysed with fear for a good portion of this time. The suddenness and being so far out of our depth brought home to me how vulnerable and inexperienced we really were. Having finally secured the genoa we decided to re-test the waters. Thankfully, on clearing the western entrance to Port Arthur, the winds and seas resumed their earlier liveliness of 25-30 knots. We later found that we'd likely run into the 'bullets' (where winds are shaped and funnelled by the landscape into more powerful winds) that we'd previously only heard tales about.

This leg from Maria to Adventure Bay was tiring (all up, a 75nm day) but we made it for sundowners with our friends. As they didn't know that we'd bought a boat, it was extra exciting.

I'd be lying if I said I didn't at least consider selling the boat, but thanks to the CYCT, we've gently regained our wet feet. We joined the Franklin Cruise, Andrew ventured out single-handed for the Safety Weekend, and I joined my first Women on Boats sailaway. It remains to be seen whether we'll make our next goal of sailing to Port Davey in 2024 but watch this space.



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## Easter cruise – Marion Stoneman

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Derek and I anxiously watched the weather models as Easter approached. A low-pressure system was continuing to build as it approached us from the southwest, and we didn't like the look of it. Our proposed alternative destinations for the Easter cruise, either the east coast of Bruny Island, or the western edge of the Tasman Peninsula, provided plenty of alternatives for sheltered anchorages. However, as the system built, we couldn't see anywhere on either coast offering sufficient shelter for the fleet. We had only the brave or the fearless registering for the event, and numbers fluctuated, but by Thursday we were down to only four intrepid crews.

Accordingly, we modified our plan, and opted to meet in the Quarries, where the well-treed spur of Ventenat Point provides good shelter from the south-west. On Friday we made good passage south from Bellerive in calm misty conditions that preceded the low. We arrived at the anchorage early in the afternoon to find two of our fleet anchored amongst a bunch of other boats; Scott and Rachael on *Gradiva*, Katrina and Robert on *Seaca*. The weather closed in and we had rain on and off during the afternoon. We took the opportunity during a break in the rain to visit *Gradiva* and *Seaca* and invited them to sundowners on board *Ariadne's Clew* at 1600.

This proved a great opportunity to meet Katrina and Robert and to catch up with Scott and Rachael, whom we had come to know quite well during the extended southwest cruise in February. The earlier than usual timeslot worked well for the season, and crews were able to go home in daylight.

On Saturday morning we all gathered on the beach at 0930 for a walk to the point. The tide was quite high and getting to the north end of the beach proved a challenge that scattered us far and wide, some scrambling through the bush and others inching along the shoreline. After regrouping on the right track we enjoyed the walk through the teatree scrub, with an abundance of lichens and a few lingering wildflowers. At that point we discovered just how sheltered our anchorage was, with a strong breeze whipping up the Channel outside and clouds building in the south. From the top of the cliffs we could also see down to the first quarry, a huge rectangular gash in the cliff. On the way back we stopped to peer down the cliffs at more quarries and to look at an old sandstone fireplace – all that is left of a house of some kind, surrounded by pine trees.

We returned to our dinghies before the weather arrived. Robert and Katrina took a trip to the quarries from the water, landing at the old barge dock used to load the stone and explored the old workings. It is said that stone from here was used to build the Melbourne GPO.

Soon after midday the fourth of our fleet arrived – Catrina and Brendan Boon on *Dalliance*. They had endured a slow punch into the strong southerly to get there but stayed snug in the comfort of their *Zeston's* sheltered deck saloon on the way.

As the weather was making shore excursions or sailing a bit difficult we opted for an afternoon of chat and board games on board *Gradiva*, in the capacious comfort of the *Amel's* saloon to fit eight around the table, thanks to Scott and Rachael and their keen canine companions, Skipper and Bonnie. Wingspan was the game of choice: a game for bird enthusiasts and strategists alike. As half of us had never played before we played in teams of two, pairing a newbie with an experienced player all around. Everyone enjoyed the company and the challenge, and by the time Derek and Robert had secured a win it was almost dark and time to head home for dinner.

Overnight the weather broke and we were woken in the small hours with strong winds, rain and hail buffeting us in sporadic bursts. By the morning, the weather had settled a bit, but it was still grey and overcast with strong winds blowing from the south quadrant. Outside the bay we could see white caps on the Channel. The rain and hail deterred the Easter Bunny from venturing out in his dinghy to visit the boats. He remained snug in his burrow.

At around ten we all pulled up our anchors and with only reefed headsails rode the wild winds north into Sykes Cove. The protected anchorages of Alexanders and Rosebanks were packed with all the bravest of Easter cruisers, including a group of more than a dozen boats. We found ourselves good holding in the head of Sykes and each went ashore to stretch our legs during the afternoon. A couple of new houses are being built near the shore, and we admired their sheltered northerly aspect. On the shore a quaint little shelter has been constructed with all the amenities for a gathering or barbecue in better weather.

At five that evening we all gathered on board *Seaca* for sundowners followed by a potluck dinner, graciously hosted by Katrina and Robert. We all admired their beautiful Buizen 48, which was built in 2008 and one of the last boats from this highly reputed builder. We all sat around the table in the light and airy pilot-house saloon to feast on a variety of delicious hot dishes, followed by a spectacular hot-cross-bun bread and butter pudding cooked by Catrina.

After the meal we had a light-hearted Easter quiz, with Easter egg prizes provided by the Easter Bunny. Then it was time say farewell and draw the cruise to a close, with most of us planning to head home the next morning. Whilst the cruise didn't provide great opportunities for sailing, beach or onshore activities, we did make the most of the social opportunities offered by such a small fleet, and came away with new and renewed friendships.





BBQ and shelter at Sykes Cove

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**Minutes of the General Meeting, Tuesday 7<sup>th</sup> March 2023**

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**Opening**

- The Commodore Scott Poulter opened the meeting at 7:30pm

**Rear Commodore**

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Rear Commodore David Bowker introduced the Guest Speaker, Jonathon Ross who presented “*Lord Howe and Ball’s Pyramid*” showing photographs and discussing his experiences on a recent sailing expedition to Lord Howe Island and a brief sail past Ball’s Pyramid

David thanked Jonathon and advised that the guest speaker for next month will be Craig Johnson from IMAS speaking about the Kelp Mariculture Project.

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**Secretary**


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**Attendees and Apologies**

Attendees including Member Guests registered on-line or signed in at the door.

Apologies were received in advance from Val Nichols, Bastien Siedel and Rachel Pouter

Apologies were received in the meeting from Mike Powell, Judy Boon, Andrew Perkins

**Minutes of the last General Meeting**

*Motion* - The minutes of the previous General Meeting held on 7/3/2023 as published in the April Albatross be signed as a true and accurate record of the meeting.

Proposed by: Jean Pierre Corgnet                      Seconded by: Sue Powell

Those in favor: All

**Business arising from the Minutes**

Nil

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**Membership Officer – New Members**


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**Applications for Membership & Provisional Members**

The Membership Officer Sue Powell noted that it had been a very busy month with the following applications for membership and provisional members processed.

- Richard & Julie Perry, yacht *Caprice*, a Cutter by Complex
- Anne Travers, Mathew Bretherton, Liam Travers & Bill Fulton, yacht *Escape Plan*, a Van Der Stat 34
- Annie McComb, yacht *Mystique* a 26' Huon Pine M/S
- Mel Bartlett & Fiona Caird, yacht *Wynd Chill*, an Arvor 855 W/E

**Introductions**

The Membership Officer Sue Powell invited the following new members to introduce themselves and say a few words. The Commodore welcomed them to the cCub and presented them with their burgee and welcome pack.

New members in attendance were:

- Brett & Megan Suttor,
- Sally Errey.
- Richard & Julie Perry,
- Anne Travers & Mathew Bretherton.

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**Vice Commodore - Report**


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**What's happened**

Mark noted that the previous month had been particularly busy resulting in some date changes.

Events that have taken place include

- 11 – 13 March – Franklin Cruise which focused on Franklin and had the opportunity to go up to Huon, 35 people including those who had driven down attended dinner at the Lady Franklin Hotel. It was a worthwhile and enjoyable event.

- 18 – 19 March – Safety Day Weekend with Ian Johnson was a great experience and opportunity to learn from such an experienced yachtsman. Ten boats attended.
- 25 – 26 March – WoB Sail Away great success.
- 02 April – Clean Up Australia Day Cruise. Mark handed over to Catrina to provide an update on the day. Only two boats attended. Catrina offered excess bags and gloves to members to have on their boats if picking up litter around Bruny. Mark reiterated the importance of the Clean up Australia day.

### What's to come:

- 07 – 11 April – Easter Cruise – Derek and Marion are cruise contacts
- 22 April – Donald Sutherland Memorial Navigation Rally which Scott and Rachel are coordinating and preparing the course. Major prize a haul out at Oyster Cove Marina. Please register for the rally. Rally will be followed on Sunday 23 April with a shared lunch and prize giving.
- 24 – 30 April – Cruise to Tasman Peninsula led by Scott and Rachel.
- 05 May – Great Taylors Bay Cruise
- 20 May – Oyster Clean Up

### Treasurer - Report

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- Treasurer to provide a brief overview outlining the current financial situation which is much the same as the previous year.

### Commodore

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#### Information

- Feedback from Summer Cruising was very positive with extended cruises which were found to be great learning experiences and positive social events.
- Safety & Seamanship Weekend which was very impressive and very practical.
- Navigation Rally planning is underway and will be focussed on navigation and seamanship using the equipment normally available on most current cruising vessels. Vessels will be following a course around the Channel starting in Apollo Bay / Peppermint Bay and demonstrating their understanding of the information available. Most likely a couple of hours. Scott thanked Mark for organising the sponsorship and prizes.
- Coastal Cruising Club of Australia – “*The Mainsheet*” will now be provided to members online. In addition, *Albatross* will be available online via a link which will be emailed to members.
- Winter Forum Update  
Blair Bryant informed members of the winter forums which will be held on the second Tuesday in June, July and August. The June forum will be on medicine on a boat and how to deal with medical emergencies and some case studies with an interactive

session. July will cover fire on a boat including case studies and how you can ensure you are prepared, and August will cover electrolysis, the secret boat killer.

- **WoB – Julie Porter**

Julie outlined the WoB program for the remainder of the year.

April will be a quiz evening on COLREGS, safety and lights.

Port Stephens. May speakers 2 Birds2Hobart

Lisa Blair will be coming and doing a presentation to WoB which will be open to all members with invitations being sent to other Clubs around Tasmania

WoB weekend away. The weather was perfect and plenty of practice on berthing, picking up mooring buoys, person overboard.

Val is currently in Paynesville having a lesson in patience and contemplating her next move.

- The Commodore noted that CYCT member Geoffrey Lea onboard *Elsie* has recently completed a passage across the Tasman to New Zealand arriving in Bluff.

## Other Business

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### Members can bring up topics for discussion

#### Albatross

- Julie Macdonald spoke on her role as Editor of the Albatross and announced that she will be stepping down as Editor at the AGM and would like to talk to those interested in taking on the role. Julie is also looking for someone to assist with putting together the July edition and to step in for the August edition. Julie invited those interested in assisting in July & August, and/or taking on the Role of Editor to contact her.
- Michael Rowland advised members that there had been some damage to *Running Tide* in Kettering and asked members if they were aware of anything as the individual who damaged the boat had not accepted responsibility.
- Dark MOFO cruise to Hobart (18, 19 June) request for the day people would like to go into Constitution Dock so there is a plan for Tas Ports. After some discussion it was proposed the main group goes in on Friday and leaves Sunday afternoon.

## Next Meeting

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- Tuesday 2<sup>nd</sup> May 2023 7:30pm at RYCT

## Close

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- Members were invited to socialise

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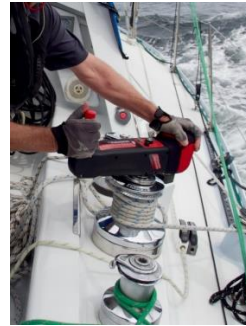
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