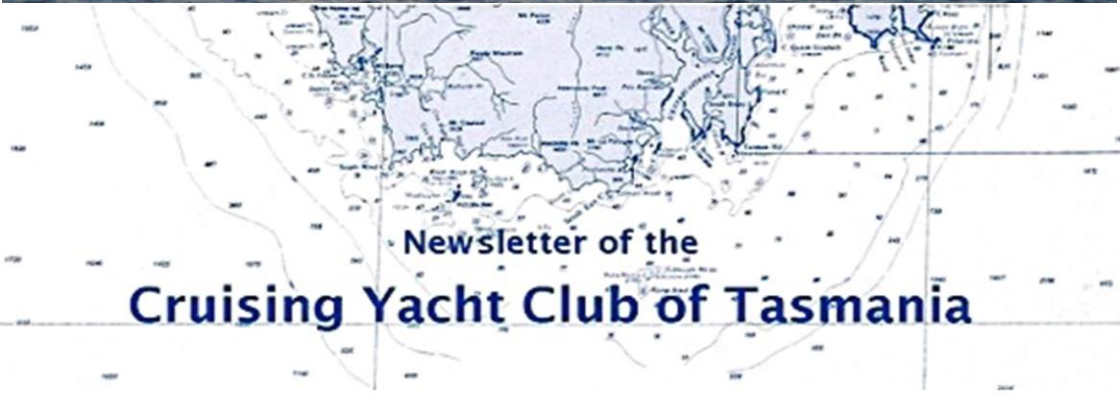




Albatross

Volume 49 No 15 May 2024



Newsletter of the
Cruising Yacht Club of Tasmania

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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 (**Ian Howarth – editor@cyct.org.au**) with any questions.

- *Submit items of less than 1600 words in Word format, with up to 5 photos. Longer stories may be serialised.*
- *Boat names should be italicised.*
- *Images: jpg format with captions - must be your own or clearly attributed. Copy deadline each month is the 18th. There is no Albatross in January.*

Cover photo: *Dulcinea*, with Julie and Phil Garlick on board, were captured in spectacular light at Spike Cove on the west side of Clarke Island, in the Furneaux Group, during the CYCT Bass Strait circumnavigation cruise. Phil Avery, skipper of *Skye* took this brilliant shot after a long passage from Three Hummock Island close to King Island.

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Not A CYCT Member?

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

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:

Name: Cruising Yacht Club of Tasmania Inc.

BSB: 067 002 Account: 2803 5573

Please include your name and brief details of the purpose for the payment.

Cruising responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club, or its officers is intended as a guide only. The Club does not control or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat crew or persons. Skippers are encouraged to keep Tas Maritime Radio informed of their location, destination, and plans during any cruise.

SAFETY - All participants in any cruise will have acknowledged the Club safety recommendations when they indicated their intention to join the cruise. The Club's safety recommendations should be reviewed by the cruise contact prior to departing on any cruise. These can be located on the Club website under the member menu.

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

Editorial – Ian Howarth



In the past couple of months I have had the chance several times to get down to Dover to attend the new Port Esperance Sailing Club.

And it is starting to feel a little bit like the CYCT's home clubhouse.

First up was the official opening of the fantastic new clubhouse facility to which the CYCT made a donation of funds.

As reported in the last issue of Albatross the new clubhouse is a great facility and will quickly become a real focal point for the whole community – not just the boating fraternity.

The second visit was much more leisurely as the CYCT headed down the Channel for the for the Port

Esperance Sailing Club's Easter regatta and the (now) traditional afternoon barbecue at Josephine and Tolly's house at their holiday home on the waterfront at Hopetown Beach.

Almost 20 CYCT member boats attended the rally and formed an impromptu sail past honouring the club's first regatta in its new home.

A report with pictures is inside this issue.

Also given substantial space in this issue are several reports on both the Summer season East coast cruise and the subsequent Bass Strait circumnavigation cruise.

Three separate reports - from Vice Commodore Rick Allen from *Southern Explorer*, John Avery from *Skye* and Phil and Julie Garlick from *Dulcinea* provide different insights into the challenges of open water cruising.

What shines through is the adaptability and resilience of the cruising fraternity in overcoming adversity while also appreciating the beauty of the natural environment that relatively few others get to see.

And speaking of hard to see places, CYCT member Shane Collins recently returned from a sailing cruise to one of Australia's most southerly land masses at Macquarie Island.

Sailing deep into the Southern Ocean is not everyone's ideal Summer adventure but is certainly one which will inspire admiration among our hardest members.

Shane's report and pictures are a highlight inside.

Thanks also to all those who responded to my earlier appeal for more material for Albatross.

We have a lot of members on the move all year round and sharing the stories and adventures is what keeps the club together.

A number of fascinating items emerged which will be published in this or future issues of Albatross but the dreaded white space always looms large so please keep those items flowing.

To those on the water - Happy cruising.

CYCT Calendar – Check the website for more details

Tuesday, May 7.	General meeting at RYCT. Suzanna Smythe – Presentation on the History of the Iron Pot.
Tues 14th May	Women on Boats Meeting: Burns, Breaks and Bleeds Onboard
Sat 25th May.	The Commodore's series. Another in the series where the weather is considered before announcing a destination. Expect a week away with the added bonus of a full moon. Sat 25 th May until Sunday 2 nd June.
Tues 4th June	General Meeting at RYCT. Wooden boat restoration and developing our disadvantaged youth. Captain Sarah Parry is the Master and Managing Trustee for the Windeward Bound Trust. She will discuss the building of Windeward Bound and the restoration of Mistral II and what those projects mean for the youth of Tasmania.
Fri 7th June	Long weekend cruise to Norfolk Bay. After last year's enjoyable June long weekend cruise, we will again be heading off to Norfolk Bay. Take a day or two extra and make it a great break away. Cruise contacts are Philip and Julie-anne Garlick onboard <i>Dulcinea</i> on 0408 488 256. Friday, June 7, until Monday, June 10, 2024.
Tues 11th June	Women on Boats Meeting: Catch that Cleat! Val Nicholls will facilitate a practical session of line handling, throwing, and attaching to ropes cleats and bollards. Tuesday, June 11, 2024, 5:00 PM until 7:00 PM E. at RYCT
Friday 14th June	Dark MOFO in Constitution Dock. Another CYCT favourite. Two nights in Constitution Dock with the excitement of Dark MOFO surrounding you. Lots more info to come, please check back later. Friday, June 14, until Sunday, June 16,

Commodore's report – Scott Poulter



The club maintains a strong financial position with sound management of our operating expenses while maintaining and growing our membership base. The anticipated increase in our operating expenses during the past year prompted higher membership fees last year. However, our current strong financial position has means membership fees will be remain unchanged for the next financial year 2024/2025.

Attracting new members to the club is an important factor in maintaining our strong financial position. To this end, the committee has also decided that:

Honorary Membership be granted to individuals, after completing the appropriate on-line application and paying the nominated fee, from the date of application until June

30 each financial year. On July 1 all Honorary Members as at the June 30 will be invited to upgrade to full membership of the CYCT. Honorary Memberships can be granted to:

- Regular crew member of an existing club vessel proposed and supported by the Skipper/Full Member - \$30 per person.
- Owner or crew of a visiting vessel - \$30 per person.
- CCCA member - \$0 per member.

Honorary Member benefits include:

- Access to the member website and Facebook page to facilitate participation in club events, social interaction, photo and information sharing.
- Access to club cruises, general meetings and monthly presentations, club social functions, Winter forums and access to the online version of the Albatross.

Honorary Members do not/are not:

- Have Voting rights and are not eligible to hold office.
- Eligible to receive a hard copy of the Albatross
- Not receive a new members welcome pack and free burgee (which may be purchased)

The benefits for the Club include:

- Vessel and contact details recorded and available on the website.
- Improved registrations of visitor and CCCA vessels for club events.
- List of high probability potential new members to be invited to take up full membership on the 1st of July each year.

Honorary members may re-apply for Honorary Membership in a subsequent year. These applicants should be encouraged to take up Full membership however may be granted Honorary Membership once again at the discretion of the committee. The Joining Fee will be applied when upgrading to Full Membership (this covers the costs of the Burgee, welcome pack and New Members Lunch.

Vice Commodore's report – Rick Allen



The Donald Sutherland Memorial Navigation Rally- Vessels in attendance were-

Skye

Gradiva

Solstice

Sequoia

Kelly Jade

Juliette

Please see my full report in this month's Albatross

What's to come.

Sat 20th April- A week in the Tasman Peninsula

Tues 7th May- General Meeting - Suzanne Smythe
"History of the Iron Pot"

Tues 14th May Women on Boats Meeting: Burns, Breaks and Bleeds Onboard
Sat 25th May The Commodore's Series
Tues 4th June General Meeting
Fri 7th June Long weekend cruise to Norfolk Bay
Tues 11th June Women on Boats Meeting: Catch that Cleat! RYCT 5:00 PM
Friday 14th June Dark MOFO in Constitution Dock

Cheers Rick
CYCT Vice Commodore.
MV Southern Explorer
0419 304 500
isarickallen@gmail.com

AED's on boats save lives

When a person suffers a cardiac arrest knowing the location of an AED can save a life. On the water TMR (Tas Maritime Radio) has enabled boats to register AED's onboard. So if you have an AED on board your boat, add it to your TMR registration details and in an emergency, contact TMR which can assist **identifying the nearest AED located on the water.**

For club cruises, if you are the Cruise Coordinator carrying the club's AED, go online to your vessel's TMR registration and record AED details with your vessel. After the cruise, remove the details. AED's are proven life saving devices and prices have been steadily falling while the technology is improving. Having an AED on board can provide peace of mind and the potential to save a life in the critical moments before professional help arrives.

Rear Commodore's report – Bastian Siedel



We are very fortunate that renowned author and local historian Suzanne Smythe will be presenting on the history of the Iron Pot - the oldest existing lighthouse tower in Australia - at our next General Meeting on May 7th, 2024.

The Iron Pot Lighthouse, or more formally the Derwent Light has been part of the Port of Hobart for 192 years. Suzanne has made an extensive study of its history and written a highly regarded book on the topic.

Hobart race. Its history is also a history of the development of the maritime industry and the water-based activities of Tasmania.

It's going to be a fascinating presentation and I'd like to thank past Rear Commodore and CYCT committee member David Bowker for again securing an outstanding presenter for our General Meeting. Thank you David!

And as a heads up, at our June general meeting Captain Sarah Parry, Master and Managing Trustee for the Windeward Bound Trust, will discuss the build of Windeward Bound, the restoration of Mistral II and what both of those projects means for, and has meant for, the personal development of young and disadvantaged Tasmanians.

It's going to be a very interesting presentation to hear about the great work of one of Tasmania's most highly regarded charitable organisations. I'm very much looking forward to it.

As a regular reminder, PLEASE REGISTER for the General Meeting as numbers are limited. This will again be a very popular session so registration is really important if you want to get in. It also helps us to prepare and set up the room.

RYCT are offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 6pm. That will give the kitchen time, in particular when the club house is busy.

Membership Officer's Report – Sue Powell



Two new members have joined the CYCT.

Brett McDermott and Catherine Browne are both experienced sailors. Here is their story.

Cath started sailing dinghies as a school kid in Tassie, Brett as a teenager on bigger boats then onto some ocean racing. Our first boat, 25 years ago, was a Spencer 30. A bit small for cruising with three children.

Next was a Dufour 36, *Tidal Volume*, a lovely, well-built sloop. Home port Manly, Queensland. *Tidal Volume* took us around Moreton Bay on many great weekends away with the

cruising group at the Royal Queensland Yacht Squadron.

On a fateful day, returning from a Sunshine Coast trip, the pen next to us contained a Dufour 45. It had just completed a trip out from France and it was for sale. We made an emotional purchase and were very spoilt to bomb about the Queensland Coast for approximately 8 years in a 45 footer. We enjoyed great comfort but, being the performance version, it often felt over-powered. We never enjoyed the mainsheet traveller across the middle of the cockpit and under spinnaker was a little too exciting. Still *Slightly Unstable* took us to Townsville and back several times and created lots of memories of islands and anchorages to and from the Whitsundays.

We suspect we are 'competent' cruisers, better at sailing than engines and systems (thank heavens for Google when the joker valve goes on the toilet). Brett has his RYA coastal skipper's ticket, Cath the RYA day skipper.

We both have our (QLD) VHF and small boat licenses. Our RYA logbook has us at >5000 nm., not counting day sailing. Our style on board is very democratic - Cath just loves trimming sails and Brett likes the navigation and keeping off the rocks. For those interested in things far afield we have also been very fortunate to have chartered overseas in Croatia, Greece and the Caribbean.

After several years without a boat we have 're-entered' with a lovely S&S 31 half-ton sloop, *Banksia*. Vintage 1984, back then she would have been a cruiser/racer. Triple planked glue and screwed King Billy pine hull with beautiful Tasmanian timber below deck.

She needs some work and we are looking forward to cleaning her hull - should make 5-6 kts with a favourable wind. The auxiliary is only 15HP so without wind we will need to be one of the first to leave an anchorage!

Clean up the coast rally – Catrina Boon

Our annual Coastal clean-up weekend was held on Saturday 23rd March and focused on Isthmus Bay from Simpsons Point to the boat ramp at the head of Simpsons Bay.



There were 6 boats in attendance, *Pandora*, *Phase 2*, *Stella*, *Duet*, *Kingfisher* and *Dalliance*. *Pandora* had begun her collection on Friday before everyone else gathered and among other things found a rather large boat cushion! Breaking into 3 shore parties we scoured the coast and between us filled at least 2 bags.

Not much rubbish was collected which is pleasing to see, but still enough to warrant a day focused on the collection of the same.

Tracey, a Bruny resident herself, put out a call to the locals and managed to

enlist the help of Milly Fox, who collected quite a bit of rubbish from the shores of Cloudy bay with her family.

Following our clean up, *Pandora* and *Duet* returned to their home base and the rest of the fleet enjoyed a great sail to Quarantine Bay for the evening. We were disappointed to discover that fires are no longer allowed on the shore adjacent to the pontoon.

There was also a large fleet of yachts from the MYCT who had planned a gas BBQ on shore that evening, they did offer to share their BBQ plates but Neil and Gillian Walter very kindly offered to host sundowners followed by a BBQ on board the lovely *Kingfisher*. A very pleasant evening was enjoyed by all!



Easter Regatta - Port Esperance SC - Ian Howarth

Fine Easter weather made the cruise down to Dover for the Port Esperance Sailing Club's Easter regatta a pleasure.

All anchorages hosted CYCT vessels but the PESC's new clubhouse proved a powerful attraction for afternoon get together and sundowners.

Sitting in the sunshine on the new balcony overlooking the bay and watching the dinghies and other race boats lazily tracking around the racecourse in the light breeze was a real pleasure.

When former commodore Richard Taylor suggested a sail past of the clubhouse to honour the new building and recognise the efforts of the club in completing its new home the idea was enthusiastically embraced.

The idea was broached during the afternoon BBQ at Josephine and Tolly Jaworsky's lovely holiday home on the waterfront at Hoptown Beach and immediately supported by the large crowd.

The warm weather and the presentation of individual hand made ice creams to everyone sealed the deal before the crowd of dozens slowly drifted back to their boats for the evening.

The sail past plan to for the CYCT fleet to assemble near the Dover Jetty and proceed along the edge of the mooring field in front of the clubhouse in single file.

Meltemi, had the honour of leading the fleet safely through the rather shallow water inshore of the moorings with Richard and Shona Taylor in *Easting Down* bringing up the rear.

What a sight. *Solquest* was dressed in all her finest flags, pennants and burgee and many other boats hauled many colourful bits of bunting and flags to the masthead. The PESC committee members present assembled on the balcony to salute the fleet and later in the day expressed their delight and thanks for the show of support from the CYCT.



Boats in the sail past included:

Meltemi – Ian and Lyn
Skye – John and Jenny
Dulcinea – Phil and Julie
Wilyama – Ian and Chris
Pandora – John and Helen
Amodet – Andrew and Mary
White Rose – David and Jill
Whisper HR – Kevin and Mei
Juliet – Andrew and Judy and guests
Intrepid – Ottmar and Elizabeth
Mystic – Greg and Bev
Stormfisher – Chris and Margie
Santana – Mick and Julie
Kingfisher – Neil and Gillian
Trim – Alan and Dinah and guests
Solquest – Garth, Mike and Sue, and Doug
Serenade – David, Max, Isabella and Lucas
Easting Down – Richard and Shona



A very successful Easter Regatta at PESC

A wonderful afternoon at Jo and Tolly's





Ice Creams for all led by Josephine (above right)



L - R Jill & Dave (White Rose) and Phil (Dulcinea)

Warm weather made the day a lot of fun



The CYCT anniversary dinner - a Spanish theme!

Thinking about the future when everything is upside down? Paella, a rice dish from the rural Albufera lagoon area adjacent to the city of Valencia, is one of Spanish cuisines best-known dishes. Taking its name from the wide, shallow pan traditionally used to cook over an open fire creating a crunchy base, paella dates back to the mid-19th century. It was likely to include hunks of rabbit or chicken and a handful of seasonal vegetables – broad green or pale yellow beans, tomato, saffron and onion. These days seafood, chorizo, chicken are used along with a variety of herbs and spices.

Try this dish, crafted by a paella chef, at our 49th Anniversary Dinner on Saturday 31 August at The Boathouse in Cornelian Bay. Register now on the website, pay later. An amazing Spanish evening for less than \$100 per person upfront.



New CYCT gear – Quartermaster Mark Stephenson

A new range of CYCT apparel, caps and bags will soon be available for sale to club members. The merchandise, available through local supplier, Stephco, based in Glenorchy, will be displayed on the website where you can select items by size and colour.

The stock will be sourced from a number of suppliers by Stephco and then embroidered or printed with the Club albatross and name and be available for collection. Orders will be collated every month by the Quartermaster with a two week turnaround time expected for collection.

Ordering is only through the website. The club will not hold any items in stock and payment must also be through the website using PayPal. An automated ordering and payment system has been installed which saves much double handling by the Quartermaster and Treasurer in reconciling orders and payments. Members could also consider having their name, or boat name (or both) added to the garment. You will be able to do this by discussing with Stephco when collecting your goods.

The CYCT website is being updated now and when all the gremlins have been sorted, an email will be forwarded to all members announcing the system is up and running. Some of the items to be available are pictured below.



East Coast and Bass St cruise Feb-Mar 24 – Rick Allen

Improvise, Adapt, Overcome

A Journey of breakdowns and the ingenuity of us as a crew to overcome them!
We adopt the US Marines unofficial slogan - **Improvise, Adapt, Overcome.**

The sheer quantity of spares we carry and we still made stuff up with what seemed like spit and gaffer tape.

- Day 1 Feb 10th In a 4.2 metre swell, Flybridge table broke - Reversed the pedestals, braced with aluminium straps.
12V Problems, intermittently losing instruments and radio.
Saltwater pump US so we fitted a 240V pump instead.
Our RO (water maker) broke down forcing a delivery by freight to Raspin's Beach.
New one fitted and tested ok!
- Day 7 STB Main Engine (ME) overheating.
(New raw water Pump had been fitted before we sailed). Problem, blocked strainer, but wait, there's more. Had to pull down the heat exchanger and clean out tubes (4-hour job). Tested under load the next day, failed, still running hot. Limped to anchor, inspected exhaust plumbing, partial blockage - cleared.
- Day 16, Freshwater off- burnt out wiring- rewired.

- Day 19, No generator, no 12V no 240V! ME overheating all whilst crossing the Port Sorell Bar. Back to one engine.
- Day 20 Another Raw water inlet to the generator was set up from Port ME, parts from Bunnings.
- Day 21 STB ME overheated and shut down- sucked up a plastic bag over the inlet at anchor in Dark Hollow.
12V problem still giving us problems. Pulled the dash apart looking for a roving earth problem? Couldn't fix it so radio unreliable!
RO failure. Cracked low pressure fitting. Still got a 12V problem, all of these instruments must be linked?
Rough passage - Bread maker smashed, various items needed re-lashing/Velcro. 2 broken toilet seats. All fixed.
12V problem, stripped charging box, no issues.
Sullage tank not pumping out, Crew had to back pressure the tank.
Still trying to work out the 12V problem. No luck!
Bad blow, RHIB mooring line damage- re-spliced and fixed. Bimini Shock cord came undone - retied!
- Day 32 0500 hours
Generator shut down.
Raw water pump failed! No replacement impellor so 24v spare pump jury-rigged to supply water.
1400 hours 24V pump burnt out, 240V pump installed, Successful! New Generator Pump ordered.
- Day 35 0130 hours Generator shut down! No power, no way of charging the 12V system.
0500 hours I joined the Chief. theories (crushed hose shut the genny off). I got the Navionics up and plotted a course for home (33 hours) while he changed the inlet hose to a reinforced one, back pressurised the system with fresh water. Genny started but overheated, shut down for further investigation! Problem, a drive belt destroyed. New belt fitted it was on again, temps were good, another early jump for home saved!
1400 hours Spike Cove shredded another Generator belt 😞 - replaced. Only I left?
- Day 38 Monday 18th March. 1400 Hours alongside at Prince of Wales Bay marina.



East Coast and Bass St cruise – Phil/Julie Garlick *Dulcinea*

Location, Location, Location.

They say that owning a boat is just making repairs in exotic locations.

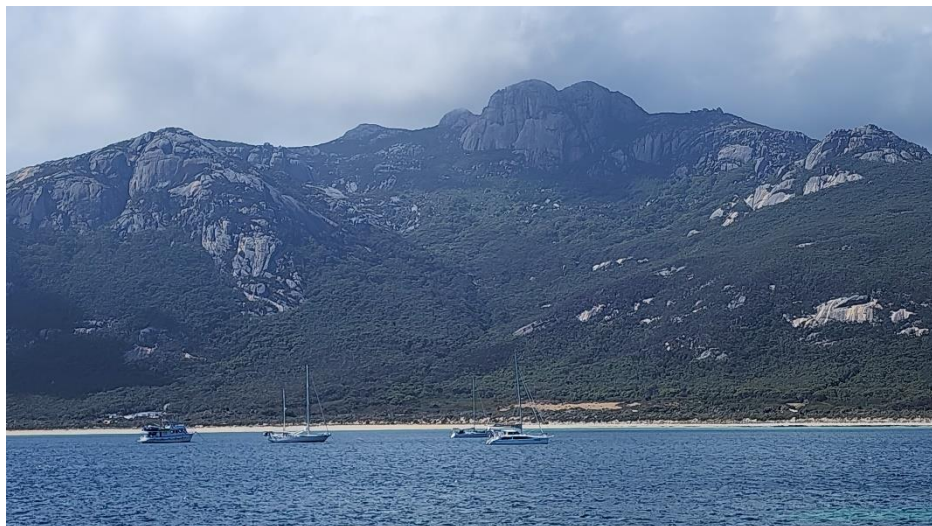
We left Kettering Saturday 24/03 after having deck armour placed in our cockpit and made our way to Fredrick Henry Bay and through the canal and picked up a friend's mooring in Boomer Bay.

Sunday saw us exit the canal and head north but the sea state and wind had better plans.

With the weather forecast saying light north westerlies we travelled up the outside of Maria Island hoping to stay in the lee but as we came out the top end of the island we were hit with 30 odd knots nor westerly and we found we were bashing into the wind slowing us down to 4 knots. We continued making our very long passage to Bryans beach in Schouten passage.

As we were the only boat in the passage Phil went for a nudie swim. We then had tea, while waiting for the wind to change to south westerly and shortly we went sailing.

Yes - sailing all night. By the time we got to the top of the state the next morning the tide through banks straight had turned in our favour. We found ourselves passing through the inside of Swan Island at 9 knots. Continuing this journey east we entered the Tamar river, dropping the pick at 2030 hours at Beauty Point.



Oberon Bay - Wilson's Promontory

While bashing through the sea state on Sunday we had discovered a small leak in our front opening window. This was the first of many incidents that needed fixing during the course of the cruise. We walked to Seahorse World and spoke to the staff there who were very interested in

our journey. After a tour of Seahorse world the manager took us into Beaconsfield to get some Sikaflex to fix the window.

We explored the Tamar for a few days and then met up with the rest of the fleet. The next day we went to Hillwood to enjoy lunch where I discovered a new skill set as a waitress, helping the proprietor deliver meals for our hungry crew.

We left the Tamar and travelled to Burnie where we dropped the pick and enjoyed the incoming swell. At 3am after rocking all night, yes, even in our cat, we left.

Destination Three Hummocks Island.

Both the weather and sea state had worsened by the time we got to Stanley, making the journey challenging. We lost the shackle of our main sheet pulley on the way out of Burnie to Stanley. This caused a problem as we could not move the main sheet across the traveller. So we had to tie the boom up with the mooring line so we could release the tension on the main sheet and replace the shackle.

Location of repair. The middle of Bass Strait. No easy feat in rough seas.

We decided to reef down the main just after Stanley causing the next problem where we managed to tangle the reef line around the wind vane. Yes, a rookie mistake that could not be fixed until we got to our destination.

Location of repairs. Three Hummock Island.

After spending the night at Three Hummock we moved across to Hunter Island for the day to escape the southwest wind. While there we made the next discovery. The cockpit fridge decided not to work at all and in the galley fridge, which had just been repaired, only the bottom section was keeping cold. Luckily we had a portable fridge we had turned on as a freezer. This was a brand new portable fridge, which had a temperamental temp gauge but we were able to use it as a food fridge.

We left Hunter passage that afternoon and sailed overnight to Oberon bay at Wilsons Promontory. It was here when we started to make water that we heard a bang. The water maker stopped and the generator shut down. Problem 4 (or maybe 5) by now.



After a few hours Phil put his brain to good use to diagnose the problem - finding a blown capacitor in the generator. Next problem how to get one? After some searching on the internet we found we could get one from Jaycar Electronics.

But the next problem was getting the part from Jaycar to the boat located at Wilson's Prom. After talking through many scenarios and phone calls for uber etc, we contacted some Victorian friends we had met in Queensland when travelling North two years earlier. They kindly picked up the pre-paid part and travelled 2 hrs to meet us at Walkerville. We up anchored and travelled across the bay - destination Walkerville and dropped the hook at a very busy beach.

While waiting a male teenager came across on his paddle board to have a chat. He could not believe that we had sailed from Hobart just a few weeks ago. He left to come back with a friend and asked if he could jump off our boat.

Phil stated, "If you intend to jump off you should jump from the top of the roof." The teenager was stoked and jumped twice, his friend just the once.

Our friends turned up and after a chat and a big thanks we went back to the boat.

Location of repairs Walkerville.

Phil fixed the generator and we were able to make water. Left Walkerville and motored back to the fleet that afternoon. Next day the fleet left for Deal island.

Deal island - what an amazing location. Absolutely stunning, swimming and snorkelling in the most beautiful clear water. Yes no repairs - yeah.

Next stop for the fleet Port Davies where we picked up the MAST mooring at Cave Beach. Phil caught a few squid, one squid letting me know who was boss by spraying me with ink, all over my face and shirt. It was very sticky and as soon as you touched it, it stuck to your fingers. Phil also caught a lot of calamari that we took over to *Southern Explorer*.

Rick and the crew cleaned the calamari and the fleet enjoyed tea on board *Southern Explorer*. From there the fleet sailed/motored dropping a hook at Trouser Point, Thunder and Lightning bay and Spike Cove. We left Spike Cove enjoying the current that the tide brings heading across the top and then turned down the east coast back to Schouten Passage arriving at Bryan's Beach about midnight. Oh, I nearly forgot. Halfway down the East coast our screecher ripped so there is another repair to get done.

Location for fridge/sail repair Kettering.

The rest of the trip went without a hitch. Overall the Bass Strait cruise was amazing and I would not change a thing, challenges and all.

I would like to take this opportunity to thank Scott and Rachel {*SV Gradiva*} for all their hard work in organising and keeping us up to date before and during the cruise.

Job very well done.

Julie and Phil *SV Dulcinea*.

Bass Strait cruise John Avery – Skye

Bass Strait Circumnavigation Cruise 2024 – Skye

Skye's circumnavigation of Bass Strait started just south of Trousers Point. We had no idea where, or even if, Skye's path might re-cross her starting leg. For us, this voyage was very much voyaging out into the unknown.... Following are some of the stats, and some of the highs and lows of Skye's circumnavigation of Bass Strait.

Thursday 22/2/24, Trousers Bay, south of Trousers Point, to Beauty Point, Tamar River.

Our Trousers Bay anchorage was surrounded by rugged, weather-beaten rocks and massive mountains. Waking up at 0330 to leave for the Tamar was probably not a high, nor was exiting the anchorage in reverse, as for some reason I thought forward gear was not engaging. Maybe it was me being totally disorientated in the darkness, and the early hour... *Southern Explorer* and *Gradiva* slept on 'til later, then passed us along the way. We experienced a beautiful sunrise to the east over the rocks and islands west of Cape Barren Island; many more sunrises to come I discovered. Being surrounded by countless dolphins, and a visit by a friendly seal, also made our day.

Cruising time today was a longish 15.5 hours, anchor up to anchor down. The engine faithfully pushed us onward for almost 13 of those hours, as Scott advised that we really needed to be in the Tamar by 1830 to catch the tide, and to shelter from the westerlies forecast for tomorrow. 94 NM.

Friday 23/2/24 to Sunday 3/3/24, Tamar River.

We enjoyed cruising the Tamar for over a week. While *Gradiva* and *Southern Explorer* headed off to visit Port Sorell, we were left to ourselves to explore the river aboard Skye. Our favourite place was probably the Hillwood Cafe, just a stone's throw from the pontoon, but the Beauty Point Fish and Chips shop was pretty good too.

Monday 4/3/24, Beauty Point to Emu Bay, Burnie.

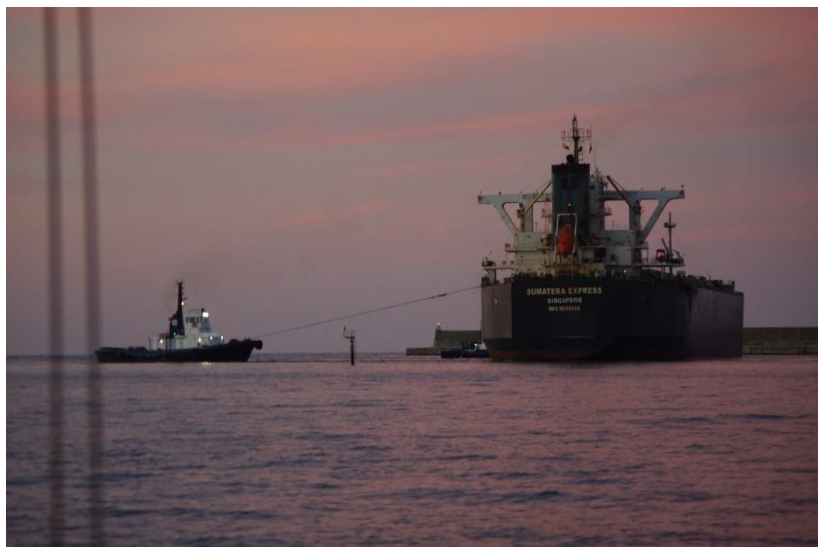
Anchor up 0710, motored past Low Head at 0820, following in the wakes of *Dulcinea*, *Southern Explorer* and *Gradiva* inside Hebe Reef. Highs were lots of sailing today and seeing quite a few different seabirds; black swans out at sea, albatross, Australasian gannet diving for breakfast. Having the Cape Horn wind steering functioning was very pleasing, as was getting into Burnie port without upsetting the very large TOLL freighter and the Holland America passenger liner about to depart. We found and repaired a loose wire connector on the voltage regulator. 49 NM, 11 hours.

Tuesday 5/3/24, Emu Bay to Chimney Corner

Lowlight was not getting much sleep, as the swell rolling into Emu Bay was quite, well, rolly. We were up in the dark (again), departed without running into anything, or being run down by a freighter (a possible highlight?). Skye's wind steering managed the large quarter swell and occasional breaking waves quite well. Counted off the headlands, Table Cape, Rocky Cape, The Nut. 64 NM, 11 hours. A satisfying day's sailing, and an adventurous and interesting destination.

Wednesday 6/3/24, Chimney Corner to mid-way Bass Strait (via Shepherds Bay)

Chimney Corner was very rugged and beautiful, with a couple of residences behind the beach, and a rustic boatshed and jetty in the corner. We motored over to Shepherds Bay as the wind moved to the SW, then departed for Oberon Bay at 1550. As darkness fell, we dropped the main, continuing into the inky blackness under 80% jib, with the wind steering doing a great job. This got us along at about 5.5 knots, with the dull roar of the wind, the occasional breaking wave and phosphorescence from our wake the only indicators of our immediate world. AIS on the iPad and ancient Garmin allowed us to watch for shipping between Tasmania (Port Latta, Burnie, Devonport) and the mainland, and one of us was cockpit lookout through the night, generally 2-3 hour watches. We had a close' lsh call in the night with a passenger ship. AIS said less than 1 NM and closing, so we furled the jib and altered course, but still managed 4.5 knots with no sail up - slow enough to not scratch his paint as he thundered past!

**Thursday 7/3/24, Mid-Bass Strait to Oberon Bay**

Met up with *Gradiva* as the Wilsons Prom shipping lanes were approached mid-morning. Like an old fellow crossing a main road, Skye managed to scuttle across between freighters without getting run down, although the last and visually smallest ship turned out to be the closest and fastest. We kept the faithful BETA cranking until we were well out of the way. Great Glennies Island and surrounding islands were quite spectacular, lots of weather-beaten granite and crashing seas. Anchored with *Dulcinea*, *Gradiva*, and *Southern Explorer* in the sheltered southern corner of Oberon Bay. 120 NM, 24 hours. Whew! Saw dozens of dolphins, a couple of seals, maybe a big shark (what else is big, white, scary, and shark-like?), albatross, shearwaters by the hundreds, an amazing experience.

Friday 8/3/24, Anchored in Oberon Bay.

A stiff E wind blew all day and all night. We fixed a snapped bolt in our vang and managed to get Open CPN and the AIS talking – yay!

Saturday 9/3/24.

Skye motored to the northern end of Oberon Bay, where there is a lovely beach and lots of granite boulders. We dinghied ashore, had a walk on the beach, then had a little trouble getting back out through the small surf, but eventually made it on the second attempt. Very warm, so had a swim.

Sunday 10/3/24, Oberon Bay to Deal Island, East Cove

0550 anchor up. Sailed across the shipping lanes heading SE, not a ship in sight! Dodged around the many islands and rocks in this part of Bass Strait. An accidental gybe whilst experimenting with the wind steering. All sort-of-OK, the gybe-easy doing its thing. Couldn't decide whether to enter Murray Pass from the north or the south, so tried both. The wind died eventually, so we motored in from the south, to drop anchor beside *Dulcinea* in East Cove, a lovely spot indeed. 55 NM, 12 hours. Surprising swell in the pass, despite no wind.

Monday 11/3/24, Anchored East Cove, Deal Island

Walked/climbed up to the Deal Island lighthouse, which is a great walk, but quite up-hill, to read a sign which said that those with weak hearts should re-consider climbing the stairs in the lighthouse! Ha ha ha, we all had a good laugh, having made it that far with only some heavy breathing and red faces to show for our efforts.

We then walked out to Barn Hill, a lesser-walked trail to the SW overlooking the Pass and Erith and Dover Islands to the W, and Squall Cove to the SE. Very spectacular views in all directions - my highlight.

Monday afternoon we all relocated to Erith Island, to shelter from a wind change, to discover a band of intrepid kayakers, mid-way across Bass Strait from Wilsons Prom. On anchoring here, we were not happy with the bottom. On looking closer, we realised that some of the sand patches were only a thin layer of sand covering rock.

Tuesday 12/3/24, Erith Island to Port Davies, Flinders Island

0700 anchor up, sails up, wind NW, so a shy reach. Mostly hand-steered like a dinghy, 45NM, 7 hours of fun.

Wednesday 13/3/24, At anchor Port Davies.

Beach walks to inspect the granite boat ramp and the shearwater rookeries. I loved walking the beaches, disturbing the gulls and pied oystercatchers, aware that my footsteps will be obliterated by the next tide. How wonderful, that nature starts each new day by cleansing the sand of my footprints.

Thursday 14/3/24, Port Davies to Fotheringate Bay

Motored in not much breeze, then sails up to complete the distance. Came across 5 kayakers heading south (a different group to those at Erith Island). 20NM, 4 hours. A flat beach, very wide at low tide, so one needs to time dinghy movements carefully.

Friday 15/3/24, Fotheringate Bay to Thunder and Lightning Bay

1400 up anchor, not much wind. 16 NM, 3 hours. 1.5 knot current assisting us today, and we crossed our earlier track from Trousers Bay to the Tamar, thus completing our circumnavigation of Bass Strait. Totals: 462 NM, 91 hours total time, 42 hours engine run time.



CYCT commodore Scott Poulter's Gradiva anchored at Spike Cove on the west side of Clarke Island, in the Furneaux Group.

In summary, we found the Bass Strait circumnavigation cruise to be spectacular and challenging, and more serious cruising than we have previously experienced. We were continually amazed by the wildlife, the scenery, the wild and rugged terrain, the sunsets (and sunrises), the colours of the water, the sand, clouds, the granite rocks, boulders, islands and mountains. Every day we were in sensory overload, and filled with awe at what might be just around the next corner.

We were challenged to keep up with the itinerary and the other boats! We usually keep Skye sailing while others have resorted to motoring, but on this cruise we really needed to take advantage of the weather and tides/currents, and not be caught out by either, especially as we were the slowest boat on the cruise. As a result we had a few early mornings and long days and ended up very tired. We probably need to learn the art of sleeping during the day, so that late nights and early mornings are not so tiring, but it is hard to sleep when there is so much to see and do!

And the company was just great! 4 boats, 11 souls, meant that time spent together was very rewarding and special. Sundowners aboard *Southern Explorer*, quizzes, fishing stories, BBQs, planning, were all shared and enjoyed. We especially appreciated and were in awe of the time and skill that went into planning each day's passage; without it we might still be out there somewhere....

We were very pleased with how well Skye handled the conditions. At no point did I think the boat was not capable of handling herself, whether at sea or anchored. We gained confidence in our anchoring technique and equipment each day, and Skye's Manson Supreme always held fast, despite some pretty windy anchorages.

Macquarie Is - first yacht in 12 years – Shane Collins

**Macquarie Island – Macca - first yacht in 12 years to visit.
Headlamp writings of a sailor at anchor...**



**29 January 2024
Macquarie Island
54° 30' 15" S
158° 58' 15" E**

Royce Salter, Shane Collins and Tom Wilcox at Macquarie Island. At 837 NM south of Tasmania it is one of the world's toughest destinations. So tough no yacht has reached the island in 12 years

Time 00:00 Midnight. Wind screaming 48.2, 49.6, 52.9 Kts and it feels as though we are again underway. Seeking shelter off the Isthmus on the northern tip of Macquarie Island I'm on anchor watch. For the next 2 hours standing alert to raise the alarm amongst my sleeping crew mates. Rocks close behind mean the engines of *Attitude*, our Schionning 52 catamaran, are ready to start. The yacht that has transported us to this isolated place for a January adventure has been surfing waves at speeds of 20+ kts, taking only 3 days 16 hrs to cover the 837NM from Hobart.



Gale to storm force NW winds provided our momentum while a full moon lighted our way. It grew colder and wilder each day. On our fourth morning albatross, petrels and terns, visible with first light, revealed the NW tip of Macca. Watching in awe as the storm battered western side of this lonely scrap of land passed by, we sailed at 17 kts towards the Island's southern tip.

The first headland, Mawsons Point, a reminder of those who have endured the Roaring Forties and Furious Fifties before us.

320,000 Royal penguins, washing machine waves and storm force winds greet us at Hurd Point, Macca's southern headland.



With sails quickly dropped and motors fired up we travel in the shelter of the islands eastern side. Calm water at last, we all smiled and knew we had made it. The social banter and not so sweet smell of dozens of colonies of Royal and King penguins wafted by. Motoring around underwater forests of bull kelp, waterfalls fell through the clouds and down steep green valleys to sandy beaches covered in seals, sea birds and penguins.

This teeming wonderland of wildlife did not always have life so easy. Our onshore visits, guided by parks rangers, revealed layer upon layer of penguin's bones next to huge rusted boiling pots. Sealers slaughtered hundreds of thousands of seals and penguins in the early 1800s for oil and fur. Feral cats feasted on up to 60,000 birds a year and rabbits devastated the vegetation. A four year eradication program successfully cleared the island of rabbits, cats, rats and mice commencing in 2011, our ranger explained.

Time 00:28 Howling wind screaming thru the rigging tosses the yacht around its oversized anchor and waves crashing into the hull now accompany me on the midnight watch. Earlier as we BBQ sausages, onion and potato our anchor was torn from the bottom by the catabatic walls of wind that accelerate down the steep mountainous land and fall into the anchorage. Dragging over the seabed as 48 kts of icy NW wind cross our bows, the yacht is shoved and pushed towards the kelp smothered rocks close behind. Instantly we throttled the engines into the gale and retrieve the chain and anchor. We anchor again, this time with increased scope, 70 metres in 6 metres of water. Now, that should be better!

Dinner is a reflective time to share feelings of amazement about our day ashore. Being surrounded by thousands of animals and birds that do not fear us, and who instead walk to us and check us out as we check them out. At no time did any animal or bird show any hesitation in our presence. So very different from times past.



Warmed by dinner, while watching a movie the rolling rattle of anchor chain running free has us rushing to helm and bow. The snubber hook has failed, leaving chain dragging out of the anchor locker until only a thin string of Dyneema is holding the chain to the boat. It is dark and blowing above 50 kts as our two engines struggle to hold the yacht in position. The screaming wind stifles communication between bow and helm. Icy rain is nailing our fingers as the bridle with snubber hook is secured to the chain successfully. Cold and wet we returned to our heated saloon to enjoy the rest of the movie. It has only been six days since we left our homes, and our list of

sailing experiences is ballooning. Our comfort zones are expanding. Our combined sailing experience is deep however, with three of us lifelong family-taught Tasmanian boatmen. While I am the last to find a love of all things yachts some 15 years ago.



Time 00:35 Dark, cold 50 kts storm force winds... bang and jerk. The anchor drag alarm is screaming. The anchor has dragged again, and I'm on watch. I raise the alarm and quickly fire the engines. In the dark our bleary eye's view transits against rocks close by. We are relieved to see the anchor has reset itself some 25 meters

further to the open sea behind. The black triangle of our yacht swings on its zig zag arc across the chart plotter as noisy calm settles on our floating home.

It is times like this that stories of our collective sailing memories are made. It is the reason that tonight, swinging at anchor off a cold and remote Island at 54° 30' S, 827 NM below Hobart that I put pen to paper. To remember and to share these once in a lifetime experiences. Mmm.... I want to remember too some of the other stories that are becoming our adventure. Let's see... well we rolled our RIB landing in a 1½ metre swell on the beach, we lost our starboard rudder off the southern tip of the Island and there's still the journey home ahead of us...



Back home at DSS in Hobart after the Macquarie Is voyage From left: Royce Salter, Tom Wilcox, Kim Morgan, Shane Collins.

Now back in Hobart sitting in my sunroom, warmed by clear blue skies and sipping tea I reflect. What did it take to achieve what we have? The right gear, yacht and preparation of course. However, at a personal level I think it was attitude. We were all prepared to learn, to work as a team, to follow the captain, to trust in each other and to trust ourselves. Now with our comfort zones expanded and our awareness heightened I know the journey brought us closer to life...closer to the edge...

Minutes of the general meeting: Tues, April 2, 2024

Opening - Chair

- The Commodore opened the meeting at 7:30pm

Rear Commodore

David requested members contact him with ideas and recommendations for future speakers.

David introduced the guest speaker for the evening, Geoff Lea who presented on his trip on *Elsie*, a Hans Christian 33 trip to Fiordland and Stewart Island in New Zealand, returning via the South Island's east coast, Lord Howe Island and Coffs Harbour. David noted that Geoff won the Club's 2023 Cruise of the Year.

At the conclusion of the presentation David opened the floor to questions and discussion.

David then presented Geoff with a CYCT plaque in appreciation.

Secretary

Attendees and Apologies

- Attendees including Member Guests registered on-line.
- Apologies in advance: Christine and Michael Rowland
- Any other apologies: Liz Little, Jenny, Bill, Judy Boon
- Guests to be introduced:
 - Note: Member Guests must be registered on-line or contact details provided separately to the secretary.

Minutes of the last General Meeting

The minutes of the previous General Meeting held on 5th March 2024 were not available prior to this meeting as the *Albatross* was delayed by Easter. These minutes will be discussed at the next general meeting.

Business arising from the Minutes

No business arising.

Membership Officer – New Members

Applications for Membership & Provisional Members

Two new membership applications have been received and are being processed.

Introductions

- New members were now present to receive their membership packs.
- New name badges will be prepared for those that have requested them and available at the next meeting.

Vice Commodore - Report

What's happened

- East Coast Cruise February – Very successful - See the Albatross Reports
- Bass Strait Circumnavigation March – very successful, report in the April Albatross
- 9th March - Cruise to Franklin went well. Report to come.
- 23rd March - Clean Up Australia cruise – Well attended and a great success, Catrina Boon reported to the meeting.
- 29th March - Cruise to Port Esperance for Easter – Very well attended.

What's to come:

- 13th April - The Donald Sutherland Memorial Navigation Rally to Frederick Henry Bay Gathering Point west of Betsey.
- 20th April – A week on the Tasman Peninsula

Treasurer - Report

The Treasurer was not in attendance but reported to the Committee earlier today that all was in order and submitted a monthly statement to the Committee.

Information

- WOB's report – Val - next meeting with by Dee Degan facilitating a session on provisioning (storage, shopping, recipes . . .).
- Julie has just returned from the Women Who Sail Australia meeting in Newcastle and will present at a future Women On Boats Meeting.

Discussion

- Moorings – please let mark know if you use one of the CYCT moorings. They are due for servicing in May.
- Port Esperance Sailing Club – had their opening in late March. Bastain and David represented the CYCT. The CYCT was well recognised for their contribution to the Club.

Other Business

Andrew Boon discussed a request by the Friends of Melaleuca for a letter of support from CYCT for their proposed changes to the Port Davey Marine Reserve Plan to improve recreational boating. Namely, an increase in the area available to anchor in Bathurst Channel near the grave site & increased access/anchoring area in the lagoon at the entrance to Melaleuca inlet. Scott indicated that the club would provide this letter of support.

Membership – The Committee has been looking at how we can better engage with visiting yachts people, crews of existing members and CCCA members allowing them to become more involved in the Club. The honorary membership category is being considered for this. The Intention is that they can pay small fee (free for CCCA members) and be given an Honorary membership of CYCT, including website and club Facebook access until the end of June. They would then be invited to become a full member for the following year.

Members were advised about the boat Samuel McLennan has spent the past year building, made entirely of rubbish. The boat is in Constitution Dock if anyone is interested in seeing it. He is planning to sail it from Hobart to Sydney to highlight issues with marine pollution.

Winter Forums –Planning is underway for the winter forums for June, July & August.

Mark Stephenson reported that this year's Anniversary Dinner will be on the 31st August and will be held at the Boat House in Cornelian Bay. A Spanish night. Please register on the website site now. Payments can be made at a later date.

CYCT 50th Anniversary 2025 – A big year for the Club. 7th May was the first meeting, and the first event was 17 November. The plan is to have a series of event between May and November 2025 to mark the 50th anniversary. Plan is for a couple of function and some merchandise to mark the 50th year. Julie Macdonald has offered to compile a book on the club's history from 2016 to 2025, with contributions from members.

Next Meeting

- Tuesday 7th May 2024 7:30pm

Close

- Invite members to socialise.

Frogs Hollow Southwest Tasmania – Paul Kerrison

On a recent visit to Port Davey/ Bathurst Harbour, Rosemary & I were engrossed in conversation with other visitors to the area enjoying the comfort and relaxed atmosphere of Claytons Cottage.

The visiting mariners were first time visitors to the state and of course the Southwest, being enthralled with the Vistas, the Ruggedness, Isolation, the Vagaries of the weather etc they were full of questions regarding the history etc.

One such question was about place names such as Schooner Cove, Wombat Cove, Bramble

Cove, Cassilda Cove, Clytie's Cove etc. But Frogs Hollow! what's the significance of this spot? Is there an abundance of Frogs somewhere near by? Or a particular type of frog endemic to the area?



Fortunately, I was able to alleviate their fears of coming across any monstrous prehistoric frogs in the area, plus I was able to relate the true story about how, through the initiative of a Past Life Member of the Cruising Yacht Club of Tasmania, Ken Newham, the name Frogs Hollow came to be.

Below is an extract from "Cruising Yacht Club of Tasmania Inc. 'The First Twenty One Years' compiled by Erika Johnson. Having access to a copy of the above onboard *Wayaree* plus printer and photocopier I was able to provide those present with an information sheet as well as a picture of both Frog Balmer and also of his boat *Voyager*. A copy of this information is now available for other visitors to Claytons along with other reading material on the history of The Southwest. The publication "Cruising Yacht Club Inc. the First Twenty One Years" is available on the CYCT website under History in the document section.

Paul Kerrison
MV *Wayaree*

Frogs Hollow

The reasons behind the names of coastal features are often lost in the mists of time. However the name 'Frogs Hollow' is of more recent origin. A. (Frog) Balmer and his wife Maisie, won the 'Cruise of the Year' award in 1979 for a cruise to Port Davey in their 20 foot half-cabin boat *Voyager*. Due to Frog's indifferent health and the strains of the sometimes difficult weather conditions in the Port Davey area, Frog sometimes had to rest up for 24 hours or so. At these times his favourite anchorage was the bay south of Eve Point. Sheltered from the southerlies and south westerlies by steep hills and protected from the north west by the ramparts of Mt Rugby, Frog found here the peace and quiet needed to restore himself. As a result the bay acquired the name 'Frogs Hollow'. Following Frog's death in February 1991 this name was submitted by Ken Newham to the Nomenclature Board for official recognition. Members were pleased when the Board accepted Ken's submission and the bay in which Frog spent so many peaceful hours now officially bears his name.



Voyager



Donald Sutherland navigation cruise – Rick Allen

Vessels in attendance *Skye, Gradiva, Solstice, Sequoia, Kelly Jade, Juliet*

1045 hours. With all vessels at or near our rally point, between Blackjack Rocks and Betsey Island, we deployed the RHIB for document distribution. Each vessel was given their paperwork in order of starting, at five-minute intervals. Waiting till the last vessel (*Skye*) to arrive I had started the event fifteen minutes early.

Each vessel was sent alternatively on different courses named Red and Yellow so there would be no possibility of vessels over running each other. With the first vessel started *Southern Explorer* made her way to the anchorage. This was a choice of two on the day dependent on weather conditions. I chose Lime Bay due to the wind, not that there was much of that.



Stopping and deploying a raft complete with Diver's flag and our MOB swimmer Oscar, this was placed mid track for each vessel to avoid (or so they should!) This proved correct as every vessel kept the minimum safe distance from Code Flag Alpha.

Three hours and fifteen minutes later saw the first vessel arriving and anchoring off our black ball at alternate bearings, to our port and starboard.

Our RHIB collected all the paperwork as they arrived, and we logged the anchoring time (time penalties applied)



1700 hours. With Oscar and his makeshift boat back aboard, and all booklets scored, I declared sundowners and a BBQ. This was conducted on Southern Explorers Flying Bridge and after introductions all round and a refreshing beverage I broadcast the results as follows- **A Huge Bravo Zulu to all six vessels!**

- First place- **Gradiva**- They chose the Oyster Cove Voucher and were also awarded a Seamaster voucher.
- Second Place- **Skye**- They chose a Free lift out/in and pressure wash at POW Clean lift.
- Third Place- **Solstice**- They chose a Free lift out/in and pressure wash at POW Clean lift.
- Fourth Place- **Juliette**- They chose a free month's mooring at POW Bay Marina
- Fifth Place- **Sequoia**- They chose a Free lift out/in and pressure wash at POW Clean lift.
- Sixth Place- **Kelly Jade**- They were awarded a Seamaster voucher.

Those that had not already brought a copy of my TOAST Book I received a signed copy with my compliments. The evening topped off the day by being a great success and a huge thankyou to my crew for assisting me in making it happen.

But as I always say, we couldn't do this without you the contestants!



Cheers Rick
Rick Allen
CYCT Vice Commodore
Captain MV Southern Explorer



WOB Provisioning for a successful cruise – De Deegan

The Women On Boats meeting held on Tuesday, April 9, was a collaboration of all present with many inventive and marvellous ideas to keep the crew happy. We covered both storage and recipes while at sea and in an anchorage. I am always impressed at the wonderful experience and depth of knowledge the women of the CYCT have to offer.

My first suggestion to beginners is before you ever make a shopping list spend some time identifying your food storage space. It is important to have easy access food as well as long term storage. Do you have fridge, freezer, and what are your cooking facilities? These will all have an impact on how you provision. I am going to present our group ideas in point form and hope you find them useful.

1. Try before you buy to avoid wasting money and nasty surprises. If you don't enjoy a food ashore, you won't at sea.
2. Get rid of as much packaging as possible before you leave by decanting into containers or into ziplock bags. A few women found it beneficial to package food in meal portions.
3. Make a schematic map of the lockers and the food stored there. Keep an inventory of provisions.
4. Plan food for at least double the time you will be away from shops.
5. Compact all smelly and non-recyclable material in a two litre container with screw lid. You will be amazed how much food and waste you can fit and any liquid can be poured out.
6. Cardboard can be soaked and made into a tiny balls and then recycled. Beware of cardboard in the tropics as it can and often does, carry cockroach eggs.

FOOD STORAGE:

- Buy the freshest fruits, vegetables and eggs, non-refrigerated if possible.
- Eggs should be rotated once a week, and for long term storage coated in Vaseline.
- Wash in water with 1/2 cup vinegar per bucket) and dry fruits and veg before you go. This saves your fresh water once travelling.
- Wrap soft greens in a paper towel and store in a zip lock bag. Zip locks can be used many times.
- Best to use cabbage and lettuce by leaf by leaf.
- Store harder fruits and veg like potatoes, onions, pumpkin, oranges, apples in a cool dark spot and they will last a long time.
- Vacuum pack meat flat and in meal portions. Meat will last 4-6 weeks under refrigeration.
- Spices can be stored and sorted many ways. One great idea was to premix via cuisine ie: Italian, Moroccan, Thai etc.
- Precook a few meals to enjoy on a passage or after a long traveling day

FOOD IDEAS:

- Eat the most fragile fruits and veg first.
- Think about growing sprouts to ensure you always have some healthy, nutritional crunch.
- Sundowners with other boats is a wonderful way to meet other cruisers and enjoy old friends. Plan a variety of snacks to go with evening drinks. Hard vacuum packed cheeses will last a long time. Nuts are another great snack. Also having the ingredients to make your own dips. There are wonderful array of bottled nibbles: dolmades, sun dried tomatoes, pickles etc
- Make your own yoghurt
- Fruit cake boiled or other will last a long time
- Have a few dehydrated meals for an emergency
- A barbecued chicken can be a blessing
- Precook and freeze rice or buy the precooked packets
- Make savoury or sweet biscuits at home. Shape the dough into logs, wrap in plastic and freeze to be sliced into biscuits and baked when you want them
- Plan on a few barbecues ashore and pack meat into separate meals.
- Bring a Soda Stream to save carrying and storing bottles of fizzy drink
- Boxed or cubed stock for soups, and casseroles
- Long Life milk and cream, and powdered milk
- On overnight passages have a pre-packed box with snacks, and a thermos for a hot drink. This saves the crew rummaging through the galley in the dark.
- Plan and save a special meal for the end of the trip; the crew always remembers the last meal.

We also talked about our favourite recipes but instead of including them in this article; I am going to suggest we send our treasured recipes to the editor for publishing in the Albatross.

Thank you to everyone who contributed to this article. Also, a special thanks to Triny, who kindly acted as secretary on the night and was able to record all that transpired.



Golden anniversary of the CYCT - Erika Shankley

A small band of cruising sailors formed the Cruising Yacht Club of Tasmania in 1975. Then in 1996 we found ourselves celebrating our 21st year with a cruise to Rosebanks, a dinner and we published '21 years', a book following our activities since the club's inception, written by foundation member Erika Shankley.

Fast forward to 2015 and time for another celebration – our 40th year. Another dinner, a re-enactment of our first cruise to Rosebanks, and an anthology of the CYCT between its 22nd and 40th year, each chapter about a different aspect of the club's activities, written by a selection of different Club members & edited by Life Member, Erika Shankley. Titled '*Fair Winds & Smooth Sailing*' – the hope of all cruising sailors!

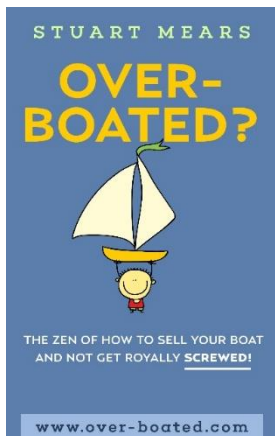
And now we are about to celebrate 50 years of cruising in company! What an achievement! Various celebrations are planned – including a book. But we need someone to write it! The Club has grown and has had an interesting and diverse range of activities. Mark Stephenson recently outlined the various aspects to be covered and Julie McDonald will edit it. So please put your hand up and let Julie know if you are willing to put pen to paper and help tell the story of the Cruising Yacht Club of Tasmania leading up to its Golden Anniversary



The re-enactment of the inaugural cruise to Rosebanks



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