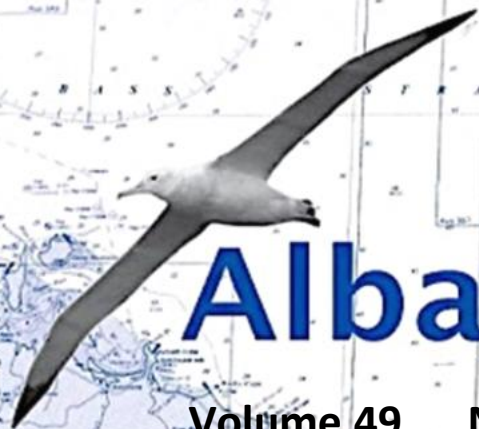




Albatross

Volume 49 No 16 June 2024



Newsletter of the
Cruising Yacht Club of Tasmania

Committee Members

Commodore		
Scott Poulter	0419 513 983	<i>Gradiva</i>
Vice Commodore		
Rick Allen	0419 304 500	<i>Southern Explorer</i>
Rear Commodore		
Bastian Siedel	0448 357 027	<i>Blue Crystal</i>
Treasurer		
Jean-Pierre Corgnet	0478 144 650	
Secretary		
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Rob Greenwell	0448 348 395	<i>Cuvee</i>
Quartermaster/Warden		
Mark Stephenson	0438 854 380	<i>Crown Venture</i>
Immediate Past Commodore		
Val Nicholls	0404 825 310	<i>Aziza</i>

Life members

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

Guidelines for contributions to the Albatross

These guidelines are to assist members prepare articles for the Albatross. Please contact the Editor (**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: Two of southern Tasmania's most important lighthouses feature in this month's Albatross. One on the Huon River at Garden Island and the other, the famous Iron Pot lighthouse marking the entrance to the River Derwent. The plaque on the cover and photographed by Erika Shankley, is from the Garden Island light.

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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



Lighthouses, particularly in Tasmania, hold a special place in the hearts of many.

This month's *Albatross* contains detailed articles on two of Southern Tasmania's oldest lights, each built in response to the demands of a heavily marine focussed economy where the safe passage of vessels was necessary for both human safety and financial security. Every CYCT member knows instinctively the value and necessity of lighthouses today even with all our modern navigation aids.

Going back a century to times when the only navigation aid was a lighthouse, just makes their significance all the more obvious. Tasmania contains a host of famous and vital lights.

It would be interesting to hear more stories about

members' experiences with lighthouses around the state and even further afield.

There is nothing more welcome, even exciting, after a few days at sea, than to see a light (especially if it lies in the expected direction) to mark a successful passage. I have heard from a number of members of their adventures caring for lights and buildings such as Deal Is and Maatsuyker and from others of many exciting passages around or voyages marked by adventures near various lighthouses. I've got one or two of my own but I'd be very pleased to record some of the adventures of others.

Believe it or not, the Club's **50th anniversary** is coming up next year. In 2015, life member Erika Shankley wrote and compiled ***Fair Winds and Smooth Sailing***, the history of the Club 1996 – 2015; this followed on from *Twenty One Years*, the history of the first 21 years of the CYCT. It's very important that we continue to record the history of the Club and the 50th anniversary celebration is the ideal opportunity for this to happen.

Club members made substantial contributions to the first two books and we are looking forward to receiving articles from current members detailing changes and developments in the Club since 2015 for the 50th anniversary edition. Some of the topics to be updated include cruising, social occasions, publications, website development, changes in technology, women on boats, membership.

If you don't have a copy of *Fair Winds and Smooth Sailing* to refer to you will find a PDF version on the website. go to – Member menu | Documents | History of the Club | Fair winds and smooth sailing. Past copies of *Albatross* can also be found on the website by going to Member menu | Documents | Albatross | Albatross index | Past issues index. The next instalment of the Club's history is being compiled by Julie McDonald. Please contact her with details of any contribution you would like to make.

To those on the water - Happy cruising.

CYCT Calendar – Check the website for more details

Tues 4th June General Meeting - "Wooden Boat Restoration and Developing Our Disadvantaged Youth"

Captain Sarah Parry is the Master and Managing Trustee for the Windeward Bound Trust. She will expand on the theme of constructing and restoring wooden vessels and discuss the building of *Windeward Bound*, the restoration of *Mistral II* and what these mean to the youth of Tasmania. *Windeward Bound* is a 33-metre symbol of enterprise and commitment to provide youth with an opportunity to enjoy and learn skills otherwise out of their reach. The future of the Trust is tied to the development and training of youth with particular emphasis on those in dire need; made to feel helpless by financial, social, lifestyle or family circumstances.

Tues 18th June Winter Forum

Coastal Weather & Passage Planning. Scott Poulter & Val Nichols will present the first of our winter forums. If you're looking to expand your cruising experience beyond the South East of Tasmania then come along to this in depth forum focused on coastal weather & coastal passage planning."

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 *Dulcinea* 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 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

Tues July 2, General Meeting - "Tasmanian Circumnavigation with the VDL Rally" by Rob Greenwell. The VDL is a combined RYCT and GYC (Geelong Yacht Club) 800nm cruise circumnavigating Tasmania with a fleet of 45 boats. Rob and Tricia will talk about their recent experience and requirements to participate in the rally, how they prepared, where it took them and what worked well and what didn't. More details and registration on Cruising Yacht Club of Tasmania website www.cyct.org.au or contact David Bowker at dgbowker@gmail.com

Commodore's report – Scott Poulter



We are heading towards winter and my cruising experience is drawing me north. The Queensland coast in “winter” is cool! 20 to 25 daily maximum dropping as low as 10 in the early morning!. The risk of tropical storms drops away to nearly zero. The most volatile weather is a strong SW change, which is offshore, generally short lived and helps with your passage north. The subsequent southeast pattern can be windy and wet for up to a week at a time. In between lovely south to south easterlies steadily push you northwards. On the way north we stick to the coast when the wind is stronger and venture out to the Great Barrier Reef when the conditions allow. There are a huge number of cruising vessels heading north each year. Consequently there is usually

someone to share sundowners with but very few anchorages all to yourself. With family in Cairns, we are drawn towards a cruise north during May, June, and July, arriving in Cairns for our daughter's birthday in July then enjoying the Great Barrier Reef off Cairns for a month or two before heading south.

Conveniently, September is the best month for cruising in Queensland and then in October and November the weather changes. The south easterlies continue but with less gusto, giving way to northeast and northerlies in the afternoons. These help the trip south down the coast. As you head further south the northerlies strengthen and persist and a new and scary menace introduces itself. The Queensland and NSW thunderstorm season intensifies during October and continues through November and December. These typically occur after several days of hot northerly weather.

These thunderstorms are often intense and unpredictable. They typically occur in warm northerly weather bringing a varied mixture of intense rain, lightning, thunder, and severe wind. The biggest risk for the cruising vessel comes in the dramatic wind change and this usually arrives late in the evening after dark. Typical experiences are a steady 25 knot northerly changing in minutes to a 40-knot south wester with heavy rain and lightning. Some anchorages can protect a well anchored vessel in these conditions. This is the reason *Gradiva* is always anchored well off the beach, in case of a sudden change!

There are several good things about these storms. The worst of the wind usually only lasts for less than 20 minutes. BOM radar is the best way of keeping an eye on the intensity and movement of approaching storms. If we determine that an intense storm is heading our way, we often pull up the anchor and get underway proceeding towards the area of most sea room. As the storms are generally short lived, we then choose an anchorage suitable to the resultant conditions. On the plus side, after the change the weather usually cools down!

We intend to make the most of this Winters' cruising in Tassie. We have a good diesel heater on *Gradiva* and the storms in Tassie usually come from a similar direction to the prevailing weather.

Rear Commodore's report – Bastian Siedel



The days are getting shorter and somehow, I find myself ditching boardshorts for long thermals. It's just getting colder, and I've seen a bit of frost and even snow on the hills behind our house. Winter is coming and for the events at the CYCT that means it's time to get ready for our excellent Winter Forums!

Our first Winter Forum will be held on Tuesday, the 18th of June. Our Immediate Past Commodore Val Nichols and Commodore Scott Poulter will present on 'Weather & Coastal Passage Planning'. It's going to be a highly interactive forum so please don't forget to register for the workshop via the CYCT website. The Winter Forum series is also open to RYCT members and I'm looking forward to welcoming

many RYCT members to our forums this season.

Of course, some members may not be able to attend the forums. We are unfortunately not in a position to record or video the presentations, but I'll aim to write up a concise summary for the *Albatross*.

At this stage I'd like to thank your *Albatross* editor extraordinaire Ian Howarth for producing such an informative issue this month. It's not an easy task and Ian has again been very generous with his time to compile and edit the contributions for this month's issue. Thank you Ian - also for extending the deadline a bit!

At our next General Meeting on Tuesday, 4th of June renowned 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



Mother's Day 2024, and what a brilliant day it is – I trust you are out and about on the water while I prepare this earlier than usual report for the editor. (He is going on holiday you know). We have had no new applications this month after the bumper number last month.

We were treated to a stunning display of the Aurora Australis last night and for those who saw it from their boats I am envious, but our home balcony was pretty good.

I would also like to remind those that have joined the Club in recent months that your membership is not finalised until you have attended and been introduced at a General Meeting. I am holding several welcome packs with burgees to be presented.

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.

Zest	Ryan Stiles	0415 987 531
Zest	Leanne Thomas	0412 756 223
Kellie Jade	Melissa Hume	0418 296 914
Kellie Jade	Simon Hume	0423 687 244
White Rose	David Webb	0419 359 793
White Rose	Jill Blunsom	0405 668 608
Banksia	Brett McDermott	0414 771 150
Banksia	Catherine Browne	
No Boat	Malcolm Patton	0472 873 732
Tarka II	Stewart Gregory	0415 285 028
Tarka II	Michell Gregory	0419 657 674

New Members Directory from October 2023

Elysium	Michael McCluskey	0419 412 879
Elysium	Ulrike Hora-McCluskey	0418 231 982
Saraband	David Painter	0490 157 224
Saraband	Ann painter	0490 157 224
Zest	Ryan Stiles	0415 987 531
Zest	Leanne Thomas	0412 756 223
Kellie Jade	Melissa Hume	0418 296 914
Kellie Jade	Simon Hume	0423 687 244

<i>Van Diemen II</i>	Rob Vaughan	0499 752 567
<i>White Rose</i>	David Webb	0419 359 793
<i>White Rose</i>	Jill Blunsom	0405 668 608
<i>Banksia</i>	Brett McDermott	0414 771 150
<i>Banksia</i>	Catherine Browne	
<i>No Boat</i>	Malcolm Patton	0472 873 732
<i>Tarka II</i>	Stewart Gregory	0415 285 028
<i>Tarka II</i>	Michelle Gregory	0419 657 674

New member Stewart Gregory - *Tarka II*



Tarka II

I am writing to introduce myself as a new member of the club and to share my plans for my sailboat, *Tarka II*.

Having recently purchased a 1980 32-foot Cavalier, I am excited to embark on my sailing journey in the beautiful waters of southern Tasmania. While I am new to keelboat sailing, I have a strong foundation from my youth sailing dinghies and have since undertaken various courses to enhance my skills.

These include crewing, helming, VHF radio operation, and diesel maintenance.

My long-term goal is to gain experience and confidence in solo sailing, with aspirations to explore further afield in the future.

To achieve this, I am committed to continuous learning and improvement. In the coming months, I plan to undertake coastal navigation and survival at sea courses to further bolster my knowledge and capabilities.

In preparation for my adventures, *Tarka II* will be undergoing some small refit projects. These include upgrading the standing rigging, enhancing electronics, and improving plumbing. I am dedicated to ensuring that *Tarka II* is equipped to handle the challenges of extended voyages. I am eager to become a member of the Cruising Yacht Club of Tasmania community and I look forward to learning from and sailing alongside fellow members. Any advice, guidance, or camaraderie you can offer as I embark on this journey would be greatly appreciated.

Thank you for welcoming me into the club, and I anticipate many memorable sailing experiences ahead.

Stewart Gregory *Tarka II*

CYCT anniversary dinner - a Spanish theme!

Only 3 months until the CYCT 50th
Anniversary Dinner!

Saturday, August 31,
1830 hours

A Spanish evening at The
Boathouse Restaurant,
Cornelian Bay

A welcome drink and canapes served on arrival on the mezzanine level, followed by platters of tapas served at your table, an amazing Latino chef cooking up a traditional seafood paella with a Mediterranean salad all followed by a burnt Basque cheesecake.
The cost will be less than \$100 per person.

Take onboard the Spanish mood and dress up a bit for the night.
Thanks to those who have registered already. Numbers are limited to 80, so if you delay you could miss out.



Women on Boats May 24 – Val Nicholls

Burns, Breaks and Bleeds with Dr Alex Siedel

CYCT sailors are a flexible lot, adept at altering course, changing plans, getting creative and generally out to have a fun time! All these skills came into play at the WoB May meeting. On arrival the room was littered with the chairs and dining tables of the previous event. We had been forgotten! With due aplomb WoB'ers adapted, organised the seating and took advantage of the tables. The plan was for members and Drs Bastian and Alex Seidel to give a presentation addressing some basic first aid issues within the context of local and coastal sailing. With no babysitter we anticipated the assistance of their children. As it turned out one of the children was sick so Bastian stayed home to provide care and Alex arrived to go solo!

Twenty plus WoB along with several interstate and local guests made up an enthusiastic, thoughtful and engaged audience. Rather than focus on First Aid specifics Alex painted with a broader brush to consider the principles of managing an incident. The notes that follow are provided as an aide memoir to WoBers that attended and as a prompt for reflection for others. Dealing with Danger is the first priority to prevent further injuries and casualties. Within the context of sailing there is much to consider. Can the non-injured secure the boat, heave-to, get sails down, motor etc The list is endless and worthy of continued reflection and consideration.

Principles of managing an incident

Assessing the situation - Assessing the casualty - Getting help - Treating the Casualty -Dealing with the aftermath

Assessment

Check there is no danger to the casualty and Look for clues to work out what has happened.

Primary Survey

Airway & breathing - What are the injuries? - What are you missing?

Getting help

Shout for help if practical.

Onboard make a Pan Pan radio call or dial 000 or GP Assist

Treating the Casualty

Constantly be aware of any danger - Priorities are airway and breathing.

Dealing with the aftermath

Reflect - Prevent - Looking after yourself

Food for Thought: Some of the scenarios discussed:

A Your 57 yr. old cousin has joined you for a cruise to Port Arthur. He's just not feeling right.

Pain is getting worse. He's sweating. He stopped breathing.

What do you know about him?

Is he safe? Who might stay with him?

What sort of pain is it? Heart? Lungs? Something else?

He's getting worse. Think about the next 5 mins.

Where do you put him? Do you need help? How do you call? Send for help

Open Airway - Normal Breathing? -Start CPR - Attach defibrillator.

B Your brother joined you for a BBQ on your boat in Kettering. He's never been on a boat before.

He says he needs to go to the toilet downstairs.
The next thing you hear is him falling down the companionway.
Calm him down – What really happened?
Do you need help?
Where does it hurt?
Can you move this?
He can't move his right shoulder.
You are not sure what else is broken.
There is a bruise over his collarbone.
(An arm can be supported effectively by wearing an uninflated life jacket)

C You are sailing with your friend to Peppermint Bay for lunch. The boom was swinging before you could shout 'jibe ho! It hit your friend's forehead. She does not say anything but sits down in the cockpit

D It's been a fabulous cruise to Wineglass Bay and your crew celebrate with free flowing alcohol and excellent food.

One crew member wakes you up at 2 am feeling nauseous.
'No wonder' you think, considering how much he drank.
What happened? What did he eat? He's sweaty, He's vomiting bile. What did he drink?
His pulse is 118 bpm He has stomach pains. Do you "Stay and Play" or "Scoop and Run" to nearest medical assistance?

E You've been motoring for about an hour since you left the RYCT.

You have not used your old yacht for a while.
Your two young children are bored and decide to stay in the aft cabin to watch YouTube.
They have been very quiet for the last 15 min or so, so you check upon them... and find You find them drowsy, almost unconscious.

Symptoms of CO poisoning

Mild-moderate/severe shortness of breath.
Nausea, headache, dizziness, fainting, confusion
Increased heart rate, loss of consciousness, seizures

Random comments

- Health Direct is a government-funded service, and an excellent source of quality, approved health information and advice. In the case of a health emergency, you should call Triple Zero (000), but for other health concerns, Health Direct is an excellent source of assistance. Health Direct 1800 022 222
- It is not your job to diagnose.
- Cling wrap makes a very effective makeshift dressing to protect damaged nerve endings.

- Make a habit of reviewing Worse Case Scenarios
- Keep your First Aid knowledge current
- Does more than one person onboard know how to sail or drive the boat, know what the passwords for electronic devices are?
- We often ask if guests have any allergies we should know about. But are they asked if they have any medical conditions you should know about in case of injury or illness?

WoB expresses thanks and appreciation to Alex for giving so freely of her knowledge and experience. We thank Bastian for looking after the children!

Plans for a WoB Cruise in July are forming. Three Skippers have offered their boats and a show of hands suggested there are plenty who might like to join. WoB sailing days offer a safe, supportive, and inclusive experiential learning environment and are broadly tailored to meet the skill development needs of all those who attend, from nautical rookie to competent skipper.

WoB next session 2nd Tuesday in June will be facilitated by Val Nicholls and focus on the practical business of all things ropes: Selecting ropes, Knot essentials, using jammers and winches, throwing and getting lines attached to cleats and bollards. Never too much practice at this!

Club history update for CYCT 50th anniversary

I recently sent out an email to all members asking you to consider contributing an article about an aspect of the history of the club for a publication commemorating next year's 50th anniversary. This will follow on from *Twenty-One Years*, *Silver Threads Among the Gold* and *Fair Winds and Smooth Sailing*, all written and compiled by life member Erika Shankley.

We would also love to receive **photos** of people, boats, locations, weather, or events. These should have a brief description of the photo and the name of the photographer. **The deadline for articles and photos is the end of July.**

The 50th anniversary of the club's formation is very significant and a continuing record of the club's history is an important facet of these celebrations. Club members made substantial contributions to the first books and we are looking forward to receiving articles from current members detailing changes and developments since 2015 for the 50th anniversary edition.

Topics to be updated include cruising, social occasions, publications, website development, changes in technology, women on boats, membership, club initiatives, award winners etc.

If you don't have a copy of *Fair Winds and Smooth Sailing* to refer to you will find a PDF version on the website. Go to – Member menu | Documents | History of the Club | Fair winds and smooth sailing.

Past copies of *Albatross* can also be found on the website. Go to – Member menu | Documents | Albatross | Albatross index | Past issues index.

Please don't be shy about contacting me with photos and/or details of the contribution you would like to make.

Julie Macdonald julieandian@gmail.com

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 emblem 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. For more comprehensive view of the range go to the CYCT website



Outer wear



Trendy shell jackets and a range of headwear is available



Where have all the CYCT assets gone? – M Stephenson

In years gone by the CYCT used to rent a small cottage just above the slipway in Battery Point as a base for the membership to gather.

This was rented from the National Trust for a peppercorn rent and maintenance of the building was done by members. The venue provided storage for club assets and provided a place where a good old cuppa and a chat was on offer.

Books and magazines were available for members to read and a gas BBQ, tables and chairs were used at events held there. Membership was quite small in the early days and the Mariners Cottage proved a great venue.

However, with expanding membership, meetings had to be held in larger venues like a local hall, the Derwent Sailing Squadron and the RYCT. In time, access to Mariners Cottage was lost when our lease was rescinded. As a result the club's many and varied assets and bits and pieces held there had to be found new homes.

The committee called for and located numerous volunteers to take on the storage task of the assorted club assets at their homes.

The inevitable result of course has been that members no longer have access to these books, magazines, DVDs, paintings and prints that had been donated over the 49 years of the club.

Taking on the role of Warden, I wanted to review the asset list I received, and I now request that those who have kindly stored the club's bits and pieces now check on these for me. My listing has a variety of smaller items, like tea and coffee, decorations and cushions which have no further use and I ask that you investigate if the items in the boxes you have under the house are really worthy of keeping.

The Committee has approached the RYCT about having some of our memorabilia on display in its clubhouse but have only managed a small area on the wall at the top of the stairs to display the CYCT Honour Boards.

I also ask that all members consider any options that may be available to preserve our memorabilia while also providing easy access for the benefit of all members.

If you have club items stored at home please contact me to discuss how we might deal with these into the future.

Mark Stephenson

Tasman Peninsula trip - Allison Peacock *Pacific Haven*

The Tasman Peninsula cruise started on Saturday with three boats sailing to Nubeena, *Cirrus*, *Pacific Haven* and *Solstice*. On Sunday we all met ashore at the Picklers Pantry Cafe for a very nice morning tea and a look inside the art gallery.

On the way back to the shore we saw the beginnings of a fire started by an unattended candle in a converted motor home bus located at the Nubeena Slipway. Unfortunately the fire was in an inaccessible section towards the back of the bus where they could not direct the flow of the fire extinguishers. Janna called 000 and asked for the fire department to come and shortly afterwards a gas bottle exploded shooting flames skywards like a Roman candle fireworks. The good news is nobody was hurt and the fire was contained. The sad news is the bus was burnt to the ground and there was one man in severe shock.



Fire at Nubeena slipway

Sunday afternoon *Skye* sailed into Nubeena in time for an early sundowners held aboard *Pacific Haven*.

Monday *Cirrus* decided to return to Norfolk bay to go through the canal on Tuesday to have the northerly wind behind them sailing clockwise around the Tasman Peninsula and into Fortescue Bay.

The other three boats sailed onto Ladies Bay. With a moderate swell rebounding off the cliffs, the passage was a bit uncomfortable. *Solstice*, once they had passed inside of Sloping Island felt a shudder so they stopped to assess the situation. Thinking they had picked up some weed on the propeller, they put the

engine into reverse and then ahead a few times to try and free their propeller of the weed. They then motor sailed onto Ladies Bay. Ladies Bay was a welcoming calm bay and all enjoyed a wonderful sunny afternoon in the sheltered bay. Allison and Catie went for a swim in Ladies Bay while Paul ducked under *Solstice* to check the propeller was free of weed and surfaced with his hands full. Then Paul and Catie walked the foreshore track towards Mason Cove.

Paul and Rosemary on *Wayaree* arrived shortly afterwards. The evening sundowners were hosted by John and Jenny on *Skye*. The Kerrisons reported that one of their engines had an overheating issue and they could not identify the cause. They were late joining the cruise because they were servicing the other engine. When they heard that the fleet was moving on to Fortescue Bay they felt it prudent to return home to fix their overheating issue. They left at 0500 on Tuesday morning.

The remaining three boats departed at 0800 on Tuesday to head north, through the hole in the wall at Tasman Island, and onto Fortescue Bay arriving 1130. The north easterly wind held the boats bow into the swell in Fortescue Bay and it was not uncomfortable. Paul and Allison on *Pacific Haven*, ventured ashore for a walk in the afternoon, hitting the beach with a surf landing and a quick exit out of the dinghy. Jenny and John on *Skye* also ventured ashore. Being anchored closer to the boat ramp and having seen Paul and Allison's beach landing, chose to tie up at the boat ramp.



Solstice heading to Fortescue Bay

At the campground were quite a few campers in tents. The facilities at the campground are quite modern with showers and pit toilets at one end of the site. There is limited water available in rainwater tanks collected off the roof. At the boat ramp side of the campground is a large covered area with two BBQs. 50 people could comfortably fit under the roof. The partitions have been covered with large information boards.



The Lanterns Cape Haui

Sundowners was hosted aboard *Solstice*. The swell did not get uncomfortable until the evening between 2000 and 2200 when the wind began to blow from the northwest. After 2200 the wind was blowing strong from the west south west holding the boats stern onto the swell enabling a good nights sleep. Gusts of 40 knots were recorded at Tasman island during the night. In Fortescue Bay it was reasonably comfortable. The switch in wind direction flattened

out the swell along with fairly constant and heavy rainfall during the night.

Wednesday morning was still windy and overcast, nobody left their boats. In the afternoon the sun came out so Paul off *Pacific Haven* invited people to join him on a walk around to Canoe Bay. However, the gremlins were out to trick him. Not content with getting into the outboard preventing it from firing up since *Pacific Haven* left port, an inconvenient but not crippling situation, they caused the fastened cleat knot to slip on the stern lifting line holding the dinghy on the davits causing the bow to thrust upwards into the underside of the solar panels where something sharp placed a large rip in the bow. It was nice to see the good design of the Highfield dinghy with its partitions for the tubes in action. Only the bow section, where the

hole was, deflated. This meant that the dinghy was able to be towed to shore where repairs could be completed.

John and Jenny on *Skye* were the only takers for the walk to Canoe Bay so John offered to assist Paul with his repairs instead of doing the walk. Paul removed the outboard in preparation for being towed ashore. John arrived shortly afterwards, came on board *Pacific Haven* while Paul packed everything needed to make repairs then towed the injured dinghy to shore. By 1530 the job was completed. It is a bit of a concern that the temperature is only 10 degrees with the recommended curing temperature for the glue being 20 degrees. Luckily, we had the necessary glue and patches aboard to make the repair as we were planning to re-glue the Velcro strips onto the tubes to hold on the dinghy chaps/cover.

With *Pacific Haven's* dingy out of action Paul made the decision to invite the others over to *Pacific Haven* for sundowners. The others decline as they were snug on their respective boats with heaters running, prepping for an early dinner.

Anzac Day, *Cirrus* and *Pacific Haven* observed Anzac Day by hoisting the Australian flag to half mast on their boats each in quiet reflection and appreciation for the sacrifices made to achieve the way of life we enjoy today. The day was overcast and rainy with strong winds from the southwest. It had rained most of the night too.

1300 Paul got in the dinghy to try to inflate the repaired tube. The gremlins had not finished with the dinghy. The lugs on the end of the 10 year old foot pump hose broke off in the inflator fitting on the tube of the dinghy, so the pump hose cannot be fitted. He managed to get the broken ends out of the fitting, then rowed over to *Cirrus* to borrow their inflator hose. Success, the tube now inflated, he had to row back against the wind to *Pacific Haven*. Tasman Island was recording gusts of 50 knots. He made the 50 metre distance back in 2 minutes. Good news. After 30 minutes the tube was still inflated. Paul took the dinghy ashore and

walked to Canoe Bay returning to the boat at 1540.

Sunrise at Fortescue Bay

Friday morning the wind and rain have gone and so has the cold Allison found on arrival in Fortescue Bay. It is nice to be able to sit in the cockpit and look out at diamonds sparkling on the water reflecting a blue sky. The view is quite different now the sun is



shining. Another nice thing is the patched tube on the dinghy has stayed up as tight as a drum. The dinghy gremlins have gone. After lunch Paul and Allison got off *Pacific Haven* and went for a two hour walk along the track towards Cape Hauy. Sundowners and dinner were held ashore at the very nice and new looking facilities at the campground. John and Jenny informed us all that a gust of wind had flipped their dinghy while it was tied off Skye's transom. They had spent the day flushing out their outboard and searching for their oars. I now know where the dinghy gremlins went. Some of them climbed on board John's dinghy while he was towing *Pacific Haven's* dinghy to shore.

Saturday morning is another sunny blue sky start. The fleet departed Fortescue Bay heading north towards the Marion Narrows with a 1430 transit booked for the canal.



On the track to Cape Hauy

The fleet got underway at around 0900 and found the swell had been reduced to a moderate size with a maximum of 2 metre from the south west with a slight north east swell as well. The wind was from the north and a bit to far forward to sail to a true course. So the boats all motor sailed. Once around Cape Frederick Henry we were out of the south west swell.

The autumn afternoon was a joy to behold, spectacular scenery and smooth waters. Simply a glorious afternoon. The crossing of the Marion Narrows was flat calm and the fleet assembled in East Bay at the leads by 1415. Steve called up the canal operator and the operator said for the boats to bunch up then make their way through. We were slipping through the bridge right at 1430 and out into Dunalley Bay.

Cirrus decided to head onto Sommers Bay hoping to see an aurora before returning to Taranna. *Solstice* and *Pacific Haven* went to Monk Bay closer to Hobart. Skye kept going on to Connellys Marsh so they would be closer to their home port in Franklin.

The week was a very relaxing time even with the gale force wind recorded at Tasman island and strong wind for three days. Fortescue Bay was the perfect spot for the strong westerly wind. What better place to be hunkered down. The scenery was beautiful to look out over while being cosy warm inside.



Coming and going in the Denison canal



Iron Pot Lighthouse – Ian Howarth



Hobart's famous Iron Pot lighthouse has probably done more to put the city on the world map than just about any other monument in the state.

It's an icon which features prominently every year in the global television coverage of the final stages of the Sydney to Hobart yacht race but to many in the wider audience it is a mystery.

Unlike the commentary around the Tour de France bicycle event, which gives prominent coverage to local landmarks as the peloton passes, the history of the Iron Pot is largely ignored. Hobart historian Suzanne Smythe has given life to the history of the Iron Pot through her book 'History of the Iron Pot,' published in 2013. Suzanne was the guest presenter at the CYCT's May general meeting

After majoring in histories at University of Tasmania Suzanne was a primary teacher for 32 years. After retiring at 55 to pursue her love of history she has produced family histories and moved on to the early maritime history of the Derwent, which are, "places I see when I go fishing- which I love."

This resulted in the story of Australia's oldest existing lighthouse, the Iron Pot.

As she explained to the CYCT, the Iron Pot is significant for a number of reasons.

It was the first lighthouse built in Tasmania and while it's the second oldest lighthouse built in Australia, it is the oldest original tower in Australia.

The Iron Pot was also the first to utilise a locally made optic, and, much later, became the first Australian lighthouse to use solar power.

Surprisingly to many the name of the Iron Pot is shrouded in mystery.

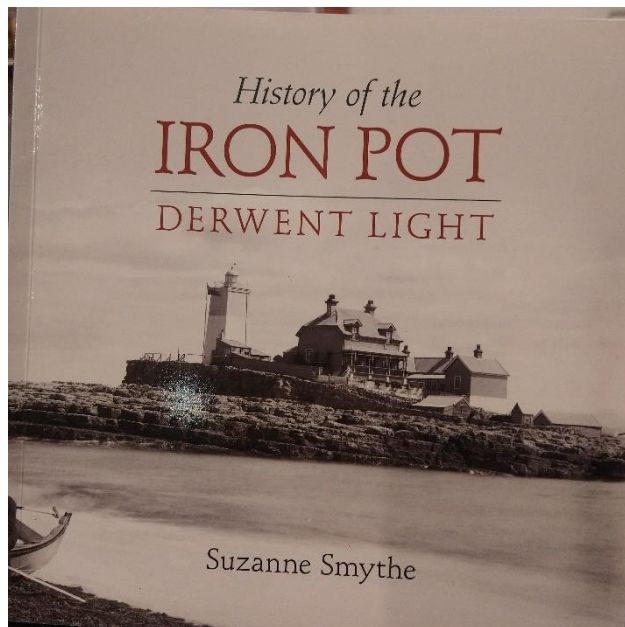
Far from being a former whaling station or the site of try works for rendering whale blubber into oil the name probably has only a fleeting association with the whaling industry.

As Suzanne explained, there are three accepted theories about the origin of the name.

One is that whalers abandoned try pots were left on the island from the early eighteenth century giving rise to the name.

A second theory is that a whale oil fired beacon created in an old in old whaler's trypot may have once existed as an early form of navigation beacon and a third line of speculation suggests the island was named for the curiously formed, pot-like, holes on the island.

The Iron Pot Island is small, covering only 0.4 ha and marks the official entrance to the Derwent River.



A detailed history of the Iron Pot is contained within Suzanne's valuable book on the subject which was popular with members after her recent talk.

As she explained in her presentation the construction of the original light, built on a timber and iron frame, was prompted by a number of shipwrecks including the Bombay (1830), SS Lintrose (1832) and the Princess Royal (1832) carrying 300 free women settlers which sparked calls for a light the first of which was erected in 1832.

Shipowners complained the light was inadequate and various changes and

improvements were made until a tower of rubble and stone was built within the existing confines of the wooden tower and a light set on top which was finished in 1833.

In 1835 a new lamp was fitted, the first of many local and subsequent improvements.

Tents for the light keepers were replaced with various cottages until a more adequate two story residence was built in 1885.

That had been prompted in part by the curious case of the Iron Pot gold rush, sparked after a report in the Hobart Mercury newspaper which reported gold had been found on the island.

A rapid gold rush, lasting mere hours, faded when around 200 frenzied diggers descended on the island, only to be disappointed that no gold was to be found.

For a detailed account of the Iron Pot Suzanne Smythe's, 'History of the Iron Pot,' is highly recommended.

Minutes of the general meeting: Tues, May 7, 2024

1. **Opening** – The Commodore Scott Poulter opened the meeting at 7:30pm

2. **Guest Speaker**

Scott Introduced David Bowker, committee member, to welcome guest speaker Suzanne Smythe, an historian and retired former teacher who has written several books and spoke on the History of the Iron Pot Lighthouse. On completion of her talk, RYCT displayed a Sydney-Hobart trophy featuring the Iron Pot lighthouse which had been donated to RYCT.

David thanked Suzanne and presented her with a CYCT plaque of appreciation.

Scott took the opportunity to present a CYCT plaque of appreciation to Van Nichols for her presentation at the March General Meeting.

3. **Secretary**

Apologies: Chrissie Rowland, Rick Allen, Ian Paget, Paul & Rosemary Kerrison, Justin Barwick, Jean-Pierre Corgnet.

Guests: Michael Topper, Dorothy Cunningham, Richard Geoffrey.

Minutes of Previous Meetings:

Motion - The minutes of the March General Meeting held on 5th March 2024 as published in the April *Albatross*, be signed as a true and accurate record of the meetings:

Proposed by: David Bowker Seconded by: Mark Stephenson Carried

Motion - The minutes of the previous General Meeting held on 2nd April 2024 as published in the May *Albatross*, be signed as a true and accurate record of the meetings:

Proposed by: Sue Powell Seconded by: Sue Powell Carried

No business arising from the minutes.

4. **Membership Officer**

New members: Endra O'May, Weatherall family, Ward family, Simon & Melissa Hume, Codgman, Chapman, Penny Lay. (Sue will email members details as they missed being entered in *Albatross*)

5. **Vice Commodore.** In Ricks absence, Scott gave rundown on recent cruises, reported in May *Albatross*. Next cruise will be the commodore's series cruise starting on Sat 25th May 2024 and running for one week wherever the wind and weather takes us.

6. **Treasurer.** Scott noted that Jean-Pierre Corgnet was an apology for the general meeting but had earlier in the day presented his monthly report to the committee, noting three new members and a strong cash position, ahead of same time last year.

Scott discussed the committee's decision that CYCT membership fees would remain unchanged for 2024/2025 and called for a motion of support.

Motion: that CYCT membership fees remain unchanged for 2024/2025 was proposed Barb Weetman, seconded by Phil Bragg and carried unanimously.

7. **Commodore:**

Winter Forums: 4th June 2024, "Wooden Boat Restoration and Developing Our Disadvantaged Youth" by Sarah Parry

- 16th July 2024 Weather & Coastal Passage Planning ,
- 27th August 2024 Panel Discussion. What Makes a Perfect Cruise.

Albatross - Please submit reports & stories to the editor early this month.

From the floor, Tracey Taylor thanked the editor and authors for the interesting content in May Albatross. Tracey also thanked Rachel & Scott for organising the extended cruise to Bass Strait. **Merchandise.** New CYCT merchandise available shortly. Mark Stephenson reported on range of items for sale. More info in next Albatross, check website updates for payment options and merchandise types.

50th Anniversary Plans next year, 2025. A book covering the last 10 years of club activities is being planned. Julie McDonald is coordinating and would like potential contributors to contact her.

Women on Boats. Val Nichols gave a brief report. Last month Dee Degan presented on provisioning, lists and storage. Great event to share ideas and get together afterwards. Next month Bastian will present on Burns, and Breaks. 2nd Tuesday of month 5.30pm upstairs at RYCT. Dinner afterwards.

Discussion

Nominations are being sought for Cruising Plaques and Cruise of the Year:

- Cruise of the Year – Most Outstanding Cruise by Club Member in a Club Boat
- Cruising Plaques
 - Cruise beyond State Boundary or Circumnavigate Tasmania
 - Must submit a story for Albatross or Presentation
 - Not awarded for events organised by other clubs.

On behalf of the Club, the Commodore has expressed our support to the “Friends of Melaleuca” for proposed amendments to the Port Davey Marine Reserve Plan including:

- Melaleuca Lagoon Turning Area
- Extension to Parker Bay Anchorage Area.

8. Other Business

With the objective of attracting new members from the ranks of existing crew, visiting vessels, and visiting CCCA member vessels, the Commodore noted that the Committee had decided that Honorary Membership be granted to the following 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 30th June will be invited to upgrade to full membership of the CYCT. These Honorary memberships would be granted to:

- Regular Crew 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 members - \$0 per person.

Questions were received from the floor. There was general discussion and the Commodore responded noting:

- The objective of this initiative is to improve the club's ability to meaningfully engage with visiting sailors and crew of existing members. Allow them to participate in club activities, give them access to the club website, emails and Facebook and recover a small fee for this cost and service.

- This initiative is within the CYCT constitution; however, it was noted that the Committee would need to need to modify the Domestic Rules to modify the line item stating that all Honorary Membership was free.
- This initiative was not intended to apply to or preclude the awarding by the committee of Honorary Membership for free to persons for any other reason (e.g. special service to the club). This capacity remains unchanged.
- The committee felt that this was the best and simplest way to better engage these three groups of people and encourage them become full members of the CYCT in the future.
- The Commodore invited any member to submit any alternate plans that achieves these objectives for consideration at the next committee meeting.

9. Next Meeting:

- Tuesday 4th June 2024, 7:30pm at RYCT

10. Close

- The Commodore invited members to socialise after the meeting and closed the meeting at 9.08pm.

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.

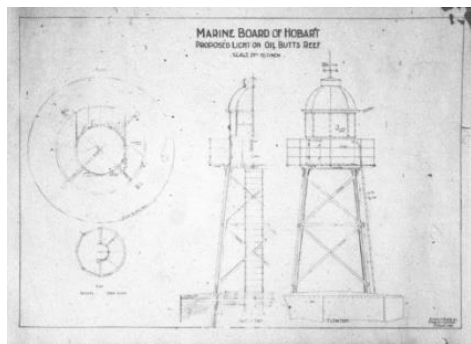
Having an AED on board can provide peace of mind and the potential to save a life in the critical moments before professional help arrives.



A lighthouse for Garden Island – Erika Shankley

Rising amongst the hills of Tasmania's southwest, the Huon River is the fifth-longest in Tasmania. At 174 kilometres in length, it flows east through the fertile Huon Valley before emptying into the D'Entrecasteaux Channel, ultimately reaching the Tasman Sea. The lower reaches of this picturesque river make a great destination for Club cruises with a number of sheltered anchorages and aids to navigation. *Albatross* recorded the first Club cruise to this area during Easter, 1978 and on many subsequent cruises, members went ashore for a barbecue or to dine at the Kermadie Hotel or at Franklin.

Before the arrival of European colonists, the area was home to the Melukerdee and Lyluequonny people of the Southeast Nation. The new settlers soon spread south from Hobart to the Huon Valley with local industries such as timber cutting and fruit growing becoming established with ferries and cargo-carrying vessels plying the waters of both the Huon River and D'Entrecasteaux Channel. However, there were a number of navigational hazards, in particular the Oil Butts Reef, which was described in the Australian Pilot, Volume 2, 1918 as *"a rocky patch, covered at high water ..."*



Plans: Oil Butts Reef lighthouse. TAHO PWD 266/1/2501

Part I - Oil Butts Reef

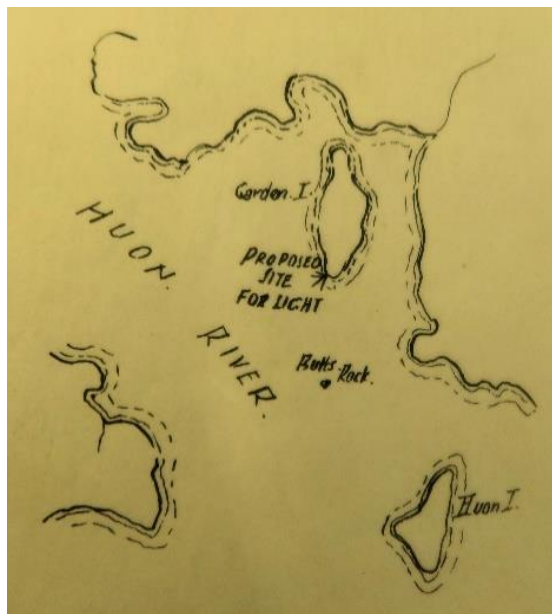
A letter to the Marine Board from HJ Condon, Master of the *Reliance*, dated 7 February 1905, and signed by 18 other ships' masters, drew the Board's attention to *"the desirability of a flashing light on the Oil Butts instead of the beacon now in the course of construction."*

At a meeting of the Consolidated Marine Board in July that year, Warden Herbert strongly urged that a light be placed on the Oil Butts Reef which was in the fairway when steaming up the Huon River. Several vessels had recently run aground and during the previous 12 months, cargo of over 104,000 tons and about 10,500 passengers had passed

the reef on their way up or down the river. In September the subject of a light for the Oil Butts Reef was again discussed. Warden Sadler said trade in the locality was rapidly increasing. He moved *"That it be a recommendation from the Consolidated Board that a light be erected on the Oil Butts Reef, the cost [estimated to be £2000] to be defrayed out of the funds of the Board."* Warden Evans seconded the motion and after support from Wardens Risby and Rudge the motion was carried. The Governor gave his assent in November that year, authorising construction.

Plans and specifications were then drawn up in April 1906 by Marine Board architects and engineers Huckson & Hutchison. Of the five tenders received, Messrs Cheverton & Williamson

were subsequently contracted to build the tower for £1077, with a time limit for construction of 14 weeks from 5 June 1906. Tenders for the supply of the lantern, apparatus and accessories were sought from Chance Brothers Limited and Butler & Co, both lighthouse merchants and manufacturers in Smethwick, Birmingham, England. A quote of £320 from Butler & Co was accepted, with over three tons of equipment forwarded on board the *SS Rimutaka* on 22 November 1906.



Butts Reef lighthouse was one of a number of local lights which were referred to as 'leading lights' and were under the jurisdiction of the Hobart Marine Board. Lighthouse Inspector, JR Meech, oversaw the construction, describing the light as being erected on submerged rocks, a portion of which would be blown away to allow a good foundation. An iron caisson would then be bolted to the rock and filled with concrete and the tower's skeleton framework cemented into it. The tower would be topped with an iron platform five feet in diameter and the lantern room would house a 6th Order optic which would exhibit a white light visible for a distance of eight to ten miles. An entry in the *Australian Pilot* Volume 2 1918 notes "*The Butts Light 43° 17' S 147° 08' E - a light is*

exhibited at an elevation of 26 feet above high water from a skeleton tower erected on the Butts." A Notice to Mariners indicated that the light would, weather permitting, be exhibited ... "*on or about 6 March 1907.*" A telegram from Lighthouse Inspector, JR Meech, the next day said, "*light good last night*".

The advent of a new light created some interest in yachting circles. In October 1906 the *SS Derwent*, under charter to the Derwent Yacht Club, advertised an excursion to the Oil Butts Reef near the entrance to the Huon River. Later, in 1911, the Inspector of Lighthouses accompanied the Governor of Tasmania, Major General Sir Harry Barron and his entourage, on board the steamer *Awittaka*, as they inspected some of the lighthouses in the area.

The lighthouse was referred to as 'unattended', but applications were called in 1907 for an Attendant (Lightkeeper) with Sydney H Millhouse – a resident of Charlotte Cove - employed with a salary of £25 per annum, paid monthly. Shortly after, the ketch *Good Intent* delivered a number of items issued by the Marine Board to the Attendant for the operation of the lighthouse:

boat, mast & sprit, mainsail, staysail, kedge & line, two pairs of paddles, two pairs of rowlocks, rudder and tiller, centreboard, and boat hook as well as three casks of White Rose kerosene.

From his residence, Mr Millhouse was able to observe the light through his telescope and there were many instances when he noticed that the light had gone out. The Marine Board had built a boat shed on the shore a short distance from his home, and having slid the boat down the ways, he then had to row out to the reef from Charlotte Cove, a return journey of about 2.05 miles (3.3ks) in an open seaway with little shelter. Just over a month after the light was first lit, he reported that it would be *“likely that the Butts Reef light will most probably be out by tonight as it is impossible to effect a landing on the caisson on account of the large seas that are running & breaking over the caisson.”* His request for a rise in salary to £3/6/- per month in May 1908 was understandable!

From the outset, the light was subject to a number of problems. In December 1907 the tower was struck by lightning, the interior of the lantern room becoming covered with lamp black, resulting in the light being scarcely visible. Unfortunately, this was the weekend of the Shipwrights Regatta with much traffic up and down the river. Lighthouse Inspector, JR Meech, arranged for a lightning conductor to be installed the next day.

Letters from the Attendant reported that sometimes *“it was impossible to effect a landing ...”*. On another occasion, *“... the weather was bad and the wind blowing from the South & South-west and a big sea running. I ventured out to the light but was unsuccessful, although twice I got within three feet of the ladder but was swept away. ... After trying for about an hour ... I had to give up ...”* At this stage he decided it would be prudent to request a lifebelt!

The lamp was required to burn continuously, with the Attendant replenishing fuel every five to seven days and a hoist was installed to make the lifting of drums of kerosene less precarious. Mr Millhouse wrote numerous letters to the Marine Board regarding the unreliability of the light – which, he said, was due to the variable quality of kerosene. In addition, he reported that three rungs of the ladder had already broken, together with one of the shackles and he commented that *“it is now swinging backwards and forwards with each roller that comes.”* Despite the weather, hundreds of sea birds found the tower a convenient place to roost each night; the oars were prone to *“snap like a carrot”* under the leather binding and in 1918 mountainous seas moved the lighthouse on its foundations, 13 inches to the northwest, throwing the light’s adjustments out of kilter.



Even locals were aware of the danger, with Gus Sage remarking that *"It's a treacherous group of rocks big seas often used to put that light out. ... there was a long high steep ladder you had to climb right up to the light at the top. ... it was pretty rickety then ... it wasn't long after that a big sea brought it ... down."* Millhouse certainly earned his keep and by 1915 he was receiving a monthly cheque for £4/3/4.

Over the years there had been various versions of the name of the reef - Oil Butts Reef, Butts Rock, Butts Reef Rock, Butts Reef or as it is currently known - The Butts. The death knell of the light came on 27 August 1918 when continuing problems forced the light to remain extinguished until further notice. Serious considerations were then given to moving the light to Garden Island where it would be more accessible.

However, it wasn't until 21 November 1919 that a memo from Marine Board Secretary, J. Adams, indicated that the Board *"is prepared to proceed with the removal of the Butts Rock light to Garden Island ..."* While the skeleton tower was left in situ, the lantern and other apparatus were moved to Garden Island to complete construction of the new light - estimated cost of transfer was expected to be about £300. The Australian Pilot, Volume 2 of 1929 reported that all that remained of the Butts light was *"a disused framework light tower"* and a Notice to Mariners, advised that in the meantime the Butts Reef would remain unlit. The Harbour Master, however, recommended that a beacon be placed on The Butts once the light was removed.

There was considerable delay as negotiations were conducted with the private owners of Garden Island for access to the site which had been reserved, by the government for the purpose of a lighthouse, since the early 1900s. Sydney Millhouse made application for the position of Attendant at the new Garden Island light, but the Marine Board notified him that his services as Attendant would no longer be required after 31 March 1919. However, he accepted the Board's offer to continue as caretaker of the Butts Rock light for the time being, at 5 shillings a week, finally ceasing duty on 26 July 1920. After 12 years as Attendant, he thanked the Board, saying that *"Although the job had its dangers, it was a pleasure to do my duty."*

See the next edition of Albatross for the continuing story of the Garden Island lighthouse.....

Nominations are being sought for Cruising Plaques and Cruise of the Year:

- **Cruise of the Year – Most Outstanding Cruise by a club Member in a Club Boat**
- **Cruising Plaques**
 - **Cruise beyond State Boundary or Circumnavigate Tasmania**
 - **Must submit a story for Albatross or Presentation Not awarded for events organised by other clubs.**

Six months cruising *Sapphire* in Tas – Garry Cleaver

Today it's May 4, 2024. We are berthed on the visitor's pontoon, Bulmer Street Jetty, Lakes Entrance. Time for Dawn and myself (Garry) to reflect on our six months spent in Tasmanian waters. Our first-time onboard *Sapphire*, post-retirement, post covid, with no deadlines and the opportunity to let the wind and weather determine our voyages and anchorages. With a berth available at Prince of Wales Bay marina we left Sandringham on November 1, 2023, with a plan to fly home from Hobart for Christmas.



Sapphire. Elan Impression 344

unfurled, we flew on a rhumb line course at hull speed. Our arrival at 0800 meant we had managed the 115nm in 18 hours with an average boat speed of 6.4 knots.

Sapphire is an Elan Impression 344. Launched at Brighton VIC in 2006 she is 10.49 metres in length, has a beam of 3.49m and a draft of 1.60m. A Blue Water pocket cruiser, we purchased in August 2019. Our first overnight passage from Queenscliff to King Island was exhilarating. With the forecast of light North Easterlies and slack water at the Heads at 1400, we headed off intending to arrive at Grassy Boat Harbour some 22 hours later at midday. Suffice to say the wind built to 20-25kts into the Southeast. So, with two reefs in the main and a small amount of jib

A bit of excitement at 0300 when our Axiom 9 touch screen decided it was too wet & cold and developed a mind of its own, zooming out to a world view. Reverting to the handheld GPS and paper charts kept us East of King Island and led us to the entrance of Grassy Harbour. We have since set up our iPad as a backup second controller for our Raymarine Navionics.

From King Island to Hobart, we chose to sail when the conditions ensured a safe anchorage each night taking in to account wind and swell. Thus, *Sapphire* meandered to Three Hummock Island, Stanley, Devonport, Beauty Point, Tomahawk Island, Binalong Bay, St Helens, Bryans Corner, Shelley Beach, Maria Island, Pirates Bay, Port Arthur, Parsons Bay, King George Sound, Eaglehawk Bay, Little Norfolk Bay, Snug, Kettering, Quarantine Bay, Duck Pond and Sullivans Cove. We arrived at Prince of Wales Bay Marina on Friday December 15 to Christmas drinks and a BBQ with other cruisers based at the marina.



Dawn at the helm shooting the gap between Cape Pillar and Tasman Is.

So many highlights in the trip from Sandringham to Hobart. The pristine waters and wildlife. Whales, dolphins, seals, penguins, shearwaters, gulls, and albatrosses. Shooting the gap between Cape Pillar and Tasman Island. Passing Cape Raoul and the Iron Pot. Taking our dinghy ashore to three world heritage listed locations.

There were also a few challenges. Diving in Grassy Harbour to remove a mooring float from the rudder and diving again at Port Arthur to remove weed from the propellor were chilly experiences. Somehow, the first mate snapped the handle on the clutch for the vang. A temporary fix using the pole lift clutch for the vang line kept us sailing. Then an episode with the thermal alarm determined that we needed to spend some time in Hobart to have the engine serviced including the heat exchange unit and await the replacement clutch handle.

After spending Christmas and New Year at home with family we arrived back on board on January 3. Our first foray into the D'Entrecasteaux Channel had us visit Missionary Bay, Cygnet, Little Taylors Bay, and Port Esperance. An encounter with Martin (commodore of the Port Esperance Sailing Club) at the Bakehouse Distillery resulted in us socialising that night with drinks

and hamburgers at the club. A wonderful, eclectic group of boaties and musos who made us most welcome.

Back to Prince of Wales Bay for boat maintenance. We took the opportunity while the engine was in pieces to catch a bus to New Norfolk for some land-based travel. Then a bus into Hobart for Salamanca market. After the market we walked to the botanical gardens then eventually we walked along the foreshore back to Prince of Wales Bay. Another day of land-based travel had us catch buses to Richmond.

With strong westerlies forecast our next foray into the D'Entrecasteaux on January 30 took us into the Huon River. Copper Alley Bay, Franklin, Huonville, Cygnet, Port Esperance, Southport, Recherche, Port Esperance, Sullivans Cove, we viewed the Fireworks on Regatta Day on our way back to Prince of Wales. Sailing the Channel certainly keeps you on your toes. Constant changes in wind strength and wind direction, from 10 knots to 30 knots with 45-degree changes in direction mean you must remain vigilant all the time. We were caught out in the Huon River after passing Port Huon heading East. Sailing under the full jib in a 10 knot Westerly we suddenly found ourselves in 30+ knots with the sail flogging. Once we had everything under control we had shredded sections of the UV strip. Not pretty, but still serviceable, we will replace the UV strip in due course.



Passing Cox Bluff

With the promise of a good weather window and a cruise in company with Ian and Lyn on *Meltemi* we quickly reprovisioned and headed South again on 15th February. To Snug and then Port Esperance where we joined *Meltemi* at Southport before heading to Recherche. Two nights

later we sailed in company and headed South, around Southeast Cape to Louisa Bay. Next day was a motor sail to Port Davey and Bathurst Harbour.

A once in a lifetime experience in a wilderness area. We had three and a half days of glorious weather and three and a half days on anchor watch as the wind whistled. We swam, we hiked, we took the dinghy up Melaleuca Inlet, we feasted on bluefin tuna (courtesy of some fellow sailors), and we had Sunday roast in Bathurst Harbour at Kings Point while it blew 25 knots. Just amazing to visit this part of the world and wonder at the determination of the pioneers who made it home.

We anchored in Wombat Cove, Claytons Corner, Kings Point, Horseshoe Inlet, and Schooner Cove during our week enjoying this unique wilderness experience and then headed back to Recherche after a brief stop for lunch at New Harbour. With *Meltemi* heading back to Kettering we headed to Great Taylors Bay and walked to the Bruny Lighthouse. Followed this with another Friday night at Port Esperance Yacht Club before heading to Oyster Cove marina at Kettering to shelter from some forecast strong winds. From Kettering we ventured to Barnes Bay before heading to Kaden's Corner, Adventure Bay for two nights. Back to Prince of Wales Bay on March 10 via Sullivans Cove.



Denison Canal

On March 14 we headed South again to Port Esperance. With friends sailing on board *Hitchhiker*, *Atmospheric* and *Pipe Dream* in the VDL circumnavigation fleet we had the opportunity to catch up, visit the Port Esperance Yacht Club for their opening day and enjoy the Dover Seafest on the foreshore. A couple of nights at Dover, two nights in Quarantine Bay and back to Prince of Wales to berth *Sapphire* while we flew home for Easter. Back on board on April 6 we reprovisioned and departed Prince of Wales Bay marina on April 9. Eddie and the team at the marina are gracious hosts, the

facilities are excellent and having access to the courtesy car is a bonus. We recommend Prince of Wales Bay marina to any visiting boats needing a secure berth and/or repairs and maintenance.

In cruise mode again we had a final stay in Sullivans Cove. Having the MAST pontoon berths in the centre of Hobart is amazing. With great conditions we went to Lime Bay, Dunalley, Maria Island, Spring Bay, Schouten Island, Wineglass Bay, Bicheno, Binalong Bay, St Helens, Eddystone Point, Badger Island, Lady Barron, East Kangaroo Island, and Killiecrankie. Our second

overnighter in our six months away had us depart Tasmanian waters and we arrived in Lakes Entrance on May 3.

Some wonderful highlights on our trip north. Travelling through the Denison Canal and the Marion Narrows. Having a family share their catch of scallops with us in Shoal Bay, Maria Island. A stunning sail up the Mercury Passage. Doing the waterfall track on Schouten Island. The lookout track at Wineglass Bay. A boisterous sail from Wineglass Bay in a 15-20 knot southerly proved a good test for our Gyb'easy boom brake which also acts as a preventer. One reef in the main and we finished the latter part of the sail with the jib furled.

We were planning a stop in St Helens but arriving well ahead of our ETA meant it was low tide at the entrance and still blowing SE 20 knots. Around the corner to a MAST mooring at Binalong Bay and into St Helens at daylight the next day, at the end of the flood tide and with light winds. We picked the tide for Banks Strait and had an exhilarating sleigh ride before we ran into wind on tide West of Clarke Island. With a 15-20 knot Westerly, we sailed into some amazing standing waves. It felt like the boat had stopped and we were still doing 4-5 knots speed over ground. Climbing up the face of the waves and dropping off the back we spent a couple of hours travelling slowly until conditions abated.

Certainly, need to be cognisant of the warnings about wind on tide in Banks Strait. Would be very unsettling in a stronger blow. Visiting the Furneaux Tavern again after our last trip 13 years ago was a lot of fun, it hasn't changed.

As visitors to Tasmania the facilities for cruisers are wonderful. The team at TAS Maritime Radio are sensational. Having regular contact and knowing they were tracking our progress was so reassuring. Having access to MAST Moorings, MAST berths at Stanley and Sullivans Cove, the pier at St Helens and the small wharf at Huonville are all very much appreciated. The Port Dalrymple Yacht Club, the Mersey Yacht Club and the Port Esperance Yacht Clubs who all welcomed us to their facilities. Everyone we met in Tasmania welcomed us and wanted to talk about our experiences being tourists on a cruising yacht.

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Please contact Lew Garnham (Ph 0417 589 008) for further details about these four recently serviced moorings. Exact location not published to prevent 'squatting'. My liability is to pay registration and provide yearly servicing.

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- 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 Warden, Mark Stephenson (warden@cyct.org.au) to 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

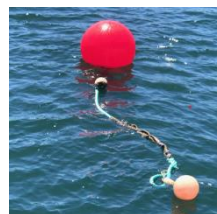


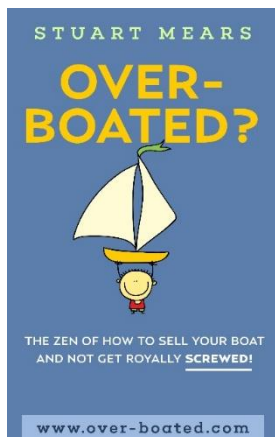
North Simmonds Bay, Bruny Island Number 2 - 7786.

Mooring number 7786 at North Simmonds Bay is a faded 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.

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