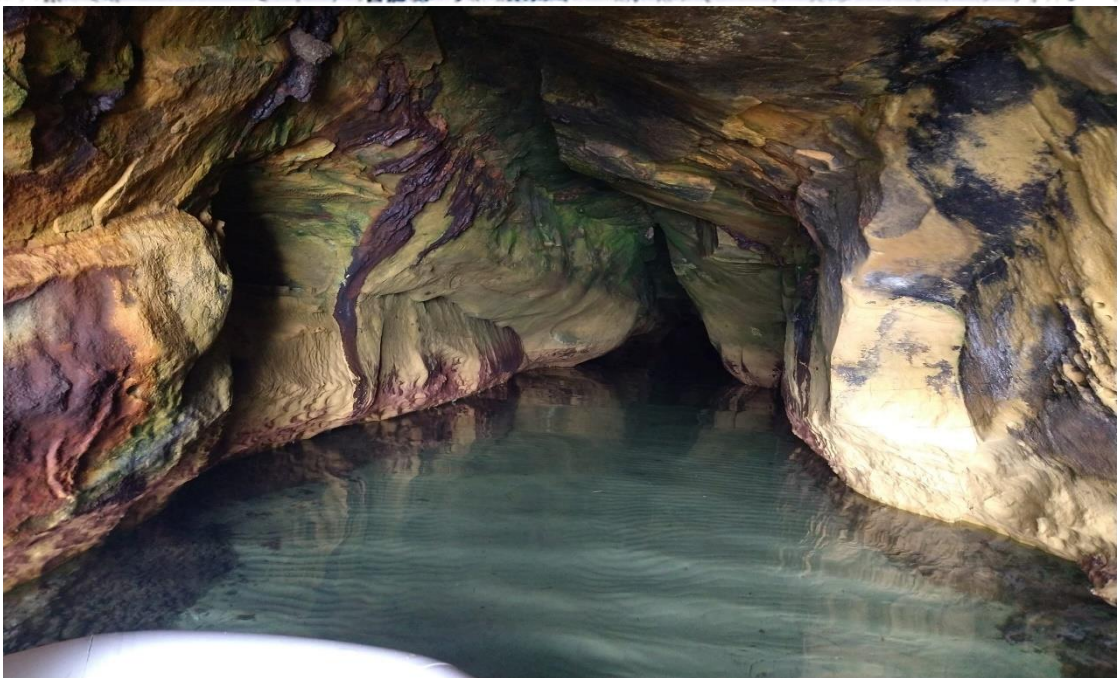




Albatross

Volume 49 No 17 July 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		
Chrissie Rowland	0438 266 425	<i>Ca Va & Escapade</i>
Editor Albatross		
Ian Howarth	0407 822 319	<i>Meltemi SYC</i>
Elected Member 1		
David Bowker	0418 136 493	<i>Duet</i>
Elected member 2		
Vacant		
Membership Officer		
Sue Powell	0458 089 013	<i>Yaraandoo II</i>
Webmaster		
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: Exploring the sandstone caves along Jetty Point near the Coal Mines historic convict ruins in Norfolk Bay was a highlight of the King's Birthday weekend cruise led by Phil Garlick. Picture – Ian Howarth

Table of contents

<i>Not a CYCT member?</i>	<i>- 2 -</i>
<i>Editorial – Ian Howarth</i>	<i>- 3 -</i>
<i>CYCT Calendar – Check the website for more details</i>	<i>- 4 -</i>
<i>Commodore’s report – Scott Poulter.....</i>	<i>- 5 -</i>
<i>Vice Commodore’s report – Rick Allen</i>	<i>- 6 -</i>
<i>Rear Commodore’s report – Bastian Siedel</i>	<i>- 7 -</i>
<i>Membership Officer’s Report – Sue Powell.....</i>	<i>- 8 -</i>
<i>Commodore’s cruise May 25/June 2 - Scott Poulter</i>	<i>- 9 -</i>
<i>Norfolk Bay cruise – Phil Garlick</i>	<i>- 12 -</i>
<i>Lighthouses, ancestors, coincidence – Andrew Boon</i>	<i>- 16 -</i>
<i>New CYCT gear – Quartermaster Mark Stephenson</i>	<i>- 18 -</i>
<i>A Greek comedy of errors – Pat Price.....</i>	<i>- 19 -</i>
<i>Minutes of the general meeting: Tues, May 7, 2024</i>	<i>- 22 -</i>
<i>CYCT club history update – Julie Macdonald</i>	<i>- 23 -</i>
<i>Women on Boats - Val Nicholls.....</i>	<i>- 24 -</i>
<i>A lighthouse for Garden Island Part II – Erika Shankley ..</i>	<i>- 26 -</i>
<i>For sale by members</i>	<i>- 30 -</i>
<i>Book Review – Julie Porter</i>	<i>- 31 -</i>
<i>CYCT Moorings.....</i>	<i>- 32 -</i>

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.

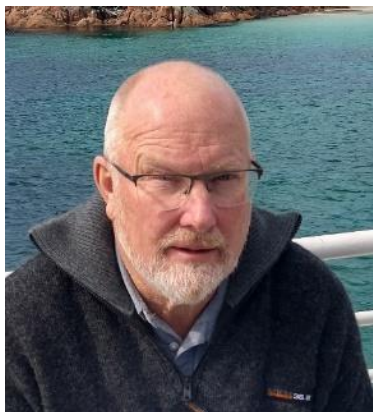
Cruising responsibilities

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 CYCT 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



What a cracking good cruise we had to Norfolk Bay over the Kings Birthday long weekend in June.

The weather, for winter, was great with mostly sunny days and light winds.

It highlighted to me the fact that we are fortunate to share such great cruising grounds in Tasmania, not just in the south but all round the state. The diesel heaters got a workout in the nights but sitting round a fire on the beach and progressively sorting out the world's problems is one of life's great pleasures.

In fact it is almost the best reason to have a boat.

Going away for a few days with a group of people on other boats is the best way to learn about new destinations around or revisit old favourites. And to

have the chance to share the waterways with everything from whales to waterbirds, as we did on the Norfolk Bay cruise, is simply magic.

Cruising in company is, of course why the CYCT exists. To have been created almost 50 years ago and to enjoy the popularity it does today is a testament to the founders and those who have kept the club running ever since.

But it doesn't happen by chance and as we approach the end of the club's year a number of positions on the CYCT committee are due to be vacated. Several new committee members are required to fill these spots, which are voluntary and not particularly onerous.

A bit of spare time and some enthusiasm are the only skills required so, anyone interested in helping out should contact the Commodore or any other committee member and put your hand up.

Speaking of putting your hand up, the response to my call for articles for Albatross has been really encouraging. But the demon of blank pages looms every month and while not really causing nightmares it can be a challenge to fill up Albatross.

So while the nights are long and the fire is burning merrily in the hearth, (and the wine is working its magic) how about putting those memories and experiences on paper to share with your fellow members.

I love reading them and I know everyone else does too.

Happy cruising.

CYCT Calendar – Check the website for more details

Tues, July 2, 7:30 pm. General Meeting at RYCT - "Tasmanian circumnavigation with the VDL Rally" by Rob and Tricia Greenwell. A combined RYCT and GYC (Geelong Yacht Club) 800 nm cruise circumnavigating Tasmania amongst 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.
Fri, July 5, 8.00 am. Mid-winter weekend away. Cruise 1-3 days. A chance to head away and spend the weekend on the boat. Afternoons round a campfire and evenings in the boat with the diesel heater gently ticking away. Destination and cruise contact to be confirmed.
Tues, July 9, 5.30 to 7pm. Women on Boats meeting.
Tues, July 16, 6.30 pm. The second Winter Forum will feature Andrew Boon on the subject of 'Technical Anchoring'. This will be a very popular forum so please register for the workshop via the CYCT website (www.cyct.org.au). The Winter Forum series is also open to RYCT members.
Thurs, August 1. Great Taylors Bay cruise. Details TBA
Tues, Aug 6, General Meeting RYCT, 7.30 pm. Voyages to date, The adventures of Nick Jaffe.
Tues, Aug 13, Women on Boats meeting. RYCT. Solar basics. Sally Errey will provide a basic understanding of solar power and its uses on board and at home.
Tues, Aug 20, Winter Forum.
Sat, Aug 31, CYCT 49th anniversary dinner, 6.30 pm. Boathouse Restaurant, Cornelian Bay. A welcome drink and canapes served on arrival on the mezzanine level, followed by tapas then traditional seafood paella with a Mediterranean salad all followed by a burnt Basque cheesecake. Take onboard the Spanish mood and dress up a bit for the night. Numbers are limited to 80.

Commodore's report – Scott Poulter



It's now the middle of winter, the days are short, the nights are long, the CYCT winter forums are underway and the mid-winter weekend cruise is on the first weekend of July.

There have been some fantastic cruises during May and June for those that have been brave enough to venture out. Rachel and I are heading to Cairns in July for a couple of weeks visiting our daughter and son-in-law. When we get back to Tassie we will have *Gradiva* out of the water for her annual maintenance ahead of the next cruising season.

On the first of July, our membership fees for 2024/2025 become due. Please don't pay your fees before the first of July as this causes headaches for the Treasurer.

As noted previously, we are in a strong financial position, consequently fees for the coming year will be the same as last year's fees. **I would like to ask everyone to be proactive in arranging payment as soon as possible after the first of July.** If you haven't seen the notice (email) after the first week of July, then check your spam folder and call or message the Membership Officer. Chasing late payments from members is not a fun job for our committee members.

Looking forward as we emerge from winter our Vice Commodore is putting together a fantastic cruising calendar. Check it out on the calendar page on the website. There is plenty of opportunity to put your hand up and take on a cruise contact role over the coming year. The cruise contact role is extremely rewarding, helping our members have a great cruise every time. It is whatever you choose to make it and variation is fantastic.

Our anniversary dinner is being held on Saturday the 31st August. If you haven't come along before, it's a fantastic evening where we get together with food, fun and dance to celebrate the previous year's cruising. Don't forget to register to make sure that you don't miss out on a ticket.

Our AGM will be held on Tuesday the Third of September at 7:30pm in the RYCT. This meeting will include declaring all committee positions vacant, nominations for and election of the new committee for the coming year. We are always in need of enthusiastic volunteers to keep the club running so please have a think about nominating. 2025 will be an exciting year for the club marking our 50th anniversary. Planning is well underway and includes a function at Government House, a 50th anniversary club picnic cruise, the 50th anniversary dinner and the publication of a 2015-2025 yearbook.

Vice Commodore's report – Rick Allen

What's Happened.

Sat 20th April- A week in the Tasman Peninsula

Alison Peacock reported in the June copy of *Albatross*

Sat 25th May- The Commodore's Series

From all accounts on Facebook this was a raging success.

Friday 7th June. Long weekend cruise to Norfolk Bay-

With all that has happened in the last couple of months, the break was a welcome change with 5 veterans on board, a great time was had by all.

The beach bonfires and especially the shared casserole night aboard *Southern Explorer*.

Tuesday 11th June Women on Boats: Catch that Cleat!

What's to come.

Hobart's Dark Mofo cancelled for 2024 to allow for 'period of renewal'

Look out for Dark MOFO's winter feast 2015

Tuesday 2nd July- General Meeting - "Tasmanian Circumnavigation with the VDL Rally" by Rob Greenwell

Friday 5th July- Mid-winter weekend away- Friday 5th till Sunday 7th

A chance to head away on the boat and spend the afternoon around a campfire and an evening inside with the heater gently ticking over. Destination and CC TBA.

Tuesday 9th July -5:30 PM- Women on Boats Meeting

Tuesday 16th July -6:30 PM- Winter Forum

Thursday 1st August- Great Taylors Bay Long weekend Cruise

Add a few extra days to the weekend and head into Great Taylors Bay and enjoy the longer days and warmer weather. Cruise 3-7 days

Tuesday 6th August -General meeting

Tuesday 13th August-Women on Boats- Solar Basics

Tuesday 20th August-Winter Forum

Saturday 31st August– 49th Anniversary Dinner

The club's annual dinner where presentations and awards are made for activities throughout

Cheers Rick

CYCT Vice Commodore.

MV *Southern Explorer*

0419 304 500

isarickallen@gmail.com

Rear Commodore's report – Bastian Siedel



We've had a very successful first Winter Forum this season with over 27 members of the CYCT and RYCT attending Val Nicholl's and Scott Poulter's workshop on 'Weather and Coastal Passage Planning'. It was a highly informative and interactive session. Please watch out for a summary in one of the next editions of the Albatross.

Our second Winter Forum will be held on Tuesday, the 16th of July. Andrew Boon will be presenting on 'Technical Anchoring'.

I could not think of anybody better to present on that topic and I'm really looking forward to Andrew's presentation. It's going to be a very popular 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.

At our next General Meeting on Tuesday, 2nd of July Tricia and Rob Greenwell will be presenting 'Tasmanian Circumnavigation with the VDL Rally'.

The Van Diemen's Land (VDL) Rally is a well-established, world-class event. Since 1990, it has been conducted every two years or so by the RYCT. The event is a cruise-in-company involving an 800 nautical mile circumnavigation and the most recent rallies have been conducted in conjunction with the Royal Geelong Yacht Club.

This year over 45 boats participated. Trica and Rob 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. It's going to be an exciting presentation.

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 is 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.

I'm looking forward to seeing many members at our next General Meeting and the second Winter Forum.

Membership Officer's Report – Sue Powell



Winter has finally arrived and there is snow on the mountain as I write this report. Time to snuggle in, enjoy fine winter day sails, and enjoy the information to be garnered at the winter forums.

I remind those new members 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 now holding 13 welcome packs with burgees and several name badges to be distributed.

June already and that means we are coming to the end of the financial year and Membership renewals will be due on or after the 2nd of July. I am sure the treasurer would appreciate a timely response by all members.

Applications for Membership and Provisional Members

David Payne	<i>Tarangau the Goo</i>
Karen Brooks	<i>Tarangau the Goo</i>

New Members Directory from October 2023

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

Commodore's cruise May 25/June 2 - Scott Poulter

After a busy day driving, shopping and loading *Gradiva*, we headed off across the Channel to our first anchorage at Alexanders Bay. Conditions were calm and it was lovely to see *Dulcinea* anchored at the head of the bay.



Dulcinea at Alexanders Bay

The cool southerly breeze died overnight and was replaced by calm weather and warm sunshine on Saturday morning.

Dulcinea and *Easting Down* were out for the weekend, so we decided to head for Smoothies Point in Great Bay. Phillip & Julie-anne were keen to taste some cheese and oysters, while it's also a fantastic place for us to take the dogs for a run on the beach. Motoring around in glassy conditions, *Dulcinea* was treated to some special visitors. *Kellie Jade* and *Easting Down* joined the fleet at Smoothies Point. It took *Easting Down* a little longer than anticipated

for the short passage, discovering new facts about their engine's keel cooling system after the failure of a minor connecting hose en route. Sundowners were enjoyed aboard *Dulcinea* on a perfect evening.

On Sunday Morning *Kellie Jade* & *Gradiva* motored south in light breezes, with fresh northerly weather expected late in the week, we decided to make a run for Recherché Bay. While enroute we received a text from *Phase 3* wondering where we were headed for the next couple of days. Soon after 2pm *Kellie Jade* & *Gradiva* were anchored up at the Coal Bins where we enjoyed early sundowners aboard *Kellie Jade*. At around 16:30 as the sun was



Dolphins with Dulcinea

disappearing behind the mountains *Phase 3* joined us in the anchorage bringing our fleet up to three vessels.

Overnight a minor change passed through with the subsequent SW breeze making a move to the beach anchorage favourable on Monday morning. We enjoyed a walk on the beach in the morning and in the afternoon, we walked around to the Navigation Light and Pilot Station ruins at Fishers Point. The relatively high tides made the walk a little more difficult but still achievable. On Monday evening we were all invited for pizza on *Kellie Jade*. Simon & Melissa had the portable pizza oven fired up on the back deck offering hot pizza on arrival after which we took turns in preparing the next pizza which were then cooked to perfection in 90 seconds.

On Tuesday morning, with northerly breezes expected on Wednesday, Thursday and Friday, the fleet headed north. In a light breeze and lovely sunshine *Kellie Jade* & *Gradiva* headed for Randalls Bay while *Phase 3*, with sailing commitments in the Derwent on Wednesday, continued up the channel towards Kettering.

On Wednesday we had a light northerly bringing a (relatively) warm sunny day. We decided to start heading into the Huon estuary in preparation for the fresh northerly on Friday. One of our favourite spots to sit out strong winds from the NE to NW is Gourlays Bay on the western side of Beaupre Point and in NW to SW, between the eastern side of Beaupre Point and Drip Beach. Hills covered in tall trees to windward discourage the formation of bullets, softens & minimises wind gusts often resulting in a calm, still anchorage even in strong winds. Gourlays Bay has a lovely little clean sandy beach that can only be accessed from one or two adjoining farms. A well-



Paul and Sally



Pizza night

established walking track follows the cliff tops west from Gourlays Bay, 1.5km to the Cygnet coast road, offering fantastic views over the Huon. Drip Beach is a bit narrow but also nice and sandy. It is accessible by car if you need to meet anyone. *Kellie Jade* & *Gradiva* dropped anchor in Gourlays Bay alongside the moored 1970 & 1977 Americas Cup contender *Gretel II*. Still looking magnificent she was designed by Alan Payne, built for Sir Frank Packer and skippered by Sir James Hardy & Gordon Ingate and now calls Beaupre Point / Gourlays Bay home.

Our dogs enjoyed the beach, which we had to ourselves, followed by a fantastic walk along the cliff tops. Simon and Melissa joined us for sundowners on *Gradiva*



The Fleet with Gretel II

Kellie Jade decided to make a run back to Northwest Bay on Thursday. Gale force northerly winds were expected on Friday and they had some business to take care of.

The Commodores series cruise fleet was now down to just one vessel *Gradiva*. *Gradiva* enjoyed a quiet day on Thursday before moving around to the eastern side of Beupre Point on

Friday morning. Beupre Point was named by Bruni D'Entrecasteaux in honour of his hydrographer, Charles Francois Beautemps-Beaupre who mapped the coastline in this area. Drip Beach at the northern end of this bay is a bit narrow but also nice and sandy. It is accessible by car if you need to meet anyone.

The wind strength increased from the NW during Friday morning. Whitecaps battered the eastern and southern shores of the estuary while *Gradiva* sat calmly at her anchor. We heard reports from family of wild weather on the Derwent and later read Stefan Eberhard's account of a mooring failure and yacht recovery at Coningham beach. These events reconfirmed my preference for an anchorage in severe weather with hills and trees to windward as opposed to mountains and cliffs. The wind veered to the west and southwest as the front passed through and then eased.

On Saturday, once again with no wind, we motored north to Missionary Bay. The cruise ended on the Sunday as we motored back into the public dock at Kettering. We enjoyed our week on *Gradiva*, at the edge of winter. We enjoyed the company of those chose to join us and we enjoyed revisiting some of our favourite anchorages.

Scott Poulter

Norfolk Bay cruise – Phil Garlick

June long weekend cruise seven boats registered for the event, *Cirrus*, *White Rose*, *Phase 3*, *Southern Explorer*, *Dulcinea*, *Meltemi*, *Sequoia* and *Nattai*.



The Norfolk Bay fleet lined up - Tracey Taylor

We arrived at our boat Thursday night and found *White Rose* and *Phase 3* were also on their boats so we arranged to have tea at the Peppermint Bay hotel and restaurant. On arrival at Peppermint Bay we came across team *Meltemi* so this made a great start to the cruise being the only people left in the restaurant at the end of the night.

Friday morning we left at 09 .30 and travelled in a group meeting *Southern Explorer* at the bottom of the Derwent. We managed to have a bit of a sail across but as we turned the corner around Sloping Island the wind dropped out to nothing. We arrived at Ironstone Point by 13.30 where *Cirrus* was already anchored up and waiting. After getting settled in everyone met up on shore for sundowners by the fire.



Gill and Dave exploring the caves

Saturday morning was a dinghy ride around to Saltwater River convict ruins for a walk to stretch the legs and a bit of a play in the caves along the way. *Southern Explorer* decided to go do some fishing and caught a few from what I heard. We moved around to Monk Bay later that morning to sit out the south westerly that was to arrive early Sunday morning. Later that day *Sequoia* and *Nattai* arrived and it was back to the beach for a fire and sundowners with some



One of life's joys. A fire on the beach

cooking by the fire and others having tea back at their boats. Someone who will remain nameless lost their dinghy as it drifted off with the rising tide but apparently I wasn't the only one who lost their dinghy (*Southern Explorer*)

Team Sequoia won a lovely CYCT inlaid cheeseboard in the quiz





Casserole night on board Southern Explorer followed by a trivia quiz was a huge success

On Sunday everyone was left to do their own thing for the morning with some going for a walk to Lime Bay and back. Later in the day, around 4 pm (1600 hours) everyone gathered on *Southern Explorer* for a casserole night followed by a quiz night. There was so much food no one left hungry with a lot of tasty dishes to try, and after we cleaned up it was time to run the quiz with 20 questions to answer.

The highest score and the winner with 11 points was team *Meltemi* and the loser was a tie between *Sequoia* and *Cirrus*, so to be awarded last prize a tie-break question was called with *Sequoia* winning last place. First and last place were awarded cheese boards with the club Albatross inlaid into the timber (made and donated by Darryl Ridgeway) and a bottle of red wine donated by Steve Boulton. After this a few went back to shore and passed the rest of the night solving the world's problems, assisted by a few drinks around the fire.

Monday we woke to a pleasant morning with a beautiful sunrise and headed off back home leaving at 9.am for a north westerly to blow us across Fredrick Henry Bay passing some whales along the way. A great weekend away with everyone enjoying themselves. Now looking forward to next year.

Story and pictures by
Phil and Julie-anne
DULCINEA

**CYCT 49th
Anniversary Dinner**
Saturday, August 31 - 1830 hours
The Boathouse, Cornelian Bay.

**Cruising Plaques, Cruise of the
Year and the Donald Sutherland
Memorial Navigation Rally trophy
awards**

**Spanish guitarists will entertain as
we enjoy a welcome drink and
canapes, platters of tapas followed
by a seafood paella and salad.**

**Drag out your favourite Spanish
costume for the night. Prizes on
offer!**

**Register early – Limited numbers.
Priced below \$100 and payment
will be requested nearer the time.
Register now!**



Lighthouses, ancestors, coincidence – Andrew Boon

After Suzanne Smythe's presentation about the History of the Derwent Light (on the island known as Iron Pot) at the May general meeting, I got to thinking about coincidences . . .

Captain Henry Boon, who was Superintendent of the Derwent Light between 1898 and 1913, is my great-great-grandfather (and no relation to a well-known cricketer!).

"Superintendent Boon was offered the superintendent's position at Maatsuyker around 17th April [1902] but declined." (from *Safe Passage – The lighthouses of Tasmania*).



Maatsuyker Lighthouse - Andrew Boon

Georgie and Ash Carr were volunteer caretakers on Maatsuyker Island for 6 months from September 2023 until March 2024. Georgie is a daughter of Brendan and Catrina Boon and my niece. I was fortunate to sail with Brendan and Catrina on *Dalliance* when they visited Maatsuyker Island in February. It was a calm, sunny day and we had a guided tour over several hours. Georgie and Ash had only seen three (non-Parks) visitors in the first 5 months of their stay, but as we were leaving the Island, three sea-kayakers arrived.

During March, *Juliet* headed to Melaleuca for the annual Friends of Melaleuca working bee. A few days before we made the trip around the south coast, I noticed (on marinetraffic.com) the yacht *Meander* anchored off Maatsuyker Island for a night. After we had tied up at Kings mooring in Melaleuca Inlet, Jenny and Andrew from *Meander* came up the Inlet in their rubber duckie. They are from Adelaide and had spent 6 months as volunteer caretakers on Maatsuyker Island several years ago. They had gone

ashore and met Georgie and Ash.

Jenny and Andrew were about to head to Strahan and were looking for an extended weather forecast. As I had just spent 8 weeks in Macquarie Harbour, I passed on what I knew about moorings and facilities and agreed to send some contact details to them. They logged in to *Juliet's* Starlink WiFi and looked at Windy's prediction for the next week then headed off.

After I sent Jenny a text message and included my surname, she responded with:

"Surname Boon. One of my great great grandfathers was Captain Henry Boon, Lighthouse Keeper of the Iron Pot c.1899 and Eddystone Point. Perhaps we are cousins."



Maatsuyker as most would know it - Erika Shankley

Indeed we are! Which means Jenny and Georgie are also cousins.

One of Jenny's great grandmothers was Amelia Constance Boon, daughter of Capt Henry and Sarah Boon, who married Robert Henry Calvert on 16th April 1902. Those who heard Suzanne's talk (or have read her book) will recall that the keepers (or possibly the Marine Board on their behalf) rented some land at South Arm near the Island for a garden. The land was owned by a Mr Calvert. It is just possible that Amelia (who was 28 when Captain Henry became a keeper) met Robert while visiting her father.

Another link in this wide web is that the maiden name of my cousin Liz (who some Kettering-based members will know) is Calvert. Her father is descended from Amelia's uncle-in-law, and her mother from Amelia's parents. But I guess that's Tasmania!

Enough! See Henry Boon - WikiTree Profile for more details of Captain Harry.



Inside the light - Andrew Boon

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

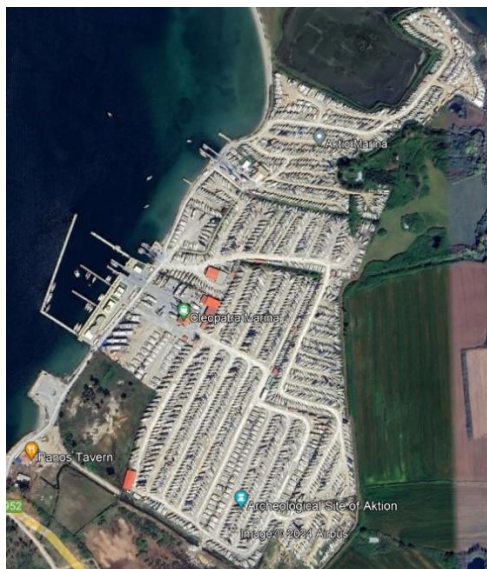


Outer wear

A Greek comedy of errors – Pat Price

This note has nothing to do with yachting in Tasmania. Or Australia for that matter but please bear with us. It does involve the escapades of a couple of Tasmania yachties.

To introduce ourselves, we are Penny and Pat. Currently on board our Bavaria 42 *Penelope* in Greece. We are long term CYCT members though not very active recently. We have a Swanson 36 named *Pendulum* in Tasmania. *Pendulum* has cruised extensively in Tasmania and has taken us on numerous voyages into the SW Pacific via New Zealand.



Lots of boats. Google Earth April 2023.

Let me take you to Greece. Specifically to the harbour entrance to Prevesa and the Ambracian Gulf. Opposite the town of Prevesa are three adjoining boatyards. Aktio, Ionion and Cleopatra. Some two thousand yachts and other craft are stored in these yards. Mainly for summer use here in the Med when it is cold in Tasmania.

We have all heard of Cleopatra. Why is Cleopatra famous? While queen of Egypt (51–30 BCE), Cleopatra actively influenced Roman politics at a crucial period and was especially known for her relationships with Julius Caesar and Mark Antony. She came to represent, as did no other woman of antiquity, the prototype of the romantic femme fatale.

Directly in front of the above mentioned boatyards there was a very famous battle. The Battle of Actium. September 2, 31 BC.

A naval battle where Octavian (known as the emperor Augustus after 27 BC), by his decisive victory over Mark Antony, became the undisputed master of the Roman world. Antony, with 500 ships and 70,000 infantry. Octavian, with 400 ships and 80,000 infantry.

A multitude of those ships were sunk directly in front of the said boatyards. And to be sure between then and now a lot of stuff has been abandoned in these waters and lies on the sea bottom. We anchored there to take delivery of a couple of solar panels from Aktio Marine. We store our lovely Bavaria 42 *Penelope* at Aktio in the cold season and in summer cruise in this region. The Ionion Islands are truly fabulous. Charter yachts abound.



*Penelope somewhere in Greece.
Penny on the duckboard*

We collected our panels and tried to retrieve the anchor but it likely got attached to a bit of seabed junk and refused to come back on board. Blame it on the Romans. Too deep to dive. 20 metres. Too expensive to hire scuba divers. Farewell to our old

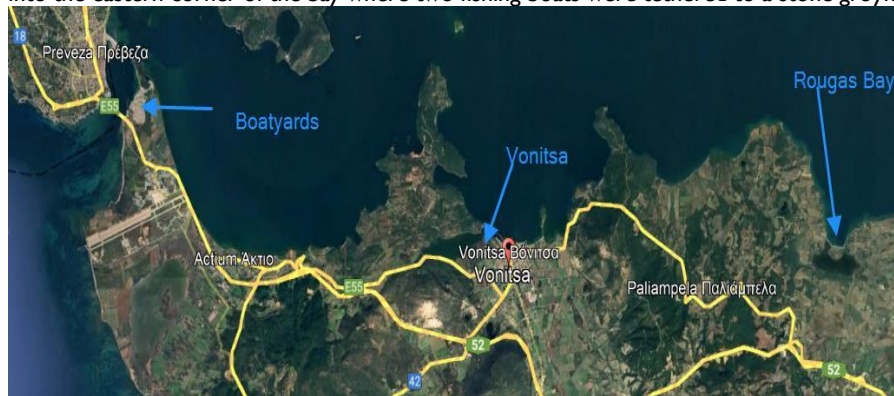
Bruce anchor and twenty metres of chain that had frankly seen better days. More debris on the seabed!

We attached our spare anchor, a 15Kg Danforth to the remaining 50 m of chain. Not the ideal unit for a bow anchor on a Bavaria 42. Would have to do until we got to a chandlery.

We sailed around to Vonitsa, not far east into the Ambracian Gulf. There we anchored "stern to" on the pier between other yachts. All seemed good with the Danforth.

A couple of days later we moved further east to Rougas Bay and anchored in about 5 metres of water in front of the taverna. The wind was about ten knots blowing parallel to the shore. A large bay with a pebbly beach.

Mid-afternoon we launched the rubber ducky and went ashore to the taverna for a drink. In the taverna were the elderly owners and nobody else. We engaged with them, exchanged pleasantries and indicated we were Tasmanians and pointed to our yacht out front where we had carefully anchored her with a proper scope of chain. She was not there! She was drifting into the eastern corner of the bay where two fishing boats were tethered to a stone groyne!



Courtesy Google Maps April 2023

Even though we rowed like hell eastward, slow in a ducky, *Penelope* beat us to the fishing boats and tangled herself amongst the numerous mooring lines. We leapt on board to work out a retrieval plan. She was not aground but we could not use engine power as ropes were everywhere near the prop and rudder. Our only recovery mode was to lay out an anchor upwind and kedge *Penelope* into open water. We retrieved our anchor easily using the winch but discovered that the shaft had bent and was laying over a fluke. That was the cause of the drag! A wind change had pulled the shaft over the firmly embedded flukes!

In the western corner of Rougas Bay is a small yacht storage yard. The people there witnessed our plight and came over in their runabout. Attempts to tow *Penelope* away from her entanglement were unsuccessful. They said we should kedge *Penelope* away from her undignified predicament. We explained, embarrassed that we did not have another anchor. I read their thoughts, undersized Danforth and no spare. They probably shook their heads at our Australian flag.

Our potential rescuers went away and duly returned with a substantial CQR type of anchor of about 20 Kg. We attached that to a long length of substantial rope and they took it out in their dinghy as far as they could. *Penelope* was stern to the direction in which we needed for recovery so we commenced the rather slow process with a sheet winch to haul *Penelope* into deeper water. Eventually we were able to start our engine, engage reverse gear, and get clear of the fishing boats.

With thoughts of Lloyds Open Form in mind, we profusely thanked our saviours for their kind help and offered recompense. What generous people, 150 Euros for their time and we got to keep the CQR! Then anchored again in front of the taverna using our new anchor. And another occurrence reinforced our understanding of the kindness of Greek people. That evening we dined at the taverna and on leaving I left my sunglasses. A few days later back in nearby Vonitsa, a kind person turned up and returned my lost sunnies.

Needless to say, as soon as possible we purchased a new bow anchor and replaced chain including the balance of the rusty chain. And have solid backup being our new-found CQR. As I write we are in a very quiet cove on the northern shore of Meganisi called Port Atherinos. "Stern to" between a long term stayer and a New Zealand Moody 39 to starboard that departed this morning. When moored like this the anchor chain must be rather tight against the stern lines.

The Moody departed quietly, too quietly and her bows drifted across our bows with our chain between their keel and rudder. Time for us to start *Penelope's* engine, engage forward gear and hold against the stern lines and slacken our anchor chain to let it sink whilst hoping the Moody does not engage a gear. They did not and all was well. We are with *Penelope* until September when we will place her into dry storage at Aktio and return home to Tasmania.

Pat and Penny

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

Opening - The Commodore to opened and chair the meeting at 7:30pm at RYCT

Guest Speaker - Rear Commodore Bastian Seidel introduced this month's guest speaker, Captain Sarah Parry, who presented "Wooden Boat Restoration & Developing our Disadvantaged Youth"

The Commodore thanked Captain Sarah for her presentation and her ongoing work with Disadvantaged youth, presenting her with a CYCT plaque.

Secretary

Attendees and Apologies

Apologies in advance: Secretary Chrissie Rowland. Other apologies: Julie & Charles Porter.

Guests to be introduced: Steven & Ruth Taylor.

Minutes of the last General Meeting

Motion - The minutes of the previous General Meeting held on the 7th May 2024 as published in the June Albatross, be signed as a true and accurate record of the meetings:

Proposed by: Ian Howarth

Seconded by: Robe Greenwell

All in favour.

Business arising from the Minutes - Nil

Membership Officer – nil applications for Membership & Provisional Members

Eight welcome packs yet to be presented to new members.

Vice Commodore Report

What's happened

Saturday 25th June – Commodores Series Cruise to Recherche Bay & Huon Estuary – five vessels involved over various days.

What's to come:

Norfolk Bay weekend this weekend,

Friday 21st June – Constitution Dock (Dark Mofo - Winter Feast) Weekend – Andrew Boon

July 5 & 6 – Mid-Winter Weekend

For Discussion -

Assistance required for coming events.

July (5)/6/7 -Mid winter weekend – Cruise Contact required

The VC is preparing the 2024/25 Cruising Calendar and he emailed members requestion ideas, suggestions and cruise contact volunteers.

Treasurer Report

The Treasurer reported that everything was in order. A monthly treasurer's report was delivered to the Committee.

Commodore report

Winter Forums – Bastian Seidel advertised the following topics and dates

Tuesday June 18 – Coastal Weather & Passage Planning "Cruising for pleasure"

Tuesday July 16 – Technical Anchoring

Tuesday August 27 – Panel Discussion – "What makes the perfect cruise"

Albatross – Ian Howarth requested members continue to submit content.

WoB's report – Val Nichols advertised the next meeting as Tuesday 11th with the topic "All Things Ropes"

Discussion

Re upcoming AGM in September. Several committee members will not be seeking re-election:

Commodore – Scott -Travel from Shearwater

Treasurer – Jean Pierre -Three years as treasurer completed (constitutional limit) but will support the next treasurer on committee.

Membership Officer – Sue - Unavailable

Secretary – Chrissie – Potentially unavailable due to personal reasons.

Rear Commodore – Bastian – Over-committed with work & family.

Committee Member 1 – David – Will nominate for Rear Commodore.

Committee Member 2 – Currently Vacant

Other Business

50th Anniversary – Julie Macdonald is coordinating the preparation of a 40 – 50 Yearbook and has requested members input.

Mark reported that there will be three functions to celebrate the club's 50th anniversary next year: A function at Government House, club picnic at Rosebanks and the 50th Anniversary Dinner.

Warden – Mark

Moorings are pending servicing (now complete). The new CYCT merchandise will be available on the website from July 1. Please register for this year's Annual Dinner.

Next Meeting

Tuesday 2nd July 2024, 7:30pm at RYCT. Meeting closed at 21:01

CYCT club history update – Julie Macdonald

Articles and photos needed for club history update

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 the 50th anniversary which is coming up next year. 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. As well as articles, we would love to receive photos! They can be photos of people, boats, locations, weather, or events and should have attached 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 a very important event in the Club's history 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 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, 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.

Julie Macdonald julieandian@gmail.com

Women on Boats - Val Nicholls

Ropes and Rewards.

How satisfying it is to have a WoB group that is undeterred by wind, rain and chilling temperatures.

Fifteen members registered for our hands-on June session focussing on the practical business of rope identification, selection and care, maintaining free running lines, snag-free coiling, hitching and throwing a line, lasso or heaving line.

Methods of securing attachment to cleats, posts and bollards, using the rolling hitch as a method to release overrides and the use of Prusik and Klemheist knots to establish clip-on loops around the boat for blocks and safety harnesses were also covered in some detail.



Prusik knot

WoB represents a broad spectrum of skill and experience. This session offered new ideas for some and plenty of practice for all.

As usual the enthusiasm of WoB and their openness to sharing and learning from each other made for an engaging evening finished off with a delicious meal at Chillies restaurant, Sandy Bay.

From time to time, I hear the relevance of WoB challenged. In response, and with permission from the author I have copied unsolicited feedback sent to me this week from a WoB participant.

*Hi Val,
I am writing to tell you how much the WOB is helping me to learn about all things boating. I can read things in books but the practical sessions and the knowledge shared by the experienced women in the group, is helping me far more than reading the book*





*When I joined this group my sailing knowledge was zero and my feelings about sailing were in the negative zone, due to an unfortunate sailing experience, so without this group my anxiety levels would be much higher than they now are. Due to the WOB I am looking forward to a weekend of sailing, in our restored boat, in the not too distance future.
Thank you and all members of the WOB.*

I feel it says it all. What satisfying feedback for the CYCT.
Val Nicholls



A lighthouse for Garden Island Part II – Erika Shankley



Garden Is light 1986

Rising amongst the hills of Tasmania's southwest, the Huon River 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 with the first club cruise to this area during Easter, 1978. On many subsequent cruises, members went ashore for a barbecue or to dine at the Kermadie Hotel or at Franklin.

After colonial settlement the Huon Valley blossomed with local industries such as timber cutting and fruit growing 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 ..."

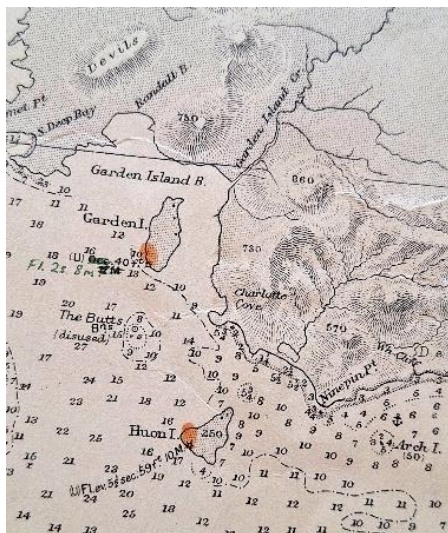
(Erika Shankley continues the story of the development of the Garden Island lighthouse)

Garden Island, near the mouth of the Huon River, was named Gardners Island by Rev Robert Knopwood in 1804 in honour of his friend the Hon AH Gardener, Captain of HMS Hero. Nestled between Charlotte Cove and Randalls Bay, the island of 132 acres 2 roods 34 perches (~54 hectares) was covered with open eucalypt forest and scrub. It has been privately owned since 1854 when a government auction sold off parcels of Crown land.

Work on a lighthouse for Garden Island commenced in February 1921 on two roods (~ ½ acre) of reserved land on the south coast. Owner, KR Nicholls, was paid £35 to transport building materials – 15 bags of cement and 60 bags of sea sand (available on the island) - by horse and cart along a rough bush track to the site of the lighthouse on the other side of the island. Apart from a team of workmen from Harbour Works, stone mason HT Williams was sourced locally from Deep Bay. The Marine Board also requested assistance from a Commonwealth Lighthouse Service 'mechanician' to fit the apparatus.

A detailed description indicates that the tower had a wooden framework clad in corrugated galvanised iron, reusing the Butler & Co lantern room from the Butts Reef, and adding a burner and dioptric lens from the French manufacturer Barbier, Bennard & Turenne. The lamp was fuelled by carbide, with the light's characteristic shown as occulting, as recommended by the Harbour Master, visible up to 12 miles.

Secretary of the Hobart Marine Board, J. Adams, issued a Notice to Mariners on 24th May 1921 advising that "the light which was removed from the Butts Rock ... has been re-erected at the South end of Garden Island. ... The light will be exhibited on and after the night of the 1st of June proximo." Harbour Master, M McArthur, noted that the light, when exhibited for the first time, was "most satisfactory."



Section of 1943 chart, Lew Garnham collection

Garden Island lighthouse had several Attendants over the course of its operating life. The position description indicated that under normal circumstances the light would need attention about once a week. Attendants also needed to provide transport facilities for about 15 cwt (~762 kilos) of carbide and stores per annum in quarterly instalments, from the landing place to the light. A resident of Garden Island Creek, Kenneth R Nicholls, who already owned 3 acres on the island's east coast, became the light's first Attendant. He commenced duty on 1st June 1921 after verbal instructions on the operation of the light from the Harbour Master.

Items delivered for the use of the Attendant included:

Boat, mast & sprit, mainsail, jib, 4 oars, anchor & line, rowlocks, centreboard, Paint brushes, Screwdriver, Wrench, Scraper, Spirit level, Hammer, Sponge, Chipping hammer, Glass cloths, Chamois, 2 Wash cloths, Small Tarpaulin, Pair gas tongs, Pliers, Pint lubricating oil, and Quart Spirits

of wine.

In addition, he was issued with record books for Carbide and postage stamps as everything had to be meticulously accounted for.

It is said that his wife, Jessie (nee Merchant) had been given the island by her father as a wedding present. Following her death on 3 December 1921, Kenneth moved permanently to the island, clearing about 30 acres (~12 hectares) and planting apricot trees and growing vegetables, while continuing to tend to the light. Their two sons, Donald, and Geoffrey were sent to live with their elderly aunts while attended school. Then, in March 1922, Kenneth Nicholls resigned as

Attendant, saying he was “leaving the district”. His replacement, John C Harris, depending on the weather, would row over from Garden Island Creek to tend the light. His daughter, Betty, said she was only four when she first went to Garden Island with her father. “The light was run by carbide – it was a horrible smell,” she said, and “as kids we used to go over there and clean the windows ...” Early in 1927 Mr Harris and his family travelled to Sydney, leaving WE Heatherbell, a resident of Garden Island Creek, as caretaker and temporary Attendant at the lighthouse. However, in July 1927, Mr Harris resigned his position, as he said “I do not intend to return to Tasmania ...” Mr Heatherbell immediately spoke to the Marine Board, hoping to retain the position of Attendant, but in the meantime, Kenneth Nicholls had informed the Marine Board, that he had now returned to Garden Island and was prepared resume duties of Lighthouse Attendant.

Like its predecessor on Butts Reef, the light at Garden Island was not immune to problems. A telegram reporting “light extinguished”, was sent by the master of the SS Kiwitea, and the master of the SS Excella said that the light needed to be more powerful. Despite this comment, fishermen working on the other side of D’Entrecasteaux Channel at Partridge or Woody (Satellite) Island said the light was easily seen. Carbide blockages were common, water supplies were problematic, the tank had rusted out and downpipe and guttering needed replacement.

In April 1922 the Hobart Marine Board contracted the Commonwealth Lighthouse Service for assistance to repair a lock. Their mechanic, A. Kirkwood, travelled to the island on board the SS Bass but the lock had to be taken to town for repairs, with Kirkwood returning six days later. Life certainly moved at a more leisurely pace in those days – it was a six-hour journey each way and, on both occasions, he had to stay overnight before returning to Hobart. Total expenses were £6/-/11. In 1930, Mr Nicholls reported there were a few strange boats about, and the light had gone out for no apparent reason.

The lighthouse was more accessible than at Butts Reef and suffered from vandalism, and after a break-in it was found that a pair of gas tongs and two burners had been stolen.

Disbursements for the year ended 30 June 1924, published in the Government Gazette, show that £67/3/8 had been spent on the Garden Island light that financial year. This included the Attendant’s salary of £35; Carbide £14/18/6d; Stores £2/8/-; transport £18/6d; Inspection £5; Insurance £2/16/-; Administration £5; Office expenses etc £1/2/-.

As early as 1927 there were suggestions that the light be converted to automatic acetylene gas at an estimated cost of £400. Lighthouse Inspector AC Meech also said, “that I am of the opinion ... that should any further trouble occur that consideration be given to the installation of an automatic acetylene light.” In response to a letter from the Marine Board, the Acting Director of the Commonwealth Lighthouse Service forwarded drawings showing the suggested arrangements for the conversion. The proposal was put to a meeting of the General Committee, and on 13 July 1927 it was recommended that the conversion go ahead.

Then, at a meeting of the Hobart Marine Board in February 1934 the General Committee recommended that the light on Garden Island be discontinued and a new light be erected on the

south-western corner of Huon Island. This was based on a letter from Captain M McKenzie and a 1932 report by the Harbour Master. However, the motion was defeated.

It seems that the conversion to automatic acetylene was a long time in coming. In August 1947 Mr Nichols found there was "a leak of gas that was so great that it had used all the carbide in the holder – 10 days' supply." He continued "There should be enough carbide to run the light until Saturday, then it will be out until I can get some more,"

In 1948, a decision by Kenneth Nicholls to sell the island and move to Hobart to live with his two sisters may have finally precipitated the conversion of the lighthouse to automatic acetylene. An old chart from 1943 shows Garden Island light as occulting but had been updated by Notices to Mariners 189 and 282 of 1948 showing that the light had been modified to Fl 2s 40m 8M. The long-awaited automation of the lighthouse also included the installation of two cylinders of acetylene gas, giving a life of up to six months, unattended.

The light was still mentioned in the Australian Pilot, Volume 2 of 1969 as being exhibited from the southern end of the island. It wasn't till 1979 that a Notice to Mariners reported the demise of the light on or about 31st July with the existing white flashing light discontinued and the lighthouse demolished. The Notice goes on to say that prior to the light being removed, a replacement would be erected on nearby Garden Island Point, only 1550 metres away, showing an Isophase light - Iso WR 3s 3M, which still operates to this day.

However, the Garden Island lighthouse was never demolished and while its historic lantern room looks vacantly out to sea, the lighthouse still stands resplendent, with renewed cladding and paintwork, thanks to the current owners of the island.



Bibliography:

Trove
The Mercury
Australian Pilot
Maritime Museum Tasmania
Tasmanian Archives & Heritage Office
Garden Island History, RVT Pty Ltd, 1990
Albatross, Vol 4 No 8, Cruising Yacht Club of Tasmania, August 1979
Capital Port, Audrey Hudspeth & Lindy Scrips, Hobart Ports Corporation, 2000
Garden Is light 2011

Garden Is light 2023

For sale by members

TRIM**Roberts 36 Centre cockpit****\$120,000**

Trim is a beautiful, fibreglass, centre cockpit cruising yacht in immaculate condition. Stunning Tasmanian myrtle fit out with large double aft cabin and generous V berth, both with toilets. Good headroom throughout and a spacious saloon makes for easy living on board. Her hard dodger will keep you dry and warm when underway and provides for good visibility in the worst conditions.

She has been meticulously maintained and upgraded since we purchased her in 2015 and has a comprehensive maintenance log.

40hp Volvo diesel, 1150hrs

Sail drive with Autostream feathering prop

Vetus bow thruster

Airhead composting toilet, Jabsco manual toilet,

2 x LiFePO4 100W house batteries, Victron smart charger. Ultima AGM starter battery, 150W solar panel, Diesel heater, 2.9m Highfield, 2.5hp Suzuki outboard.

Berth in Oyster Cove Marina transferable to new owner.

70l Novakool fridge conversion with small freezer

Contact: Dinah Jones 0400473248

Email: alanddinah@icloud.com

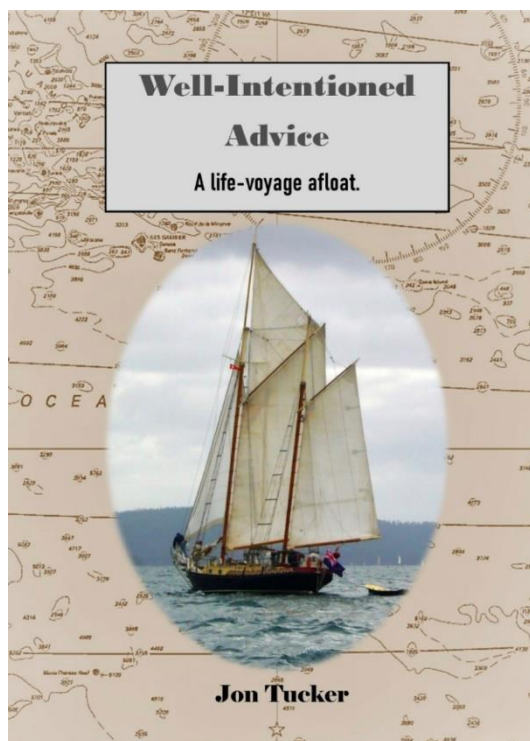
**MOORINGS FOR LEASE**

Please contact Jennifer Birch on 0423 320 844 for further information about this new mooring available for \$20 per week.

Mooring first approved in 2022 and available for a vessel up to 16 metres in length and up to 20 tonnes. This mooring is located on the Eastern side of North West Bay (Howden), not far from the Wingara Road boat ramp.

Book Review – Julie Porter

Well-Intentioned advice – A book to smile at



Much more than a simple autobiography, Well-Intentioned Advice takes readers on a voyage of discovery and learnings from a life afloat.

CYCT members Jon and Babs Tucker have already enthralled readers of all ages with Jon's series of books known as "Those Kids" and "Snow Petrel", Jon's voyage and return to Antarctic waters with two of their sons. This book goes a little further and is a collection of short stories highlighting significant events throughout their lives and raising their five sons onboard the vessel they built themselves.

Kiwis are known for their ingenuity, and two schoolteachers have done a remarkable job of being a positive influence on many: their own kids and many more. No stranger to life and maritime challenges, significant injury,

financial and other stressors, taking the path (voyage) less travelled and now enjoying life split across the Tasman (homes in NZ - on their boat NZ Maid on a mooring and on Bruny in a house they also built)! How many people have literally sailed into an international protest on a remote island and then had lunch and a hot shower onboard a friendly customs vessel!

This book is a testament to their passion for conservation, but also to how they have navigated both calm and rough waters to become lifelong educators and story tellers making a difference to many.

It is a book to pick up, read, have a smile, cry at what they have endured, and then pass it a copy on to another reader who can appreciate all that life afloat brings. Well done, Jon, and fair winds always!

CYCT Moorings

The CYCT owns two, recently serviced, moorings, available for the exclusive use of CYCT and CCCA members (see CCCA MOU). The use of a club mooring is always at your own judgment and risk.

The CYCT accepts no liability for damage caused to vessels using the mooring or any damage caused by any failure of the mooring. You must have adequate insurance for your boat and third party liability.

The following rules apply for the use of CYCT club moorings:

- The club burgee (CYCT or CCCA) must be displayed on your vessel whilst on a club mooring.
- There must be a current insurance policy in force for the vessel, including third party liability.
- Maximum stay on the mooring is 24 hours; in unusual circumstances, the Warden may approve an extended stay.
- If a boat without a CYCT or CCCA burgee has picked the mooring up, kindly ask them if they are a member. If they aren't, advise them that the mooring is private and request them to leave.
- Notwithstanding that the moorings are lifted and serviced annually, at all times the use of the moorings remains at member's own risk.
- Members are asked to email 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 in June 2024.

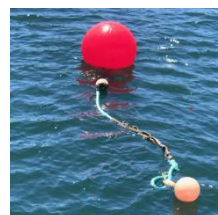


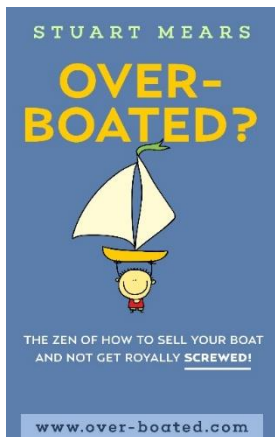
North Simmonds Bay, Bruny Island Number 2 - 7786.

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.

This mooring was last serviced in June 2024.





The GUT-PUNCH!!

...that comes with

SELLING YOUR BOAT

(.. and how to turn the tables!)

Is all in the e-book

Yours for free@

www.overboated.com



Sailing made easy!

Buy on line, call or email:

W: www.powerwincher.com.au

E: powerwincher@gmail.com

M: 0407 441 254



Electric Winch handle

Custom designed to do the Job!

Robust and powerful it takes all the hard work out of winching.

Ideal for:

- ❖ Yachts of all sizes
- ❖ Roller furling sails
- ❖ In-mast systems
- ❖ Hoisting a dinghy on davits
- ❖ Rigging inspection
- ❖ Short-handed sailing

FREE SHIPPING



OYSTER COVE MARINA BOATYARD

Tasmania’s premier private marina offers state-of-the-art boatyard facilities to the boating public. Our fully sealed, 26 site hardstand is serviced by a 50-tonne capacity Marine Travelift able to lift boats up to 6.1 metres beam and 18 metres in length. Very competitive lifting and hardstand pricing. All marine trades on site.

Services include:

- Powerful 3 phase pressure wash
- On site Chandlery
- Boats supported in cradle and adjustable boat stands
- Fully qualified Travelift operators
- Innovative keel-pit for topsides work
- 15 and 20 metre undercover sheds
- Crane and forklift hire
- Mast and Engine lifts
- 24x7 self-serve fuel – ULP and Diesel
- Quality 24x7 amenities block
- Coin operated laundry



For bookings or more
information
62674418

7 Ferry Road

Kettering

CYCT Members Buyers’ Group.

Steadfast Insurance Brokers	Hamish Robertson 6231 3360
R & J Batteries	Kayne 6272 2943

These companies provide specialist goods and services and are certainly worth a phone call. Genuine savings can be made to Club members; present your Club membership badge to receive best prices.



Seahorse 52 Pilothouse

\$469,950

The Seahorse 52 Pilothouse is a well-found long-range passage maker designed by the respected naval architect, Blaine Seeley (USA). These rugged (solid hand-finished GRP lay-ups), heavy displacement, go-anywhere vessels with high topsides and heavily flared bows are exceptionally capable sea boats.

"Raucous" is comprehensively equipped with electronic navigation, communication and safety systems. The pilothouse command/helm station is a skipper's delight. Everything needed to run the vessel is within reach. Powered by twin 270 hp Cummins turbo diesel engines, the big vessel will cruise comfortably and economically at around 8 knots with a range of over 1500 nm.

- Twin 270hp Cummins Diesels
- Bowthruster
- Approx. 1500 nautical mile range!
- 9.5kw Westerbeke generator
- 3x cabins with huge aft stateroom

www.boatsalestas.com.au

03 62248288

Royal Yacht Club Of Tasmania, Marieville Esplanade, Sandy Bay

Paul Nanscawen 0418385866

Matthew Johnston 0437876775



STRAHAN HOLIDAY RETREAT

Phone
64717442
Special
Winter Deals

- 8 Acres of tall trees and meandering Platypus streams
- Very Central. Easy walk to Cruise Boats
- 19 Retreat Cottages from studio to 4 bedroom.
- 40 Retreat Cabins plus budget cabins
- On-Site Café , Bottleshop, Tour Desk, Free Wifi

bookings@strahanretreat.com.au www.strahanretreat.com.au



Mooring & Marine Services

Look for the Green Boat 'Indian J'

Servicing and installing moorings in the
Derwent, Channel and Huon.

Ewen Mickan
Ph. 0457 811 070

moorings345@outlook.com





350+ floating berths catering to mono & multihull vessels to 40m

- 24/7 Fuel - Diesel and Unleaded • 24/7 Pump-Out Facility
- Highly Competitive Rates • Courtesy Car • On Site Café
- Laundry Facilities • On Site Security
- Modern Bathrooms • 24/7 On Site Security



powmarina@gmail.com 0400 927 510
www.princeofwalesbaymarina.com.au