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Life members

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

Guidelines for contributions to the Albatross

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

- Submit items of less than 1600 words in MS Word format, with up to 5 photos. Longer stories may be serialised. Boat names should be italicised. Please use the font ***Gil Sans MT***.
- Images: JPEG format with captions - must be your own or clearly attributed. Copy deadline 18th each month.

Cover photo: Sailing schooner *Maple Leaf* (built 1907) sailing in the Haida Gwaii (formerly the Queen Charlotte Islands in Canada) with CYCT member Dorothy Darden aboard.

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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!

Join in the fun

Non-members and cruising visitors are very welcome to join, obligation free, one or more of our events or cruises. A variety of membership categories are available to suit newcomers or seasonal visitors. Details are on CYCT website at CYCT.org.au

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

After returning to their vessels all CYCT event participants are required to contact the event coordinator to confirm their safe arrival on board.

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.

CYCT Calendar – Check the website for more details

Tues November 5. General meeting. Cruising Rallies – ARC, WARC and VDL" by Rob Greenwell. Rob and Tricia will talk about their experiences and why they participate in yachting rallies. Will touch on challenges of looking for and purchasing a yacht in France and setting the yacht up for blue water cruising with the associated safety requirements to participate in blue water rallies. The ARC+ (Atlantic Rally Crossing Plus) took them across the Atlantic, where they joined the WARC (World Atlantic Rally Crossing) leaving from the Caribbean, across the Caribbean Sea stopping in Columbia and the San Blas Archipelago on the way to Panama, traversing the Canal. Now back in Tasmania they will share their latest experiences of circumnavigating Tasmania on the combined clubs RYCT/GYC VDL rally.

Where: RYCT.

Fri, November 8, 2024, at 8:00am. Rope training with Rick, learn to splice and tie the basic knots. Make a rope mat, if you have spare rope 10-12mm you will need 14 metres. Spend Saturday playing with rope finishing with Sundowners and a shared BBQ (Anchorage to be confirmed due to weather) Rick to coordinate.

Tues, November 12. Women on Boats meeting

Sat November 16. Oyster Bash

Oyster clean-up day. Cruise one to three days. Event contact Alan Braddock. Registration required.

Tuesday November 12. Women on Boats meeting: Getting to know Maatsuyker Island

Sat, November 23. And Sun November 24. Safety weekend.

Quarantine Bay pontoon. A hands-on experience of safety and seamanship. Maximum of 12 boats. Event leader Ian Johnston and Lee Astheimer. Meet on the beach at the quarantine pontoon within Barnes Bay to discuss plans for the weekend and provide background safety information on towing, ropework, setting up for passage making, repairs, maintenance, MOB and kedging. Includes manoeuvring under motor and sail, prop walking and analysing and benefiting from making small mistakes.

14:30-16:30. Social occasion, with ropework, heaving line practice, demos of splicing and knotwork and seaman-person stories. Registration required

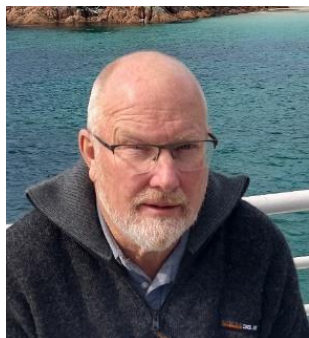
Sat, December 14. Christmas BBQ.

Event Contact Alan Braddock. Registration required

Sat December 26. Boxing Day Cruise to Maryanne Bay 11:30 am until 4:00 pm

Fed up with Christmas activities? Sail for the day, anchor in Maryanne Bay and join the crew of *Southern Explorer* for a BBQ lunch aboard. BYO everything Rick to coordinate. Event Contact. Rick Allen. isarickallen@gmail.com. Registration is recommended

Editorial – Ian Howarth



Returning to boats safely

Everyone loves a good cruise with friends. Sundowners ashore with a nice fire to warm the outside and a tipple for the insides. Or how about visiting other boats for an afternoon cuppa or evening meal, then returning to your own boat to settle down with the diesel heater quietly warming the cabin. But how can we be sure, especially in the dark, that everyone has arrived at their boat safely?

In response to this quite legitimate concern the CYCT plans to implement a “call back” policy to advise of their safe arrival. This can be a VHF radio call to the cruise contact boat on the agreed channel for the cruise; a simple text message and acknowledgement or a quick phone call to the cruise contact.

In this way everyone can be assured that all participants have arrived safely at their boats. In daylight the same applies when boats are not within easy eyesight although a simple wave and acknowledgement for close neighbours should suffice when boats are very close to each other. It is a really sensible precaution. I have seen boat rallies, with more than a hundred boats gathering for a few days of fun and frivolity where a disaster could easily occur. An entire flotilla of dinghies of all shapes and sizes often head out in dark and windy nights to try and find their parent boat. It would be very easy for an accident to occur and lives to be lost in such circumstances.

The CYCT committee is working on a simple policy to be included in the event registration to help ensure the safety of our members and guests by asking that all skippers simply notify the cruise contact or leader of their safe return to their vessel.

Just as a reminder here is the current cruise policy.

As with any cruise, 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 cruise contact is responsible for the safety of any boat or person. Should an emergency occur, members should adhere to the CYCT safety policy. By registering for this event you acknowledge that you are aware and will abide by this requirement. Regardless of information supplied by the club or its officers the skipper is solely responsible for their boat at all times.

Skippers are encouraged to keep Tas. Maritime informed of their location, destination and plans during the duration of any cruise. If you do log in with Tas. Maritime Radio, make sure you log off at the end of the cruise. All calls are initiated on Channel 16, when calling, and called stations then should move to a working channel, leaving channel 16 clear for distress and safety calls and for other stations to make arrangements to contact each other on a working channel (72, 73 or 77). CYCT normally uses 77 (convention only) if it's not being used by other boaters at that time.

Should a coordinator or VC decide to cancel a cruise because of weather or some other reason, they will still broadcast the cancellation or arrange through Tas Maritime to broadcast it at the scheduled time that was emailed only to registrants prior to the cruise. Generally, the coordinator will also post any changes onto the website, so be sure to check the detail.

Happy cruising.

Commodore's report – Val Nicholls



Well did I feel proud? I sure did!

I felt honoured to accept the invitation from the RYCT to represent our club, the CYCT, on board the Governor of Tasmania's launch the *Egeria* for the Combined Clubs Opening Day sail past. I do love a good bagpipe, there is nothing like it to mark an occasion or hail a dignitary.

On the arrival of Governor Barbara Baker AC at the RYCT local pipers did both and set the tone for a splendid afternoon. Later, poised in Sullivans Cove, anticipating and then spotting *Cuvee* sporting our club flag was quite a moment for me as club commodore.

Cuvee, skipper and crew looked marvellous, and my pride burst over as *Cuvee* lead the CYCT fleet, club flags and bunting flying as they passed the *Egeria*. Three cheers go back to the resplendent Rhona H that gave "three cheers" to the *Egeria* and then to the CYCT. The wind had perked up pretty much as soon as the lead boats headed for the first marker. This made for some exhilarating sailing, viewing and near misses. This deterred no one, throughout the sail past the atmosphere was celebratory, relaxed and perhaps uniquely Australian/ Tasmanian in the way that skippers sometimes saluted with one hand and held their beer with the other as they passed our beaming Governor toasty in her full-length puffer jacket! Many thanks and appreciations go to Rob and *Cuvee* for organising and leading our fleet and to members, friends and family that turned up on the day. Thank you for representing our cruising club with such great style and enthusiasm.

CYCT members turn up everywhere. Feb 7-10th, we have the world renowned Australian Wooden Boat Festival to experience, explore and enjoy in Con Dock and Sullivans Cove. This year there is a Pacific theme to the event along with all the favourites of tall ships, quick and dirty boat race, a symposium, great food and music. The list goes on. "Stand-by" for the program launch. As in previous years, many CYCT members will offer their time and enthusiasm to contribute to the lifeblood of the festival, the volunteers. There is no festival without them. Another thing to be proud of. Check it out, perhaps you might join them?

Thinking of sail pasts, boat festivals and a summer's worth of sailing reminds me to encourage you to look on p.4 of this edition. Our editor has put together a brief statement of a club cruise protocol we are developing. It will ensure that the cruise contact or other nominated person can be confident that all skippers and crew are accounted for and safely aboard at the end of club cruise evening.

There is poetry of sailing as old as the world

Antoine de Saint-Exupery:- *"To be successful at sea we must keep things simple"* Pete Culler

Vice Commodore's report – Rick Allen



What's Happened.

Friday 27th Sept- vice commodore's cruise- 3 days in our Channel playground- *Southern Explorer* sailed at 0830 Friday 27th, with all crew on board, Thursday night. Cancellations from *Luna Seas*, *Sequoia*, *Freebooter* and *Kellie Jayde*. We were just waiting for ex-navy chaplain Warwick to join us Friday morning. Radio schedule at midday only got contact with *Dulcinea* and *Easting Down*. With *Dulcinea* on site, it was decided Randall's was rolling too much in the swell, so the Quarries was elected instead. After a quick fish on the way SE arrived at 1330 and anchored behind *Dulcinea*, *Easting Down* and *Obsession*. Deploying our RHIB to use some fuel and give my second engineer a run, to become accustomed, we were joined by a

few other boats including *Cuvée*.

Sundowners attracted Phil and Julie off *Dulcinea*, Richard and Shona from *Easting Down* and Stan from *Obsession* joined shortly after by Rob and Tricia from *Cuvée*.

Saturday's plan adapted to suit the northerly coming in Sunday morning, so we all headed to Binny's, next to Missionary Bay, *Obsession* and *Cuvée* electing to go home, leaving just the three of us. Fishing on the way yielded another 6 fish, sea state flat. Rope work was taken up by Phil to splice a few lines, sundowners again, this time the weather was pleasant enough on the flying bridge.

Sunday, the run home was an easy 24 mile, getting back alongside by 1210

Thursday 24th October Show day Cruise- 4 Days including New Members Lunch at PESC- See Paul's report

What's to come.

Friday 8th till Sunday 10th November (Rope at Recherche)—Rope Training with Rick, learn to splice and tie the basic knots- Sail Friday to the anchorage, Ropework on Saturday including a BBQ lunch then sail home Sunday- Learn

- 3 strand splicing
- Double braid splicing included sew in a splice? (Maybe make a dog lead)
- Or make a rope mat?

Saturday 16th November - Oyster Clean-up Day

Saturday, November 23, 2024, 8:00 am – 5.00 pm Sunday, November 24, safety weekend with Ian Johnston.

Tuesday 3rd December- Committee and general Meeting

Cheers Rick

CYCT Vice Commodore.

MV *Southern Explorer*

0419 304 500

isarickallen@gmail.com

Rear Commodore's report – David Bowker

As newly elected rear commodore I represented both the RYCT and CYCT at the Combined Clubs' Opening Day.

In lieu of a specific report here are a selection of photos from the day and sail past at which the CYCT was very well represented by both our commodore, Val Nicholls and webmaster, Rob Greenwell.





Rob and Tricia Greenwell representing the CYCT in the Opening Day sail past

Membership officer's report– Paul Peacock

New Members Lunch

Saturday, 26 October 2024.

12:00 PM until 5:00 PM

Port Esperance Sailing Club, Dover

This will be our first new members' lunch at this venue and I am personally looking forward to it. The PESC is a great club, very friendly and always welcoming to visitors and cruising sailors.

I expect we will have a terrific day and I look forward to meeting and mingling with our new members this year. This will also be an opportunity for some of our members to visit the new PESC clubhouse since the devastating fire several years ago.

Please remember to register on the club website so that we know how many people to cater for. In addition, the club has a four-day cruise to Port Esperance/Dover starting Thursday 24th October and covering this event. Those members joining the cruise should register for both the cruise AND the Lunch.

The lunch is free for all new and existing members and the PESC will open the bar at 12 noon so you can purchase drinks.

The event will be open to Non-Members (Members guests) at a cost of \$15.00 per head. The CYCT website event has been opened for registrations to non-members. Payment must be made by EFT or PayPal.

Bar purchases will support PESC for their future operations.

As always, the new members lunch is a team effort and I will gratefully accept volunteer assistance on the day and the weeks leading up to the lunch. Please let me know if you are willing to lend a hand on the day, flipping burgers, squirting sauce or tossing salad (at each other).

Cost: New Members in 2024 FREE

Existing CYCT Members FREE

Non-Members (guests) \$15.00 per head

Please Register at CYCT.org.au

Warden - Mark Stephenson

Hello again,

Thanks to all who responded so promptly to the request for information about your intentions to attend the CYCT 50th anniversary celebration at Government house in Hobart.

Some statistics for you....

263 emails sent

193 emails read

50 email responses

of those...

11 couples won't be around

5 rated their attendance at 01% to 50 %

16 rated their attendance at 51% - 99 %

18 rated their attendance at 10 %

So that looks like around 70 members are likely to attend. Official invitations will be sent in April with details on how to RSVP. In the meantime, please add this reception to your electronic diary, or on the back page of your hard copy diary and transfer over when the new diary arrives.

Monday May 5th 2025, from 1800 to 1900 hours at Government House.

The committee plan celebrations of our 50th year. The history book of the last 10 years is currently underway, and starting with the reception in May, there will be the anniversary dinner in August with boats using Constitution dock and then a family picnic in November to celebrate the first club event.

Please have a think about what else we can do to really mark this significant event in the club history. Our own fireworks display on NYE? To finish off the anniversary year how about a cruise up the Derwent through the new Bridgewater bridge in April 2026? Do let us know your thoughts.

Our first order from the suppliers has arrived and been distributed, with comments received including..... "Better quality in the puffer jacket than Kathmandu!" "Great colour choice and material for the polo".

Check out our storefront on the CYCT website and see the full range of items for sale. You can order and pay online and the orders are collated at the end of the month and passed to the supplier. Items are sourced and then embroidered or printed with the CYCT logo and will be available to collect at the General Meeting on the first Tuesday of the next month.

Costs are very reasonable with our Club making only a few dollars on each item, to cover the costs involved.

So go on, take a look-see and check out what you need for the coming summer season.

Mark Stephenson

CYCT Warden

0438 854 380

WoB September: Some Favourite Boating Reads

WoB October: An evening with sailor and sailmaking legend Carol Hasse.

The sails made by Port Townsend Sails / Hasse and Co. are world renowned.

For two decades, the Seven Seas Cruising Association's membership surveys have acknowledged Port Townsend Sails for building the best offshore cruising sails available anywhere.



Carol Hasse - Picture courtesy Port Townsend Shipwrights Co-op

Founder of the company Carol Hasse (pronounced HA-see) has logged over 45,000 offshore miles in northern and southern latitudes on wood, fibreglass, ferro-cement, and steel boats ranging in size from 25-100 feet. She has sailed on both mono and multi-hulls and on vessels with traditional and modern rigs. She has been involved personally and professionally in the building

of fiberglass and wood boats and has owned a 25-foot wood Nordic Folkboat since 1979.

Recently retired, Hasse continues to provide in an advisory role for Port Townsend Sails, and lectures for the Wooden Boat Foundation, boat shows around the country, and for various sailing associations. Following her retirement in 2021 the Port Townsend Shipwrights Co-op purchased Port Townsend Sails / Hasse and Co.

In this October session WoB watched two of several easily found online videos of Hasse's life and work.

They were

1. *Sails for Blue water Cruising*: Carol Hasse has been building "Cape Horn ready" sails for many years. Whether you dream of high latitude cruising yourself or are simply curious about what goes into a sail built to last several circumnavigations, this is the video for you!
2. *A Good Boat Close Up*: A delightful tour around the Folkboat *Lorraine*

Although WoB had no time to watch more of Carol Hasse videos her *How to trim sails* Part One and Two are highly recommended for all.

FYI: Off Centre Harbour website offers a plethora of excellent educational, historical and inspirational sailing related videos.

Val Nicholls

Trawling the archives

Confessions of a Yachtsman Anonymous Member

This is a public confession. I managed to keep my problem under control for some ten years. You would have suspected nothing from outward appearance. I was able to go into pubs and talk quite normally to people; for ten years I was able to work quite happily. I got married, had two children, and there was little unusual about my costume. Ofcourse, there were the strange pictures I gloated over in the privacy of the study. But otherwise there was nothing to distinguish me from perfectly ordinary, well-balanced people who have never wanted to buy a boat and go to sea.



A certain Irish psychiatrist has raised a few eyebrows also, by naming his new Hood 20 'Gay Rebel'. "Rebel", they are saying - "Yes, that we can understand. But ...".

To sort out this confusion may we point out that for many years Paddy Burges Watson has been associated with yachts with the pre-fix "Gay" - long, long before this decadent decade has given a slightly different meaning to this word and in some circles other than such august bodies as the C.Y.C.T.

It's amazing what has been in Albatross over the years

Exploring Haida Gwaii on the *Maple Leaf* – Dorothy Darden

At the CYCT October general meeting Dorothy Darden presented a comprehensive picture of her cruise around Haida Gwaii (formerly the Queen Charlotte Islands in Canada) in July 2023. This is an edited version of her presentation.

My late husband and I planned several times to cross Hecate Strait aboard our cruising catamaran, *Adagio*, but never found a safe weather window. So I was really keen to cruise in Haida Gwaii aboard the schooner *Maple Leaf* in July of 2023, with my granddaughter, Sarah, who is an ornithologist and marine biologist.

Previously known as the Queen Charlotte Islands, Gwaii Haanas is the name of the National Park Reserve, which includes the UNESCO World Heritage site, forming the southern one-third of Haida Gwaii.



What better way to explore these historic islands than aboard a century old, locally built, schooner?

In 1904, a Vancouver businessman wanted the fastest and best sailing yacht on the west coast of Canada. So he commissioned a yacht to be designed and built by William Watts at the Vancouver Shipyard with a length of 92 feet, beam 15 feet and a cruising speed of nine knots.

The ribs are made of coastal yellow cedar with planking, decks and beams constructed from Douglas Fir. Made of Honduran mahogany, the bright work of the ship was a gift from the builder's relatives. It was all the more distinctive by being the first ship of its time, north of San Francisco, to have electric light. It is also one of the first ships on the coast to have an external, lead keel.

The rigging of the schooner *Maple Leaf* consists of a gaff rigged foresail, a 950 square foot Marconi mainsail, a jib, a staysail and a square fisherman's staysail.

During the First World War, her lead keel and brass were stripped for the war effort. From the 1930's to 1970, *Maple Leaf* was a halibut longliner, making it one of the longest-running ships to fish.



Maple Leaf has been improved since its halibut fishing days

She was purchased in 1980 at a government auction by Brian Falconer who restored the vessel and turned it into an eco-cruise ship. Falconer sold the ship in 2001 to Kevin Smith who continued the ecotourism business, now called *Maple Leaf Adventures*.

On our cruise we set sail at every opportunity. There are no winches on this yacht, only belaying pins and human power. The guest sleeping areas are located in what was once the hold for the Halibut fish.

Where is Haida Gwaii?

Jutting out from the continental shelf off Canada's west coast, Haida Gwaii is the island archipelago, known up until 2010 as the Queen Charlotte Islands.

A nature lover's paradise and sometimes referred to as "the Galapagos Islands of the north", Haida Gwaii is one of the planet's most biologically productive areas.

Oriented north to south and 270 km in length, it is located off the coast of British Columbia, Canada, to the north of Vancouver Island and separated from the mainland by the Hecate Strait, an unpredictable and forbidding stretch of water. The 150 islands teem with life in the ancient rain forests and marine world.

The area has supported the powerful and artistic Haida culture for 13,000 years. Archaeologists consider Haida Gwaii as an option for a Pacific coastal route taken by the first humans migrating to the Americas from the Bering Strait, via the now-submerged continental shelf.

Ninstints/SGanGwaii is the name of the village on Anthony Island within the UNESCO World Heritage site. The two largest islands are Moresby Island to the south, and Graham Island to the north. A car ferry connects the two islands with a 25 minute crossing.

The route of the *Maple Leaf* cruise:

After a visit to the Haida heritage centre, we boarded the ship and began our cruise south for a visit to the ancient village of Ninistints, whale watching, island anchorages and explorations ashore.

On our cruise towards Cape St James, at the southern tip of Haida Gwaii, we visited numerous village sites. We sailed in Hecate Strait, parallel to the eastern islands, enjoying a spate of fine weather, hoping to round Cape St James. We rounded the southern end of Moresby Island, sailed in a westerly direction through Houstin Stewart channel, and into the village of Ninistints or SGanGwaii on Anthony Island, located in the southernmost part of Gwaii Haanas, which was declared a UNESCO World Heritage Site in 1981. Most of Haida Gwaii consists of forest ecosystems, dominated by Sitka spruce, western hemlock and western redcedar. The remaining old growth forests of Haida Gwaii are prime examples of coastal temperate rainforest.



The climate is moderate and similar in many ways to that of Tasmania, being at roughly the same latitude north as Tasmania is latitude south.

Red cedar trees grow mainly in lower elevation forests on Haida Gwaii and can grow as high as 60 metres and as old as a thousand years. Red cedar is deeply entwined with Haida culture, economy and spiritual life. The huge scale of ancient cedars provides for the monumental aspects of Haida art and architecture. Totem poles, large ocean-going canoes and the massive timbers used to make traditional houses are all carved from red-cedar trees which are rot-resistant. The large houses, the house posts, the large beams and rafters, and the planks used to cover the sides and roofs of large houses were made of this easily worked, versatile tree.

By steaming the wood, a carved-out canoe hull can be stretched to become considerably wider than the original log. A single red-cedar board can also be steam-bent into a four-sided box,



used for food storage and cooking.

Totem poles of all sizes have survived for over a hundred years. Red cedar bark is harvested from younger trees and made into long strand, even, fine fibre used for making rope, fishing lines and fish nets. At the time of the arrival of Europeans in the 1770's, the Haida nation occupied about 20 permanent villages distributed around the coastline of Haida Gwaii and north into southeast Alaska.

As a result of infectious diseases brought by Europeans, beginning with the 1862 Pacific Northwest smallpox epidemic, from an original population of 7,000 to 10,000 people on Haida Gwaii, the population fell to under 600 people by 1915. The surviving Haida of British Columbia abandoned their villages and congregated at two main centres, Skidegate and Massett. Today around 4,500 people live on the islands, about 45% of whom are Haida. They have a complex class and rank system consisting of two main clans, the Eagle clan and the Raven clan.

Noted seafarers, the Haida were skilled traders, with established trade links with their neighbours on the mainland and south to California. The Haida people regularly took slaves from their wars with other peoples around them. In 1794, the Haida captured and sank two American maritime fur trade vessels seeking to acquire sea otter pelts. In 1851, the Haida captured a ship carrying gold prospectors and they held its crew for ransom for nearly two months. The villages consisted of one or two rows of longhouses extending

in a line along the shore, nestled against the tree line and facing the beach. Canoes are pulled

up along the beach and people were busy with such tasks as hanging their large catch of salmon up to dry in the sun. These contemporary Haida canoes are on display at the Haida heritage centre. The first and largest is the magnificent work of Haida artist Bill Reid.

All this travel gave us ample opportunity to hoist the sails to let *Maple Leaf* take to the wind, while the guests took turns at the helm. We encountered only one other boat during our two week cruise.



Puffins and much other wildlife abound in the UNESCO area

Departing SGang Gwaii, we sailed south and rounded Cape St James and continued past the southern tip of Morseby Island. At Burnaby Island, we filled the two tenders with guests and crew, and, while our tall ship sailed around the east side of Burnaby Island, we made our way through the shallow Burnaby Strait narrows where we watched with glee a black bear leap into the water and swim across the channel, where, on the beach, he spun his body like a wet dog before continuing into the forest. We also examined the colourful sea life living in the shallows along the shore.

The tenders joined the *Maple Leaf* in Juan Herez Sound where we visited Hotspring Island. We travelled north through Darwin Sound then east to Tanuu village. The Tanuu Watchwoman explained much about the Haida culture. We walked through the forest, among the enormous trees, being amazed at the size of the Western red-cedar trees.

For more information on Dorothy Darden's cruise email her at dorothydarden@gmail.com

Going cruising – Geoff Hooke

After five glorious years cruising Tasmania and living aboard *Freebooter* 4-5 months of the year, I'm planning to sail back to Westernport Bay in Victoria this coming February/March and will be looking for an experienced sailor or two to help crew across Bass Strait. Other interested boats would be very welcome too. I'll be sailing in company with John and Jenny on *Skye*.

We plan to start with the east-coast cruise mid-February and then keep sailing to the Tamar River. From there we'll be looking for a good weather window to sail up the west coast of Flinders Island, Deal Island, Refuge Cove and Westernport Bay (*Freebooter*). *Skye* will keep sailing Queensland bound

Fair winds...



CYCT merchandise – get yours for the summer season



.....and here we have Commodore Val modelling the latest in CYCT softshell jackets. This jacket is 3 layers with the outer 95/5% polyester/elastane and the Inner 100% polyester bonded fleece. Water and wind resistant with two side and chest zip pockets. It has a concealed hood with a shaped back tail. The CYCT logo is embroidered and stands proud against the navy color. Available in sizes 6 to 26 and you see here it is a very comfortable fit on Val, caught modelling her new jacket onboard the ML Egeria at the Combined Clubs' Opening Day.

Check out the stock online. Log into the website, select Member Menu then click on Storefront to see the great variety of CYCT endorsed products. Order by the end of each month for collection at a General Meeting 4 weeks later.

For sale (or give away) by members

If you are going on a long-term cruise, having a couple of folding bikes somewhere deep in the hold of your boat can be an excellent addition to the inventory.

Former CYCT member, Damian Hope acquired a couple of UK made Brompton folding bikes to use on his various trips away. But he has no further use for them.

Each bike weighs just 11 kg.

They feature three speed hub gears with front and rear brakes and 16 inch wheels. All in good working order. Each comes with its own carry case. Damian is happy to demonstrate their use if needed.

Simply contact Damian on 0428 232 901 to discuss. It could be your lucky day



General Meeting: Tuesday September 3, 2024

OPENING - CHAIR

- The Commodore, Val Nicholls opened the meeting at 7:30pm noting the great turn out and welcomed members and guests. The club is in a healthy position, it is exciting to come along to the general meetings, listen to the guest speakers and have the opportunity to socialise with other members.
- The Commodore acknowledged and thanked the committee members staying on from 2023_2024 and welcomed the new committee members.

REAR COMMODORE

The Rear Commodore introduced the guest speaker, Dorothy Darden who gave an interesting presentation about her cruise aboard the schooner *Maple Leaf* in Haida Gwaii, Canada. The presentation was followed by questions and a presentation to Dorothy of a CYCT appreciation plaque.

SECRETARY

Attendees - registered on-line prior to the meeting

Apologies - **Shane and Nicole Collins**, Lew and Liz Garnham, Michael Rowland, Rob & Tricia Greenwell, Scott and Rachael Poulter

Guests: Howard and Lorraine Smith, Anita Francoeur and Gerhard Abetz who have applied to join the club, Jason and Tiggy.

MINUTES OF THE LAST GENERAL MEETING

Motion - The minutes of the previous General Meeting held on 3rd Sep 2024 as published in the September *Albatross*, be signed as a true and accurate record of the meetings:

Proposed by: Mark Stephenson

Seconded by: Bev Hitchens

Those in favour:

Unanimous

BUSINESS ARISING FROM THE MINUTES

No business arising from the minutes.

MEMBERSHIP OFFICER

The Commodore welcomed the new membership officer, Paul Peacock to the committee.

Applications for Membership & Provisional Members

Three applications received:

1. Michael Stanojevic and children (Lucas, Peter, Sophia and Alec).
2. Anita Francoeur and Gerhard Abetz.
3. Paul Robinson and partner and child Summer.

Discussion

- The new membership directory is being prepared for publication. Members were asked to review and update their details as required in Club Express to ensure new directory is up to date.
- The new members lunch will be held on 26th October from 12:00 noon at Port Esperance Sailing Club (PESC). All existing and new members are invited to come along. Members can either drive down for the lunch or join the cruise commencing on Thursday prior to the lunch. Great function for the club and an opportunity to meet new and existing members. Val commented the CYCT supported PESC to rebuild their club following it being

destroyed by fire in 2020. Members were requested to register for new members lunch and/or the cruise for catering purposes.

VICE COMMODORE

No report

TREASURER - REPORT

- The Treasurer acknowledged Jean-Pierre Corgnet, the outgoing treasurer for his work over the previous three years and his assistance of over the past month.
 - The club is in a solid financial state. Given the current financial situation the treasurer has recommended to the committee and the committee has approved an investment of \$35,000 in a term deposit.
-
- There are currently 40 outstanding memberships. Members were requested to either notify the membership officer of their resignation or renew via club Express.
 - **WOB's report** – Val Nicholls. Met to discuss favourite sailing books. The list has been published in the Albatross. Very interesting exchange on the books that the women are reading. Strength of the relationships between the women has deepened, quality of the sharing.

The next WOB meeting will be videos by Carrol Hassie, Port Townsend will be shared at the next WOB meeting. Next meeting will watch videos.

A Q & A Screening of the film *Ice Maiden* will be held at the State Cinema on 15th October.

OTHER BUSINESS

Mark Stephenson, Erika Shankley and Julie Macdonald have been putting together the 50th Anniversary Book. The book focuses primarily on the last ten years. Julie invited members to submit articles they would like included in the book and thanked those that had already done so.

Val encouraged members to keep an eye on the web site. Val acknowledged Rob on the website and encouraged member to explore the information and resources on the web site.

William de la Mare commented on the cruise register and requested that it be accessible until the end of the cruise. Mark Stephenson commented that the cruises disappear at the start of the cruise, so the site is not clogged up. The webmaster will make the appropriate changes to the website, so the cruise participant information stays accessible until the conclusion of the cruise.

ACTION: The Webmaster to make the appropriate changes to the website

Combined Clubs Opening Day – The official opening of the 2024 yachting season will be held on Saturday 5th October. The Commodore, Val Nicholls will attend onboard the *M.L Egeria*. The Webmaster has included the invitation on the CYCT website. Rob Greenwell has been in touch with the RYCT and will coordinate CYCT members participating in the sail past. Currently one registration *Cuvee* (Rob Greenwell) who will fly the CYCT burgee. Sail pass commences at 2:30 pm. CYCT boats will fall into line in alphabetical order and use channel 77 for communication. Please check your email for details.

West Coast Cruise to Strahan Ian Johnston has been in touch informally with the Commodore suggesting that he would consider coordinating a cruise to Strahan over the summer season for a maximum of four boats. The Vice Commodore to contact Ian and discuss the provision of a proposal to the Committee, outlining the criteria for boats, safety and possible cruise plan. Keep an eye out for upcoming info on a summer Strahan trip.

Port Cygnet Sailing Club (PCSC) regatta - The Commodore has been in discussion with Jeff Rowe, captain of the PCSC cruising division regarding CYCT boats joining Cygnet regatta weekend (7th – 10th March 2025). The cruising fleet will sail the same course as the race regatta not as a race 😊. The Commodore noted that Port Cygnet and Port Esperance are both doing great stuff and would be great to join their activities

Albatross - Ian requested that members provide articles for the Albatross. Details of how to submit articles are provided in the Albatross.

PESC for their open day – Will be held on the weekend of 5th and 6th October. An informal CYCT trip is planned. Members were advised to check the website for more details if they were interested in attending.

CYCT merchandise - Mark Stepherson modelled the latest merchandise which is available to purchase via the website as Storefront - Cruising Yacht Club of Tasmania (cyct.org.au)

November general meeting - Val notified members that the RYCT Bistro will be closed for Melbourne Cup on 5th November.

NEXT MEETING

Tuesday 5th November 2024 at 7:30pm

Close

The Commodore closed the meeting at 8:56pm, and invited members to socialise



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He interpreted the batteries' online description as a "direct replacement for lead acid batteries" to mean they could be charged in the same manner (which they can't).

He used a "Pb charge" (i.e., lead-acid) setting for the batteries. He didn't realize the user manual stated, "never attempt to use NiCd, NiMH, or Pb acid settings with lithium batteries," as they have different charging cycles. The difference in charging is at the end of the cycle, so fortunately, he removed the batteries from the charger before they were fully charged, avoiding a fire/explosion for the moment.

Not realizing this first mistake, he moved to his second, placing the batteries on a wooden workbench for overnight storage. The batteries' manual also explicitly stated not to charge or store them on combustible surfaces (i.e., a wooden bench). There also happened to be various other flammable materials on and around the workbench (we imagine you see where this is going).

Several hours after everyone left the building, one battery had a thermal runaway and ignited, causing the other one to do the same and subsequently igniting everything around them (security cameras observed it). The post-fire investigation identified the batteries were not certified by a Nationally Recognized Testing Laboratory (NRTL). —

We don't know if the thermal runaway resulted from incorrectly charging or some untested defect with the battery. What we do know is the cost of the damage to the building and equipment exceeded \$US1 million, all because of two batteries and not understanding basic lithium-ion safety measures.

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