

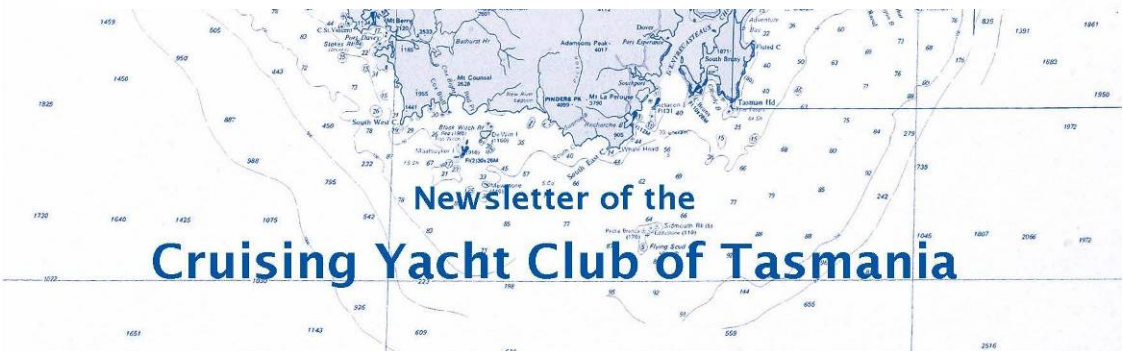
Albatross

Volume 38 No 10 November 2012



On passage aboard *Wayfarer II*

Cmdre. Chris Palmer



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay TAS 7006

Phone – 0417 560 519

www.cyct.org.au

Commodore

Chris Palmer H 6267 4994 *Wayfarer II*

Vice Commodore

Alan Gifford H 6229 7389 *Eight Bells*

Rear Commodore

Kim Brewer H 0428 937 358 *Vailima*

Treasurer

Wayne McNeice H 6225 2392 *Riverdance*

Secretary

Alan Butler H 0457 000 434

Editor 'Albatross'

Jackie Zanetti H 6223 4639 *Chaika*

Committee

Hans Van Tuil H 6229 1875 *Alida*

Bryan Walpole H 6224 8815 *Merlyn*

Membership Officer

Margie Benjamin H 6267 4994 *Wayfarer II*

Warden & Quartermaster

Chris Creese H 6223 1550 *Neptune*

Albatross mailing

Chris Creese H 6223 1550 *Neptune*

Webmaster

Dave Davey H 6267 4852 *Windclimber*

Life Members

Erika Shankley

Doris Newham

Chris Creese

**Send all material for publication in 'Albatross' to the Editor -
editor@cyct.org.au**

Or to P O Box 31 Kettering TAS 7155

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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 or person.

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

Skippers are encouraged to keep Coast Radio Hobart informed of their location, destination and plans during the course of any cruise.

CYCT CALENDAR	
<u>OCTOBER</u>	
Mon 22 nd	Norfolk Bay Cruise – Pre-Cruise Briefing Mariners Cottage 7.30-8.30pm
Tues 23 rd	Winter Forum: Hypothermia and other yachtie maladies Dr Bill Miles at Mariner’s Cottage 7.30pm
Thur 25 th - Sun 28 th	Cruise to Norfolk Bay and Denison Canal
Tues 30 th	Women on Boats at DSS 5.30 – 7.00pm
<u>NOVEMBER</u>	
Tues 6 th	General Meeting @ DSS 8pm Panel discussion on sailing techniques and boat handling, introducing the “Sail Mates” programme.
Wed 7 th	Committee Meeting @ Mariner’s Cottage 7.30pm
Sat 10 th	Day Cruise to Richardson’s Beach, Ralph’s Bay
Tues 13 th	Winter Forum: VHF Practise Night with Andrew Boon and Alan Gifford. Chance to learn and to have a go.
Fri 23 rd - Sun 25 th	Night sail – Destination unknown! Pre-Cruise Briefing Wed, 21 st at Mariner’s Cottage 7.30pm
Tues 27 th	Women on Boats at DSS 5.30 – 7.00pm

Visit www.cyct.org.au and click on the Calendar tab for more info on all events.

Not a CYCT Member?

Then download an application form from the Club website – www.cyct.org.au.
Contact any CYCT Committee Member (details inside the front cover of
this magazine) for more information.

WE LOOK FORWARD TO WELCOMING YOU TO OUR CLUB

Editorial



Jackie Zanetti

Chaika

The month of October saw your editor off on a cruise – not the kind you're all hopefully enjoying in local waters, but on the Hurtigruten ferry hopping up the coast of Norway. She's packed all the thermals and down jacket, and is hoping to be rewarded with a glimpse or two of the Aurora Borealis. Hopefully the weather won't be any worse than September was in Hobart! Given the vagaries of internet and email access on the ferry, she has gratefully accepted Kim Brewer's offer to step into the breach and look after the November issue of the Albatross. Thanks Kim!

Commodore's Report

**Cruising Calendar**

Barring any last minute glitches, this copy of your 'Albatross' will contain a detailed calendar of our cruises for the remainder of the Club year. Not only does it set out the dates of each cruise and tell you who will be the co-ordinator for each, but it also provides some interesting and useful background information pertinent to each event.

This initiative is the brainchild of Vice Commodore Alan Gifford, and he has been more than ably assisted by Rear Commodore Kim Brewer, she of the flying keyboard fingers and all round creative whizz kid. Quite where these two found the time to undertake this project is beyond me.

All of us on Committee are enthusiastic about this calendar and hope that it will lead to greater numbers joining each cruise. We think that having the calendar in place at the beginning of the year will enable members to plan a bit further ahead. But just because we have formalised the calendar doesn't mean that our cruises will be formal. The CYCT has a proud history of a degree of larrikinism that we hope to maintain. Be prepared for surprise events during some of the cruises, and if other commitments prevent you from getting to a cruise at the same time as most others, or if you have to depart early, don't worry - just come when you can. Casual is king (but not at the cost of responsible seamanship, of course). Naturally, the weather will have the last say as far as destinations are concerned, no matter how well prepared our calendar is.

Your feedback on the calendar will be greatly appreciated – just email committee@cyct.org.au or pass on your comments to VC Alan or any Committee member in person.

Opening Day

A good turn-out of a dozen Club boats took part in the Opening Day sail past. Some members enjoyed lunch at Montague Bay prior to forming a convoy behind *Wayfarer II* and sailing past His Excellency the Governor of Tasmania who took the salute on board *Masterpiece*.

A few Club boats then made their way to Nutgrove Beach for afternoon tea. *Windrush* rafted alongside *Wayfarer II* for a short while, but a nasty set of waves – probably the dying wake of a larger boat – made things decidedly dangerous and lines were cast off in a hurry.

In spite of very overcast weather, it was a most enjoyable day. See the Vice Commodore's report for more detail.

Norfolk Bay Cruise

The next cruise is to Norfolk Bay, where, at the suggestion of a few of our newer members, we have organised for a couple of boats to take members through the Denison Canal and Marion Bay Narrows and out to Marion Bay before returning. If you have always wanted to cruise further afield up the East Coast but have been a bit worried about transiting the Canal and Narrows, this will be a great opportunity to see what's involved first hand at no risk.

Unfortunately, I won't be able to make it as I will be helping Andrew Boon bring his new boat down from Mooloolaba to Tasmania – a trip I'm really looking forward to.

Cheers for now,
Chris Palmer

Australian Wooden Boat Festival 8-11 February 2013

The Club is looking for a volunteer to organise the CYCT booth for the Australian Wooden Boat Festival. Our presence at the festival gives the club a great opportunity to promote CYCT and encourage new membership. This involves gathering together some items for a display and coordinating a roster of people to man/person the booth during the festival. If you've got enthusiasm for the CYCT and are looking for a way to contribute, please consider taking on this small role.

If interested please contact Chris Palmer: commodore@cyct.org.au

Vice Commodore's Report



Included within this edition of *The Albatross* you will have found a separate Cruise Calendar for 2012-13. It is hoped that a colourful and detailed booklet of cruises will entice more of our membership to plan ahead and decide to join other members on the many and varied cruises on offer. We hope you enjoy the material and keep the booklet handy throughout the season. I am indebted to Commodore Chris and Rear Commodore Kim for their overwhelmingly generous help and hours of planning and advice in the preparation of the booklet.

We are fortunate indeed to have a vast area of excellent cruise grounds so easily accessible. The Calendar includes cruises off-shore and along sheltered waterways with scenery the envy of sailors everywhere. The soaring cliffs around Tasman Peninsular, the awe-inspiring Friars, the quaint and historic townships of the Huon, the

multitude of isolated, quiet anchorages and beaches, to say nothing of the unique opportunity to berth your boat in Constitution Dock right in the heart of Hobart, are but a few of the extraordinary experiences available to us. We can cruise to unique places such as MONA, World Heritage areas such as Port Davey and Port Arthur, along meandering river waterways such as the Derwent and the Huon and out into the Southern Ocean where swells generated thousands of miles away make for exciting sailing. A cruise almost anywhere in Tasmania or the Mainland will convince you that we have cruising here, in the south east of Tasmania, which is unequalled elsewhere in the country. Let's enjoy all this together. Plan to become a Club Cruiser this season.

The sailing season kicked off with a spectacular Open Day or Combined Clubs Sail Past on Saturday 6th October. Almost 300 boats made their way past M.L. Masterpiece in Sullivans Cove to receive the salute from His Excellency The Honourable Peter Underwood A.C. It was a sunny, calm, chaotic day but lots of fun. CYCT was very well represented by *Puffin*, *Lalaguli*, *Irish Mist*, *Mulberry*, *Storm Fisher*, *Odyssey III*, *Peacemaker*, *Deja Vu*, *Saltair*, *Rubicon*, *Helsal IV*, *Windrush* and *Wayfarer II*. We might well have missed one or two more in the sea of boats.

A cruise with a difference is coming up at the end of the month. We are off to Frederick Henry and Norfolk Bays where beautiful sheltered anchorages abound. One highlight will be a trip through The Denison Canal and return. This trip will provide those who wish to hop on board the two (possibly three) Club boats experienced with the passage through the Canal, with an ideal opportunity to see how it's done. Tony and Kim Brewer's *Vailima* will be the radio contact boat for the cruise, listening on VHF dual watch Channels 16 and 77. If you want to know what's going on or where boats are anchored or the time for the BBQ – give Tony or Kim a call. There will be a briefing for all skippers planning to join the cruise at The Mariners Cottage, Battery Point, on Monday 22nd October from 7.30 – 8.30. If you can make it I think you'll find the briefing to be a useful opportunity to review the weekend's forecast, to discuss the planned trip through the Canal and to consider the

merits of possible anchorages. Also, the meeting will give us an opportunity to chat about any issues skippers might care to raise.

For those Club members who would appreciate a more experienced hand on board or perhaps, just at the other end of your mobile phone/radio, several highly experienced Club sailors will be happy to assist wherever possible. This mentor programme, called *Sail Mates*, will be trialed throughout the season and can be accessed either directly or by contacting the Vice Commodore on 0447 250 945 or by email alangifford75@gmail.com.

May you be blessed with tight futtocks.

Alan

Rear Commodore's Report



A Reminder: there will be no meal available before November's General Meeting. So bring your own popcorn!

Instead of a single guest speaker, you will have the opportunity to quiz six experienced Club members who have volunteered their expertise as "Sail Mates". At the meeting, they will answer your questions on topics like sailing techniques, handling in heavy weather or under power, setting up the gear for easier sailing and recommendations on what gear really works.

Come prepared to ask questions from the floor or, if you are a bit shy about that, have written questions to deposit in a box. Or email me at rearcommodore@cyct.org.au.

The meeting will be an opportunity to meet these Sail Mates; to learn something of their sailing background and experience. If you are interested, you can then contact one of them directly (or via the Vice Commodore) and arrange to have someone sail with you on your boat as a mentor.

"Sail Mates" offer the services of an experienced, calm crewmember who may give you a little more confidence in new situations, help to improve your skills or offer constructive ideas on how to make your boat operate more efficiently. Think about having an extra hand aboard for the upcoming night-sail or for a few hours during one of the weekend cruises. Take advantage of the pool of knowledge and expertise we have within the Club, pick their brains, and maybe even teach *them* a few new tricks! And all for the price of a cup of coffee.

Our December meeting will double as a Christmas Party and we will be BBQing at DSS. Details next month.

Cheers
Kim

Rear Commodore

WELCOME NEW MEMBERS

Tony and Lyn Peach

WESTWIND

On behalf of all the members of the Cruising Yacht Club of Tasmania, the committee welcomes these new members to the Club and looks forward to a long and happy association with them, on and off the water.

Tony & Lyn Peach - *WESTWIND*

My “sailing” experience is almost nil. One delivery of a 55 foot Beneteau from Hobart to Sydney is about it. However I started boating in 1963 with a 10ft aluminium dinghy, progressed to plywood 15-footer until 1983, then moved to USA for 10 years. Upon our return to Tasmania in 1990 we purchased a 20ft Bertram inboard/outboard. In 1993 we moved into our first non-trailerable vessel, a 32ft Bayliner. This was superseded by a 36ft Markline twin-diesel, fly-bridge cruiser.

When returning from a crayfish hunting expedition in the Furneaux group, with 45 knot southerly blowing across Great Oyster Bay, and watching green water break over the windshield, we realised it was time to progress to a “sea-worthy” displacement boat.

We purchased *Westwind* in 2008, and have since visited the Furneaux group four times, the Gippsland lakes, completed two circumnavigations of Tasmania, and arrived back from a visit to Lord How Island during August 2012. No sailing, but lots of motoring. *Westwind* has completed over 13,000 nautical miles since we purchased her.

Where are they?

Honey Bee has been sitting out fresh northerlies in Coffs Harbour, waiting for a kinder breeze to start the next leg southwards.

Adagio has been cruising in New Caledonia and reports close encounters with whales. Check out their webpage for some spectacular shots.
<http://adagiojournal.com/>



“Cooperisms”

- from the legendary British comedian Tommy Cooper

Police arrested two kids yesterday: one was drinking battery acid and the other was eating fireworks. They charged one and let the other one off.

“You know, somebody actually complimented me on my driving today. They left a little note on the windscreen. It said ‘Parking Fine’ so that was nice”.

A man walked into the doctors. He said “I’ve hurt my arm in several places”. The doctors said, “Well, don’t go there anymore!”

A man walks into a bar with a roll of tarmac under his arm and says “Pint please, and one for the road”.

THE PARTRIDGE ISLAND CHRONICLES

PART II - THE LAUGHTON ERA CONTINUES
Shankley

Erika

Thomas Laughton - 1827-1849



Thomas Laughton

Following her husband's death, Elizabeth Laughton and her family had found it more convenient to move into town. Whether anyone remained living on the island is not known but Partridge Island was regularly visited by ships, outward bound or heading up river to the docks in Hobart Town. It was inevitable that some were wrecked on offlying hazards such as Acteon Reef.

In 1822, the *Acteon* had been wrecked south of Partridge Island. Then in 1835, on the other side of D'Entrecasteaux Channel, there was massive loss of life when the convict transport ship *George III* struck the submerged rock which now bears its name.

A headline, "*Piratical Seizure*" in the *Colonial Times* on August 28th 1829, was followed by the story of the hijacking of the brig, *Cyprus*. On her way to the penal settlement in Macquarie Harbour the crew had been over-powered by the convicts and, after setting the passengers and crew ashore at Recherche Bay, had made their escape.

The resourceful castaways built a small boat, using little more than a knife, a razor and canvas across wattle sticks, waterproofed with beeswax and soap. In this precarious contraption two members of the crew set off using rough-hewn paddles, eventually reaching Partridge Island. There is no mention of anyone being on the island at the time but their light was spotted by the pilot aboard the sailing ship, *Orelia*, and everyone was rescued.

Then again in July 1835 Partridge Island once more provided refuge – this time for survivors from the barque *Enchantress*. Under the command by Captain Roxburgh, the *Enchantress* was nearing the end of a long voyage from London. Seeking the shelter of D'Entrecasteaux Channel after dark, she hit Acteon Reef and sank within 20 minutes. Unfortunately, sixteen members of the crew and one passenger lost their lives but, after spending a cold night at sea, the survivors landed on Partridge Island the following morning. Again there appears to have been no one on the island and the castaways ...*"remained there all that day and the following night, suffering severely from cold and hunger."*¹

¹ *The Mercury*, 20 July 1835

Eventually, Mr Madden's cutter *Friends* arrived and gave assistance. On hearing the news, Port Officer, Captain William Moriarty "left for Partridge Island as quickly as possible by steam boat with food, clothing and comforts, which all, especially for the ladies, were badly in need of."²

The exploits of the Laughton family seemed very newsworthy, judging by the number of articles which appeared in the daily press. Even a hundred years after John Laughton first set foot in Van Diemen's Land there was a lengthy exposé of the family's fortunes in *The Critic* in 1923.³

Thomas was only seven when his father drowned and he was not yet 16 when he left school. In a letter to the Lieutenant Governor, his mother requested help in getting him paid work. She said that "I find my expenses daily increasing, and of course wish by the employment of my eldest son to derive some means of providing for his two younger brothers, whose education I find an immense expense."⁴ Thomas had been working in an ordinance store without remuneration for some time. However, a comment penned at the bottom of the letter by Acting Commissary-General Moodie said that "I am led to believe from the enquiries I have made, that he is too young and ineffective."⁵

Whether Thomas ever obtained a post with the Crown is not known but by about 1840 he is believed to have been in command of the Imperial Government schooner *Eliza* which carried officials between Hobart Town, Macquarie Harbour and Port Arthur.⁶

In 1833 James Triffet applied for land on Partridge Island, but in his reply, Lieutenant Governor Arthur wrote that no part of the island was to be disposed of by grant.⁷ This was an interesting comment, given that the island had been the subject of a Location Order in 1827 and also requests by Thomas' mother to exchange the island for other land had previously been refused.



Elizabeth Laughton c.1823

Photo: Eileen Smith

² *The Mercury*, 20 July 1835

³ *The Critic*, 20 July 1923

⁴ *The Critic*, 20 July 1923; Eileen Smith, *A brief History of the Laughton Family*;

⁵ *The Critic*, 20 July 1923; Eileen Smith, *A brief History of the Laughton Family*

⁶ MMT_P_GSL234_1_w; Eileen Smith, *A brief History of the Laughton Family*

⁷ LSD 1/11 P. 343

Elizabeth Laughton again applied for recognition of their title to Partridge Island by way of a grant in 1836.⁸ She called on Governor Arthur at Government House, pleading her case, and wrote him a lengthy letter. However, in an annotation on the correspondence the Surveyor-General penned “Mrs Laughton has no claim to Partridge Island, she having received land in another situation”⁹ It seems that the government mistakenly believed that Partridge Island had been relinquished, together with the land on the Bruny shore, in favour of the location at Macquarie Reserve.

In 1843, an official census on 2 January shows that there were six people on the island, all between 21 and 45 years of age. The house was described as being constructed of wood and, apart from Thomas Laughton, who is shown as the head of the household and proprietor, there were five other people “gardeners, stockman, or persons employed in agriculture.”¹⁰ Three of these were free persons, and three under bond - one with a ticket-of-leave and two on private assignment.¹¹

The wheels of government turned slowly and the trail of paperwork is hard to follow. Still no grant had been issued. Members of the family had occupied Partridge Island for nearly 20 years when on 3 March 1843, Thomas Laughton once again applied to the Crown to formalise the claim.¹² Nothing more was heard for several years until on 21 February 1845 a Mr Lovett landed on the island and served a Writ of Intrusion!¹³

Somewhat shocked by this turn of events, Thomas surmised that there may have been an ulterior motive in removing him from the island – that consideration was perhaps being given to Partridge Island as a site for a Probation Station.¹⁴

In August 1845 the Surveyor-General’s office placed an advertisement in the newspaper for Lots of Crown Land available for rental which included “Special Lot, Partridge Island in D’Entrecasteaux Channel, lot 40, 270 acres, more or less ...”¹⁵ Perhaps there had been no response to the advertisement because the following November, 18 months after the Writ of Intrusion had been served, a letter to the Surveyor-General from the Colonial Secretary’s Office asked whether Thomas Laughton had yet been ejected from the island.¹⁶

Having been in residence on Partridge since he was a young boy, Thomas Laughton was not in a hurry to leave what he believed to be his inheritance and a court case ensued! The matter of the Queen v Laughton came before the court on 16 March 1846, His

⁸ *Hobart Town Courier*, 30 December 1836

⁹ *The Critic*, 20 July 1923, *Notes by the Way*; Eileen Smith, *A brief History of the Laughton Family*

¹⁰ TAHO CEN1/1/73

¹¹ TAHO CEN1/1/73

¹² *The Courier*, 19 May 1843

¹³ TAHO AB567/3/2

¹⁴ *Colonial Times*, 17 November 1848

¹⁵ *The Courier*, 13 September 1845

¹⁶ TAHO AB567/3/2; CSO 24/73/2296; *Hobart Town Courier*, 25 March 1846

Honour the Chief Justice, Sir John Lewes Pedder, presiding, together with a panel of twelve jurors.

Thomas Laughton's solicitor, Mr John Montagu, produced the original Location Order as evidence but there was considerable argument as to whether this was admissible and it ultimately had to be withdrawn. Nor did the judge take any notice of the fact that Thomas Laughton's father had fulfilled all the requirements imposed by the Crown, and despite three further attempts to clarify the issue, a grant had not been forthcoming and no explanation given. Mr Montagu completed his address by reminding the jury that the defendant had been in "*quiet and uninterrupted possession of the land on Partridge Island for twenty years.*"¹⁷

In his summing up the judge remarked "*that the location order was in point of fact waste paper, and that nothing short of a grant from the Crown would establish a legal title.*"¹⁸ However, the jury thought otherwise, and brought in a verdict of 'Not Guilty' - in favour of Thomas Laughton!¹⁹

In the weeks that followed there were numerous letters in the newspaper deploring the action of the government. Despite this support, Thomas Laughton found himself in difficult financial circumstances. To cap it off, after fighting for his inheritance through the courts, Partridge Island was raided by a group of escaped convicts from Port Arthur. West and his gang, the report said, stripped the house of everything it contained – even the "*slop clothing of his servants, to the value of upwards of £50.*"²⁰ The newspaper article went on to say that the British Government is bound in honour to make good to Mr Laughton the loss he sustained – "*to him a little fortune.*"²¹

By 1848 Thomas Laughton had finally had enough and decided to sell Partridge Island. In September that year auctioneers, Messrs. Lowes & MacMichael, advertised the island for sale, describing it as having 22 acres in cultivation; a coastline abounding in kelp for manure; a garden enclosed by a substantial stone wall with many fruit trees; a cottage of three rooms; a slab barn 40 x 16 feet; a jetty; timber suitable for ship building and a secure anchorage which made it very well adapted for a whaling station – several whales being killed there each season. And, the advertisement goes on to say, "*It abounds with springs of the purest water.*"²²

The auctioneers felt obliged to add that the court's verdict had determined Laughton's title to be a good one, although no grant had been obtained. However, despite the decision of

¹⁷ *Colonial Times*, 17 March 1846

¹⁸ *The Observer*, 17 March 1846

¹⁹ *Colonial Times*, 17 March 1846

²⁰ *Colonial Times*, 26 May 1846

²¹ *Colonial Times*, 26 May 1846

²² *The Courier*, 23 September, 1848

the court, a notice gazetted by the Attorney-General's Department warned anyone against buying the island as it was Crown property!²³

Thomas Laughton countered that he “*had been subjected to great loss and inconvenience in defending himself against the Action of Intrusion, which, with other expenses, had embarrassed him in his circumstances.*”²⁴

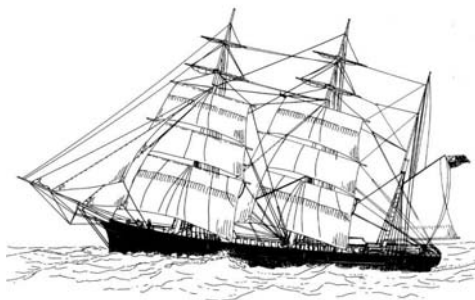
It seems that the island did not sell at auction and by this time Thomas Laughton must have been in dire straits. He had already taken out an Indenture of Mortgage to Hobart businessman Richard Cleburne on 8 October 1846. Cleburne had “*advanced to Thomas Laughton ... the sum of £250with the power to sell the hereditaments and premises in case of default in payment of the principal sums...*”²⁵

Thomas Laughton relinquished Partridge Island in final payment of the mortgage in 1849 and the island passed into the hands of Richard Cleburne.

In the meantime, Thomas's younger brother, John, was injured after falling from a horse at Bothwell, and died at his mother's residence in Macquarie Street on 6 September 1845.²⁶ James, the youngest of the family, was far more scholarly. He is said to have been an early pupil at the Hutchins School, a Latin scholar and solicitor, serving his articles in the chambers of Mr John Dobson in Hobart. He died in 1895, aged 68.

Thomas left Van Diemen's Land for the Californian goldrush about 1849. He was later employed by the Hudson Bay Company and is thought to have joined in the search for Sir John Franklin.²⁷ In his last letter to his family he said he was heading north from Vancouver for a couple of years. He was never heard from again.²⁸

Part 3 ... The Cleburne era ...



²³ *The Courier*, 4 October 1848

²⁴ *Colonial Times*, 17 November 1848

²⁵ *LTO* – ref:3/2242

²⁶ *Colonial Times*, 9 September 1845

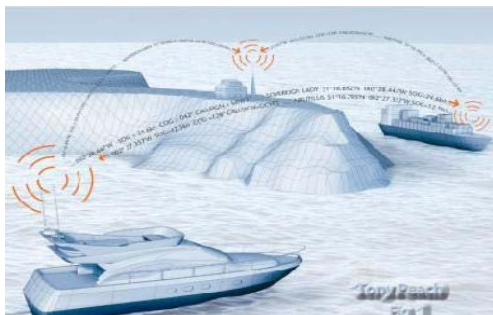
²⁷ Eileen Smith, *A brief History of the Laughton Family*

²⁸ *The Mercury* 4 February 1938; , Eileen Smith, *A brief History of the Laughton Family*

SHOULD I CONSIDER AN A.I.S.?

What is AIS?

Almost every cruising boater knows about AIS the Automatic Identification System. This quite remarkable piece of engineering has arrived during the past 10 years approximately. AIS type A, quickly became a standard on large ships. Today it is a regulatory requirement for equipment on any commercial vessel. All international ships of more than 300 tons and all passenger vessels, irrespective of size, are mandated by the International Convention for the Safety of Life at Sea



Look around corners

to carry a transponder that broadcasts their position, course and speed as a collision avoidance system. However, AIS A was and relatively still is, fairly expensive and complex, so few recreational boats have installed it. AIS works by using VHF (Very High Frequency) radio transmission technology. (Remember that VHF is basically only "to the horizon" transmissibility). This is the broadcasting of a Line-of-Packets of data, which are sent out, thereby providing live navigation data, position, speed, course, and heading, along with other vessel details such a destination, tonnage, ETA (Estimated Time of Arrival) etcetera. A GPS (Global Positioning System) antenna provides the vessel's current location, but transmitted (Broadcast) via VHF frequency. This information, along with other very useful information; vessel name, vessel dimensions, MMSI, age of data, etc. (MMSI = Maritime Mobile Service Identity) is broadcast. Early AIS systems installed on cruising boats were only receivers. They would usually enable the chart plotter or PC navigation software to illustrate the position of any ship broadcasting AIS packets that were in range. For serpentine rivers, offshore, or busy harbours, the system provided a view of the ships that were in the area, even when radar didn't provide an appropriate warning due to the target being within a shadow of radar received signals.



Information on closest point of approach

In 2007, AIS Class-B was released with a lower-cost, and commensurate reduced capabilities to work alongside AIS class A systems. A Class B transponder will both receive all AIS traffic and transmit information about your boat for others with AIS systems to

view. Prices are now very economic and the easily

integrated, with almost every chart plotter and PC based navigation software, being covered. I have been using a Class A receiver for the past five years and this past winter added a Class B transponder. Crossing Bass Strait with the transponder operational really eased the stress levels at night while traversing the shipping lanes. The AIS information displayed on a chart plotter screen will display an AIS broadcasting ship's or boat's name, which can be very useful when you decide communication is necessary. When a large commercial freighter approaches from astern, the AIS target and track line generally gets our attention quickly. Our nominal 7.0 knot speed means we're passed a lot by commercial traffic. It's comforting to be able to easily see the speed and closest approach calculation as a faster boat approaches.

If you are cruising in company, and you and your fellow boaters have transponders, being able to see their immediate Location especially if they are obscured by a headland or intervening island can be very convenient. It should be pointed out that legally you should insert your MMSI number as well as your vessel's name. Your MMSI number will have been received from AMSA (Australian Maritime Safety Authority) when you registered your HF radio, or your DSC, VHF or HF radio. (DSC = Digital Selective Calling). If you have installed the number correctly, then vessels in the vicinity with Class A receivers will be able to view your number and be able to use VHF DSC feature on your radio to contact you if required, assuming you have DSC capability.

A further advantage is the increasing use by authorities of VIRTUAL NAVIGATIONAL AIDS. These are effectively electronic buoys. I came across a couple of these whilst passing Port Kembla during August 2012. The buoys show up on your screen and are effectively "leads" for commercial ships to caution them to stay to port or starboard of these marks due to nearby shallow water. Being cautious, I used the markers and stayed well clear of the surrounding Islets. (One of them by the way is named Flinders Islet).

Myths & complaints I have heard/overheard from other boaters

1. *Statement: If everyone installs an AIS, transponder it's going to get too very busy and there will be continual alarms.*

I would absolutely agree, but in good conditions, & visibility the unit can be turned off. However, in poor visibility conditions, then the "ON" switch is the only way to go. If the settings (Available on the majority of modern class B transponders) are used correctly, then the *TOO MANY ALARMS* syndrome can easily be reduced. In shore, or in harbor set the unit for one (1) mile or less. If coastal cruising, 3 - 6 miles would be appropriate. Off shore, then the more data the better if the watch keeping is reduced to one person, and set the system to the maximum range. It is unlikely that the range will be more than 24-30 miles because VHF signal will not bend over the horizon!

2. *Statement. "AIS Class A transceivers fitted to commercial vessels have a big red IGNORE CLASS B Transceivers button to de-clutter their displays and concentrate on avoiding vessels that will do more than smudge their paint in a collision".*

From querying this with a couple of commercial skippers, it appears this is a figment of somebody's imagination. Commercial boats apparently use every tool at their disposal to

assist in avoiding collisions. From my recent personal experience crossing Bass Strait, and travelling past the holding area off Port Kembla, each time I was unsure of a large vessel's movement and called their watch keeper, they were aware of who we were. Comforting! (A side note: A couple of years ago I crossed Bass Strait in a my boat, which at the time had an AIS receiver only, and when we contacted a commercial vessel coming from our port side, they asked us to hold while they attempted to locate us! To the best of our radar and AIS information there was nothing else within a 16 nautical mile radius. That was disconcerting, and this in clear daytime visibility. The sun was behind the approaching vessel, so they should have had a very clear view of us: "ASPHALT SPIRIT").

My PC based navigational software (Nobletec) allows me to filter all sorts of information from AIS.

- Ships at anchor
- Ships at less than 2 knots
- Tugs
- Sailing Vessels
- Vessels being towed
- Etcetera.

Class A units have this "filtering" capability as part of the unit. However, before you panic, that as a yacht entering a shipping lane, you may be "filtered". However this only means that the commercial vessel can see you as an ICON on their screen, but the associated text with your vessel details is omitted. More modern AIS units automatically remove the text but can display it if the screen cursor is placed over the target icon.

What actually occurs is Class B AIS asks a Class A vessel if they can see them. For example, "Can you see SAILYACHT"? The answer is most likely to be a resounding NO, since the Class A cannot decode the name of the class B vessel. However "SAILYACHT", will show up as a target showing position and the MMSI number, BUT ONLY IF YOU PROGRAMMED the MMSI number into the unit. Consequently I would suggest if the Class B vessel had asked "can you see vessel MMSI-234?" you will most likely receive a positive and comforting reply.

3. Statement. *"I don't want AIS because during inshore operation the alarms are continuously sounding"*.

AIS users, who experience the constant beeping of their alarms, probably aren't using their AIS capabilities properly. Inshore and with good visibility, you can disable the alarms. When off shore in commercial lanes, with low visibility and only one person at the helm, then push the beep button! Consider the English Channel and Straits of Gibraltar. These zones have a massive quantity of ships of all sizes passing through them at all times of the day and night. The skippers of these vessels don't turn their units off, but they may reduce the volume of the alarms. Take a look at the following screen shot of the English Channel. I would prefer to have all these guys know that I am brave/stupid enough to enter into their navigational cauldron from hell, by broadcasting an AIS signal.



Approx 1315 UTC 12/10/2012) <http://www.marinetraffic.com/ais/>

4. Statement: "I don't want others to know where I am".

This one I find very interesting. Why do you not want to be seen? If you decide to install an AIS, you do so because of perceived safety. Then why not broadcast your signal to further improve the safety for others? It is much safer to receive a VHF call with your boat's name rather than a call providing an estimate of your current lat/long. If you do feel a need for secrecy, most AIS devices have a setting/switch that will terminate the transmission of your data. Having said this, there are probably merits in stealth mode when you are in southern Philippines or off the coast of Somalia. But then, in addition, navigation lights, radar (transmission of radar signals can be detected with sophisticated equipment) and all other forms of possible ID should be eliminated. As a participant in the past couple of VDLCs (Van Diemen's Land Circumnavigation, conducted by the RYCT) the fleet radio relay vessel (RRV) performs a daily radio schedule to ascertain participating fleet position reports. As a suggestion to future RRVs, if that craft was fitted with AIS, then most vessels within a 20-30 mile radius of the RRV position would be immediately identifiable irrespective of whether they are obscured by night, land mass, fog or other. Don't turn it off; it may save your life, the same as your EPIRB.

Are You Nearing A Decision?

If you decide to install an AIS transponder, then the Class B should provide all the necessary requirements for a pleasure boater. Yachts, as opposed to power craft which have less stringent power consumption requirements, should make sure any unit has low power demand, and has connectivity to the displays that you have on board. Typical display devices will have NMEA 183, NMEA 2000 (National Marine Electronics Association), or

USB (Universal Serial Bus). An AIS that includes all these features will obviously provide the greatest flexibility.

I Purchased One, What Now?

So you purchased one. Good decision. Now there are a couple of things to keep in mind when planning an AIS installation:

If you went with a transponder as opposed to a receiver only, you will have to have access to both a VHF antenna and a GPS signal. There are two ways to consider the VHF requirement. You can purchase a small, inexpensive VHF antenna or install a VHF splitter which will allow you to share an existing VHF antenna with the AIS radio. A good splitter will cost a couple of hundred dollars. The decision to consider the installation for a splitter isn't simple. You may already have multiple VHF antennas installed, and mounting space is already consumed. However, be mindful that the splitter will consume power. Most dedicated AIS splitters will automatically switch to the VHF radio when transmitting or reception is present. Some even provide the flexibility to harness local AM/FM radio signals. If you went with a transponder, for it to work correctly it must have a GPS. Like any GPS antenna, try to insure the AIS GPS antenna or the integral antenna AIS unit is placed in a location that will have clear access overhead.



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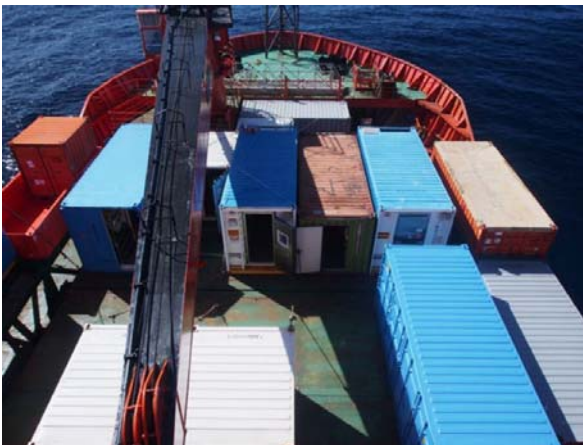
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Polar navigation, a voyage on the Aurora Australis. (AA)

Today, whilst AA is moored to an ice floe, riding out 45kts of South-Easterly blowing off Antarctica, with the outside temp -25° (-35° with wind chill) my thoughts turn to the horror of being in this vicinity in a small craft, like single-handed David Lewis in his 10m sloop Ice Bird (1960), or Robin Chamberlain and crew in his catamaran who sailed to Commonwealth Bay and back a few years ago. What are the problems and hazards of polar navigation? Aurora Australis is currently (October/November 2012) on a marine science expedition (SIPEX II) to the region 65° South 120° E, just East of Casey Station, roughly under Albany WA. She has 75 scientists aboard, researching sea ice. The "Holy Grail" is to be able to remotely sense (from satellite pictures) the volume of Southern sea ice, and put to bed the argument as whether, and how it is changing. We know the area, but volume requires knowing thickness, and it has to be measured with a ruler! More of that research you can read elsewhere (AAD.gov.au/sipex), but with an open bridge, and access to the navigation team, it's a fantastic chance to watch and discuss techniques and problems of ice pilotage in action, and share them with *Albatross* readers.

AA is a 10.000KW twin engine variable pitch constant revs single screw Class IA icebreaker, built and launched in 1990 at Carrington Shipyards in Newcastle (the last ship built there) and Australia's only icebreaker. She has bow and aft thrusters, a huge trawl deck, and a helideck aft. She is operated and crewed by P & O, and has been on charter every year since launching for the Antarctic division. We are voyaging early in the season, because September is the month of maximum ice extent, and best krill larval growth. Ice and snow are plentiful, thick, and cold right now. There are 13-14 hours of useful daylight too.



Laboratories on the fore-deck

Yacht passages in these regions are rare. Earlier "Round the World" races went as far as 60° south, (icebergs have been seen at 50° S) but rule changes have kept racing sailors to the safer ice free ocean above 50 deg. Only the most dedicated great-circle cruisers sail the short route to Cape Horn, via 60° South, following the square riggers route.

After two benign days cruising off Maria Island, calibrating the instruments, we rounded South East Cape on Sunday September 16th. Five gentle days later we crossed the Antarctic convergence, where the temperate seas (above 7°) meet cold (below 2°) Antarctic waters at around 56° S with dense fog, a change from albatross to petrels and

other Antarctic sea birds, with greener, algae laden waters. Being off the trade routes and rare fishing boats few and far between, navigation is straightforward: follow 220°T.

Two days later, after one of the easiest crossings of the southern ocean on record, ocean temperature plunges to -1.8° and we entered the newly forming ice looking like grease and slush, it is easily pushed aside and soon we encounter brash ice at about 60° . It is like driving through porridge, says the second Mate. First year, or single season ice, with the occasional floating iceberg needs to be given a wide berth. 'Bergs can have extensive underwater projections, and be moving at up to 2 kts as they are current driven. If they get too close the ship she can be trapped in the thick jumbled ice they push before them and then be crushed by the 'bergs hammer blow. A huge hazard for small craft. The surface also shows low floating container-sized lumps of ice from broken down and melting 'bergs, known as "bergy bits" or "growlers" (from the noise of water moving through their channels) Being low they often do not show on radar and if hit at speed, they can damage an icebreaker, sink conventional shipping and small boats just disappear, so a sharp watch is kept, and three powerful headlights beam on the sea, 200m ahead. At night, speed is reduced to 6kts. It is the major reason to navigate here in daylight when viz is poor. Growlers are the major hazard to small craft in ice; they are the rocky reefs of the Antarctic.

Soon the ice thickens, becomes continuous, up to 30 cm thick, broken up here and there by driving ocean swells, tumbled, and it forms "pancake" ice, meter- wide saucers with raised edges, fairly easily driven through, though slower. 'Bergs become larger, majestic, photogenic and more frequent. At 63° S, we enter the region of contiguous ice floes broken from the continental edge, up to a kilometre or less across. It is multi-year ice; hard, blue, and from 30cm to over meter thick, with a variable cover of snow. It is our study subject. Here the ice pilots needs all their skills, as she cannot penetrate ice thicker than a meter, and risks becoming beset, yet must get far enough into the floes for the science to proceed..

There is no definitive text on Southern ice pilotage, as there is for the Arctic, with its regular commercial routes and plethora of icebound harbours in the Norway, Baltic, Canada and Russia. South, the ice is much different; thicker, tougher, having broken from millennia old glacial tongues and the dense multiyear continental ice fringe. Ice pilots train on the job, learning from one another by word and example. A deft hand on the joystick, with the other on the throttle, talking all the while on intercom to the engineers, blindly sweating six decks below. The rudder



Anchored in the ice, drilling a hole for the ROV

and propeller are kept free of damaging ice by the sweeping aft hull lines, so less than 10° of rudder can be applied when in ice, hence skill is needed to follow a twisting lead twixt the floes.

Mooring fast to an ice floe, with two bow leads and a stern lead is a well-practised drill. She must be kept static, as a brow ramp is down to the ice for access. An ice-hole is drilled, then a wooden log with wire rope attached to the centre is dropped through the hole into the water a meter below, and retracted, the log now being fast and parallel to the ice, the wire rope is attached with a slip knot to a hawser and tightened from the ship. Two more and presto, she is fast to the floe. When leaving, the post and wire are sacrificed to the 3-mile deep.

The distances here are immense. Rescue and support are weeks away and the only human habitations are small remote scientific stations with no capacity for assistance. Extreme safety is the watchword as we navigate through the floes and 'bergs. The ship must be self-sufficient with mechanical, electrical repairs, fuel and food for months if beset or, in extremis, for weeks in sea and ice aboard the fully enclosed lifeboats. No early helicopter rescue, proximal towing icebreaker, or comfy police cruiser with hot drinks here! Two squirrel helicopters aboard allow the navigator (1st mate) and chief scientist in good weather to spot suitable floes for study, and note the way points for a safe passage towards it, facilitated by aerial photos. They can also point the way out of impenetrable ice too. The helo performs ice survey work evaluating snow and ice thickness, and places radio beacon buoys on floes and 'bergs to track them, recording the ocean swells as well as position for years.

We carry our own Met. Bureau forecaster, on call 24/7 to help plan the expedition activities, give hour to hour forecasts for helicopter flights and safety for scientists on the ice floes. Sudden gales and storms are predicted with unerring accuracy from satellite pictures and met. data, thus we are rarely caught out, as the amateur can be. Weather is a treacherous variable. A powerful sub-zero katabatic wind blows off the continent and vigorous small depressions funnel along the coast, driven by the 25-degree difference between sea and air temperature. The combination gives rise to the "screaming sixties"; storms we are in as I write. Here amongst the floes, ice pilots thread her between the floes, then if the lead runs out, or turns north, splitting a floe with a blow from the bow, creating a new lead, and if the floe does not split, then grinding through it, like breaking up concrete with noise to match inside the hull. With a floe thicker than 80/100 cms of ice, ramming is used, whereby the ship hits the ice at about 6 kts, rides up on her sloping bow onto the top of the floe, then uses her weight to crush the ice below, and then goes slowly astern, pushing crushed aside with a centred rudder acting as a knife. After two ship lengths, she winds up both the engines to full forward, and does it again, making slow progress smashing to the other side of the floe, using huge amounts of fuel, so it is only used occasionally, for getting close to shore stations for re-supply or to avoid being beset. Hard to sleep during ramming ops!

The Antarctic charts are large scale, magnetic variation is huge (95°E here) and unreliable, being so close to the magnetic pole, compass navigation is necessarily approximate. The variable circumpolar current runs at 0.5-1kt to the East, and somewhere below 60°S (approx) it runs variably to the West in gyres! Fortunately there are several polar

navigation satellites for global positioning, but the sextant is ever ready, and during the Y2K upheaval it was a regular drill. All officers are proficient in celestial navigation for backup. Freezing cold brings its own problems, with hatches freezing over, electric motors seizing, the toppling weight of snow on the superstructure to be removed, batteries, oil, fuel must all be kept warm and liquids insulated. Personal protection is paramount. Frostbite is five minutes away at -30°, and hypothermia an ever-present threat, with wind chill adding to the freezing potential. Searing low angle sun with dry wind will burn and cause snow blindness (corneal burns) in 20-30 minutes without protection. So if you thought of heading down Derwent continuing South, and assumed it's just sailing in colder winds and some free ice for the scotch, think again; it's a frozen zone of shifting snow and ice, massive threatening bergs, barely predictable howling winds, navigational challenges and approximate charts. Happy passage planning.

Till next time, and the trip home.

Bryan Walpole
Medical Officer
SIPEX II (Sept-Nov 2012)

(Photos: Dr Wendy Pyper)

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General Meeting held at the Derwent Sailing Squadron**on 2 October 2012**

MINUTES

1. Opening
Commodore Chris Palmer opened the meeting at 8 pm
2. Attendance
Fifty-six members registered their attendance; there were four visitors and guests, and eight apologies.
3. Minutes of the previous meeting.
The minutes of the previous meeting held on 4 September 2012 were in the October *Albatross*; these were confirmed and signed.
4. Business arising from those minutes.
There was none.
5. Introduction of new members and presentation of burgees
The Commodore welcomed three new members to the Club and presented their burgees.
 - Marilyn Graham – Marilyn spoke about how she came to write “Coastal Cruising Companion”, as a result of her experiences cruising the east coast (Tasmania and Mainland). The book contains much information that novices find hard to discover. She offers copies at a discount to Club members.
 - Leigh and Christine Miller “Fleur de Lys” – they have had several boats in the north and east of the State but are now back in Hobart.
6. Vice-Commodore’s report – Alan Gifford
Alan spoke about the 2012-13 Season Calendar now on the website. The intention is to provide sufficient detail to encourage newer members and those who have been with the Club for many years to plan ahead to join in on as many cruises as possible. The hope is that during the season we will see a larger turn-out of boats than we have seen in recent years, for most of the Club’s cruises. Alan called for volunteers to act as cruise coordinators (primarily contact boats). He is also working on making available a hardcopy version of the calendar (for your fridge) and a booklet containing more details.

He mentioned that the Committee is working on the idea of an “Old Salts” program to pass on knowhow from more experienced to less experienced members.

Saturday 6th October is Combined Clubs’ Opening Day and the VC urged

members to join in, and outlined the arrangements. The Governor of Tasmania, The Hon. Peter Underwood, will take the salute from MV Masterpiece in Sullivans Cove.

The Norfolk Bay Cruise will take in the long weekend commencing Friday evening 26th October till Monday 29th. A highlight will be a planned passage by several boats through The Denison Canal and return, to offer members an opportunity to experience the procedure and to become familiar with Blackmans Bay and The Narrows. A Briefing Meeting will be held in The Mariners Cottage on Monday 22nd October at 7.30pm.

Forums: at the final event in the Winter Series, on Tuesday 23rd October at The Mariners Cottage commencing at 7.30pm, Dr Bill Miles will lead a forum on hypothermia and on-board accidents and illnesses. Women on Boats will have one or two more meetings before a summer recess. Planning for the next Crew Overboard event has been delayed but our intention is to hold the activity early in the New Year.

7. Rear Commodore's report – Kim Brewer
Kim reported that catering will *not* be available before the next meeting (November 6th). That meeting will feature a panel discussion with a team of experts. Members should submit questions to Kim by email beforehand. At the December meeting there will be no speaker – this is a BBQ, and our Christmas Party.
8. Treasurer's Report – Wayne McNeice
The Treasurer reported that with the influx of subscriptions, the finances are in good shape at this time of year, and our current account stands at \$7359. Details are filed with the official copy of the minutes.
9. Editor's Report – Jackie Zanetti
The Commodore congratulated the Editor on her first issue. Editor of course is delighted to receive any contributions. She will be away next month and Kim Brewer will produce the next issue of *Albatross*.
10. Marine Life Watch
Alan Butler asked, if anyone has data sheets to hand in, please hand or email them to him. Kris Carlyon of DPIPW reports "we've had a bumper season for southern right whales in SE Tas, and the southern migration now seems to be underway. we have documented 16 individuals in Adventure Bay over the last two days [i.e. Sept 16-17] and the season should stretch into October." Alan plans to present some of Kris's data at the November meeting.
11. Commodore – Chris Palmer
Chris reiterated encouragement to take part in Opening Day. There has been a glitch in mailing the Albatross; if you didn't get yours, please see Margaret Jones.

Peter Hopkins of MAST has informed Chris that the new short-stay marina in Sullivan's Cove (just outside the entrance to Constitution Dock) will be operational by October 3rd. The inner arm is private (for Rob Pennicott's tour boats) but the outer arm available for 3-4 hour maximum stays. Rules governing overnight stays are not clear.

A skating rink is proposed for Sullivan's Cove (Mawson Place) – some members are unenthusiastic about this idea.

We are still seeking a volunteer to coordinate the Club's stand at the Australian Wooden Boat Festival.

Club apparel ... the range is on display at the meeting, you can order from the website, and the system works ... items ordered last month were available at this meeting for collection.

12. Other business

There was none.

13. Guest Speakers

Kim Brewer introduced Tobias Fahey, who is about to depart on an attempt to become the fastest Australian to sail a single-handed non-stop circumnavigation. His yacht "Sea Quest" an International Open One Design 50, is moored at the DSS work-berth. Tobias has a website and a Facebook page. He started training and planning for this voyage 6 years ago. He answered many questions about planning, finance, route, food, sail configurations, etc. He will carry a Yacht Tracker so we will be able to follow him on his website. Kim thanked him for his time and everyone wished him well for the trip.

Kim then introduced Malcolm Riley from the Bureau of Meteorology, who gave a very interesting guide to the BoM's website – including parts that we might not be in the habit of visiting, and likely future developments. There were questions about details of the use of the site, sources of data, etc. Malcolm informed us that two new automatic weather stations, at Blackmans Bay and Dennes Point, are about to come on line. Kim thanked him for a most interesting presentation.

14. Next meeting

November 6th at DSS. No meal available beforehand this time.

15. Close

The meeting closed at about 10 pm.

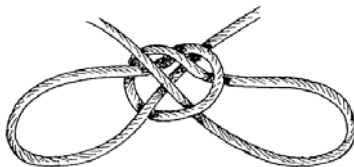


FIG. 66.—Tomfool knot.





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