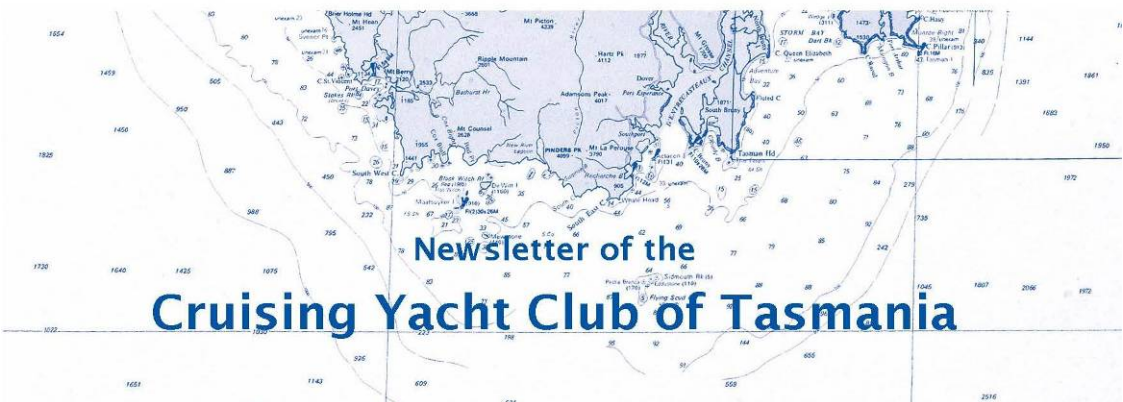


Fleur de Lys - Norfolk Bay



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	<i>Wayfarer II</i>
Vice Commodore		
Alan Gifford	H 0447 250 945	<i>Eight Bells</i>
Rear Commodore		
Kim Brewer	H 0428 937 358	<i>Vailima</i>
Treasurer		
Wayne McNeice	H 6225 2392	<i>Riverdance</i>
Secretary		
Alan Butler	H 0457 000 434	
Editor 'Albatross'		
Jackie Zanetti	H 6223 4639	<i>Chaika</i>
Committee		
Hans Van Tuil	H 6229 1875	<i>Alida</i>
Bryan Walpole	H 6224 8815	<i>Merlyn</i>
Membership Officer		
Margie Benjamin	H 6267 4994	<i>Wayfarer II</i>
Warden & Quartermaster		
Chris Creese	H 6223 1550	<i>Neptune</i>
Albatross mailing		
Chris Creese	H 6223 1550	<i>Neptune</i>
Webmaster		
Dave Davey	H 6267 4852	<i>Windclimber</i>

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>DECEMBER</u>	
Tues 4 th	Christmas BBQ @ DSS from 6:30pm BYO meat and drinks; salads, etc. will be provided
Wed 5 th	Committee Meeting @ Mariner's Cottage 7.30pm
Sat 8 th	Visit to Tassal Fish Farm.
Fri 28 th – Tue 1 st	New Years Eve cruise to Quarantine Bay (Fri) and Mickeys (Sat – Tues)
<u>JANUARY</u>	
	No General Meeting or Committee Meeting
Sat 12 th - Sun 13 th	Cruise to Missionary and Simpsons Bays
Fri 25 th - Mon 28 th	Cruise to Cygnet and the Huon River
<u>FEBRUARY</u>	
Tues 5 th	General Meeting @ DSS at 8pm Speaker: TBA

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



Well, we're back from short trip overseas which included a 7 day trip on the Hurtigruten coastal ferry, travelling from Bergen across the Arctic Circle to the northeast tip of Norway. At every stop, in even the smallest port, we couldn't stop ourselves from checking out the local marinas to see what boating is like in the far north. I was amazed to see not just hardy fishing boats, but also sailboats as far north as 71° – they're tough sailors up there, but I noticed that all the boats had full cockpit tents!

As soon as we got home we packed up *Chaika* and headed off to join the Norfolk Bay cruise. We had a great time despite a windy night at anchor. We really appreciated the opportunity to go through the Dennison canal for the first time as guests on *StormFisher*, in Gus's warm and cozy wheelhouse. An impromptu testing of one of our PFD's (I'm not saying who fell in the water, but let's say it wasn't me!) serves as a good reminder to check that your PFD's are in working order. Speaking of all things overboard, it was great to read about the rescue of Hughie, the Kettering marina dog (see story, pg 25).

In this month's Albatross we are pleased to continue Erika Shankley's fascinating history of Partridge Island. It's great to get a variety of contributions from members and I look forward to seeing more articles of all kinds. Are there any keen fishermen out there willing to share their knowledge with the readership? I would love to have a regular fishing correspondent!

As usual, there will be no Albatross issued in January, which means more time for me to go sailing. Hope to see you out on the water!

Happy Holidays!

Jackie Zanetti



Visitors berths, Bergen, Norway

Commodore's Report



Night sail

As I type this report the first night sail the Club has had for a long time (ever?) is only a few days away and I, for one, am really looking forward to it. I really hope it gets the support it deserves. In particular, I hope that Club members who have never sailed at night before will give it a go. Sailing in company will provide that extra level of reassurance that should remove most of the concerns that 'night-sailing virgins' may have.

Those of us who have had the pleasure of making an overnight passage know that it can provide some of the most enjoyable moments on a boat. The most memorable night passage for me was on *Alamak*, as we headed toward our planned anchorage of Cape Capricorn for the night. The last four hours or so were in a pitch black, moonless, windless night, so we were motoring. The sea was like a mirror and with the stars and the lights of fishing boats reflected so clearly in the jet black water, and being unable to make out any horizon, it was more like floating through space than sailing. And we had an added bonus of waking up to a bright, sunny morning in one of the most spectacular anchorages I have been to.

Navigation Cruise and Annual Dinner survey

There has been an encouraging response to the survey sent to all Members via email recently. In the first four or five days about a third of the membership has responded. If you haven't done so yet – please do so before the survey closes on 15th December. The link to the survey was on the original email on the subject, and by the time you read this I'm sure another reminder containing the link will have been sent. If you can't find either, just email me and I'll send the link straight back to you. If you don't have access to the internet, give me a call (0402 118 548) and we'll work something out.

It's too early to draw any conclusions from what we have got so far, although my initial reaction is that, with one or two exceptions, responses to the questions vary widely. I guess I shouldn't be surprised – our Club does attract a wide range of members with different backgrounds, ages and sailing experience.

Australian Wooden Boat Festival

Hans van Tuil and Ottmar Helm are coordinating the CYCT stand at the AWBF in February next year. They are looking for volunteers to help man (can we still say that?) the stand and tell visitors about the benefits of belonging to the only sailing club in Tasmania dedicated to cruising.

If you can spare a few hours on one or more days (8th to 11th Feb) please let either know and they will add you to their list.

Hans - 6229 1875 hansvantuil@gmail.com

Ottmar - 6229 3932 ottmar@mbatas.org.au

Christmas, New Year and Summer are upon us

Well, the first two are – the last is always a bit of an unknown in Tasmania.

In a departure from tradition we are not having a separate weekend Christmas Party this year. Instead we are making the December General Meeting our Christmas get-together - further details in the Rear Commodore's report. I hope to see you there. It will be a good opportunity to catch up with old friends and perhaps meet new ones over a bite to eat and a glass of something.

On behalf of the Committee, may I wish all members and their families a most enjoyable Christmas and New Year, with lots of good cruising in the weeks that follow.

See you on the water!

Chris Palmer

Scuppered!

My father, a stern rear-admiral, owned a large sailing boat, and on many weekends my friend Janice and I were his crew. The weekends, although much fun, were spent obediently carry out the admiral's nautical commands – "Slacken off the mains'!! Tighten the heads'!! Hoist the stays'!!"

Each day we would rise at dawn and begin jumping to my father's commands. One morning the admiral said to my sleepy friend, "Janice, hand me the pencil". Janice sat stupefied, desperately trying to recall all the nautical terms she had heard. Finally, she said quietly, "I'm sorry, sir, but I don't know what a pens'l is".

J.A. Metzler

As printed in Albatross, August 1977



Vice Commodore's Report



Our cruising programme is well underway. The **Richardsons Beach** cruise attracted seven boats while three other boats made it to North Simmonds on Sunday afternoon. Conditions were warm and partly sunny with little breeze and most at Richardsons stayed over-night.

At the time of writing, preparations are in hand for the **Night Sail**. With a good forecast the sailing is expected to be fun. The Night Sail is the first occasion for Club members to sail with Sail Mates and the initial support for the programme is pleasing. Interestingly, there have been many offers to members without boats, to join with boats intending to take on the night sail.

A date has been set for the second **VHF Practice Night**. Although some members will be away on vacation it was felt that there will be sufficient number to run a session on Tuesday 15th January 2013 at The Mariners Cottage commencing at 7.30pm. These sessions are designed to help those less confident and less experienced in the use of radio. It will be a "hands on" activity with numbers limited to twelve members. Andrew Boon will have two typical VHF transceivers and all those present will have an opportunity to operate and transmit on the sets.

The visit to **Tassal Fish Farm** is scheduled for Saturday 8th December. More detail will be emailed to you soon. The visit last year was a huge success with members still talking about it. Visitor numbers will be restricted (this is still to be negotiated) so give early consideration to this one and email me sooner rather than later to avoid disappointment. There will be a Pre Cruise Briefing a few days prior to the visit where anchoring details, transfer details and OH&S issues will be presented by the Company's Public Relations staff. Attendance at a Briefing is Company policy for access to the farm.

Women on Boats continues and the programme is thrilled that several members have taken to blue water sailing with great enthusiasm. It's all about building confidence and dispelling the mysteries of sailing and boat handling, not least of all, the fun of navigation. All lady members are welcome. The groups meet for an hour and a half about once a month (usually at the DSS from 5.30 – 7.00pm) which gives everyone time to get home to enjoy Dad's carefully prepared dinner. The next meeting is on Tuesday 27th November. Just turn up.

Seasons Greetings for this Christmas time and I hope you can enjoy lots of time on your boats with Summer almost here.

See you on the water.

Alan

Rear Commodore's Report



Judging from the steady flow of questions put to the members of last month's panel discussion, there is lively interest in learning more about boat-handling and cruising and I thank my fellow panellists for being brave enough to stand up and wear the "expert" hat and to share their experience. Thanks too to Alan Butler for his update on Marine Watch and whale sightings around the coast this season. If you didn't pick up a copy of the log sheet or logbook, you can print your own. Just go to the Members section of the

website www.cyct.org.au and find the Marine Life Watch tab.

It's that time of year again - time to relax and get into the Christmas Spirit! December's meeting at DSS will double as our Christmas BBQ. Bring your own meat to put on the barbie and the rest will be provided; a selection of salads, condiments and bread will be on hand and the bar will be open. There will be no speaker - instead it's a chance to catch up with friends and discuss plans for a summer on the water. **Prizes for the best Christmas hat - male and female!** If you are coming, please contact me at rearcommodore@cyct.org.au The chef needs an indication of numbers for catering.

There will not be a meeting in January – apart from those informal ones around a beach bonfire somewhere down the Channel or in an East Coast anchorage. We'll launch our 2013 meetings with the usual gathering at Mariner's cottage on February 5th at 6pm. BYO BBQ. Please bring a dish to share.

If you aren't completely BBQ-ed out, on February 10th, the Club will host an event at DSS to welcome out-of-State participants and visiting cruisers to the Australian Wooden Boat Festival. This will follow the same format as the December BBQ: BYO meat with salads and extras provided and the Bar open. There will be a small charge of about \$8 to cover room hire and catering.

Have a wonderful Christmas and fair winds and calm anchorages in the New Year.

Kim





TUESDAY, DECEMBER 4TH

CYCT CHRISTMAS BBQ

It's that time of year again - time to relax and get into the Christmas Spirit! Join us for a BBQ at DSS. Bring your own meat to put on the barbie and the rest will be provided; a selection of salads, condiments and bread will be on hand and the bar will be open.

There will be no speaker - instead it's a chance to catch up with friends and discuss plans for a summer on the water.

Prizes for the best Christmas hat - male and female.

If you are coming, please contact Kim Brewer at rearcommodore@cyct.org.au The chef would like an indication of numbers for catering.

APPLICATIONS FOR MEMBERSHIP

Bernie Kennedy
RED

James Ross
SURREAL

Andrew and Gwen Eakins
SEQUESTER

Colin Bell and Pamela Gates-Bell
SHEENANSTAR

Ewen and Mary Mikan
BLOW-FLY

These nominations will automatically be accepted within 14 days of the next General Meeting immediately following this issue of the Albatross, subject only to any Member lodging an objection in writing to the Secretary no later than that date.

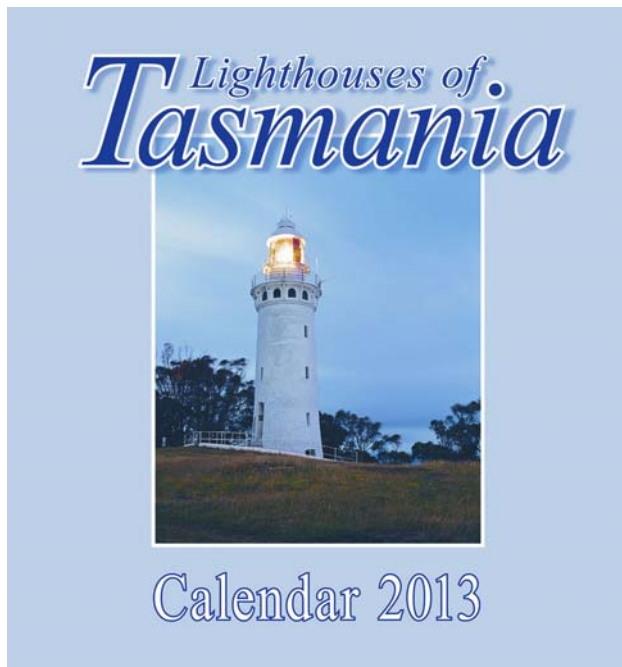
Going anywhere interesting this summer? Want some company?

Check out the CYCT Member Cruise Link page
(<http://www.cyct.org.au/Members/CruiseLink/>)
in the members section of the club's website.

This is a great way to link up with other cruisers for trips beyond the club's scheduled cruises. You can post a description of where and when you would like to go and see who else might be heading in the same direction.

Spectacular Tasmanian Lighthouses

2013 Lighthouses of Tasmania



*There is a wee spot they call Iron Pot
With a lighthouse upon it quite bold.
Three men are kept there and of women a pair
And children both young and old.^[1]*

At the time he penned this poem, Henry Kendrick was just one of 42 men – 14 Head Keepers and 28 Assistant Keepers - and their families who lived and worked at Tasmania's remote light stations. Keeping the light was not a job for the faint-hearted. Living in these isolated areas required fortitude and resilience, both for keepers and their wives and families.

The Derwent Light, or Iron Pot as it was more commonly known, was built on a barren rock of only 1.2 hectares. There was no soil in which to grow vegetables to supplement their rations and Keeper Kendrick had to row over to nearby Cape Direction to milk the cow and tend the vegetable garden. Things were quite different when he was transferred

to Table Cape lighthouse. Here his children were able to go to school and the whole family went by horse and trap to the Show in Wynyard.

Despite the trials and tribulations of lighthouse life, lightkeeping was often passed from father to son. William Baudinet had transferred from Cape Bruny to Deal Island in 1848 and it was here that his son, Charles, met his future wife when she was shipwrecked on the island. Charles took over when his father retired in 1860 and later went on to be keeper on Swan Island where he remained for 25 years.

Featured in the latest edition of the *Lighthouses of Tasmania* calendar are stunning photographs of some of Tasmania's iconic lighthouses. The images, donated by both professional and amateur photographers include lighthouses at the Iron Pot, Tasman and Deal Islands, Eddystone Point, Low Head, Mersey Bluff, Table Cape, Cape Sorell, Cape Tourville and Rocky Cape.

Produced by the Friends of Tasman Island and published by Tasmania 40° South this is the seventh in the much sought-after series of calendars which are now collectors' items. Thanks to sponsorship from the Cascade Brewery Company, Australian Maritime Systems and Tasmania 40° South, the *Lighthouses of Tasmania* calendar is a major fundraiser.

For only \$20 + postage you can purchase this magnificent, limited edition calendar and know that you are helping to support ongoing work on Tasman Island.

Available at selected book shops, newsagents and other local stores around the State or email friendsoftasmanisland@gmail.com to place your order! A great Christmas gift idea!

Erika Shankley
Friends of Tasman Island

^[1] TAHO, NG1470/1/1; Kendrick family archives

Norfolk Bay Cruise

Kim Brewer

What an excellent four days in Norfolk Bay! It started off with such grotty weather on Thursday morning that I got a string of phone calls asking if the trip was on. My reply was "I need a holiday and I'm going!" So we groped our way through heavy mist to the Iron Pot and navigated by radar the whole way across to Monk Bay, where we met up with *Honeywind*, *Aurielle* and *Spray Foam*. Other Club boats drifted into various nearby anchorages during the afternoon. Next morning the fleet gathered off the Coalmines and numbers were growing – *Chaika*, *Bladerunner*, *Stormfisher*, *Fleur de Lys*, *Intrepid* and *Ca Va* (a new, single-hander member) arrived. We had a very interesting ramble ashore through the



convict ruins. That evening *Serenade* generously extended an invitation for all to dine aboard and by 6pm there was a herd of dinghies dangling off her stern. Just to be different, Alex of *Chaika* decided to abandon his dinghy and swim across. While the gusty conditions made some a little nervous, we were anchored in just 3m with great holding.

Forecast for Saturday was 20kts SW and Tony celebrated his birthday by lifting the pick at 0600 and heading for Denison Canal, picking up John and De off *Silver Air* on the way. Close to the Canal I dinghied in to pick up Ian and Julie McDonald and in the conditions, it was easiest to zoom them through by dinghy then transfer them onto *Stormfisher*, with Jackie and Alex, on the east side. Anchoring *Vailima*, the four of us jumped onto *Intrepid* for a pleasant cruise through. Ottmar and Elizabeth were great hosts and it was a very pleasant change to relax in a warm, dry wheelhouse and not to worry about a deep keel beneath us. We went right through and out then back again and everyone seemed to have really appreciated the opportunity for a guided tour through. Hopefully they will bring their own vessels through sometime without any stress.

The CYCT fleet gathered in Lime Bay Saturday night and had absolutely perfect conditions for a BBQ ashore. There were 16 boats in the bay – 13 of them CYCT. What a beautiful sight!

List of Boats:

Vailima, *Stormfisher*, *Silver Air*, *Chaika*, *Honey Wind*, *Serenade*, *Aurielle*, *Spray Foam*, *CaVa*, *Bladerunner*, *Intrepid*, *Pendulum*, *Fleur de Lys*. Plus Westerly's crew.



BBQ at Lime Bay



Crew of Serenade enjoying the surf



Ca Va - a happy singlehander



Barbara (Honeywind), Chris & Leigh (Fleur de Lys), Elizabeth (Intrepid)

CREW WANTED - NEW ZEALAND **Late February 2013**

I am planning to sail from Hobart to the Bay of Islands in New Zealand in late February next year.

The boat is an 11m steel cruising yacht. It will carry a four-man life raft, a satellite phone and the usual safety gear.

The trip should take 16 days, but I will have food and water for three people for three and a half weeks.

I need to find one or two people to go with me. I am not an experienced sailor, but the boat is strong and comfortable. I need a person who has some ocean sailing experience, and does not suffer badly from sea sickness.

If you are interested please contact me so we can discuss costs and other issues.

Jon Nevill 0422 926 515

Coastal Cruising Companion

A Novice Sailor's Guide to over 100 towns, ports & anchorages, from Hobart to Maryborough, Qld. Skipper's tips, destination information, map's, photo's, nautical mileage grids and more...

Special CYCT Member Price \$25
For more info, please call Marilyn on
0419 881 694 or email

info@coastalcruisingaustralia.com

Great Christmas Gift!



THE PARTRIDGE ISLAND CHRONICLES

PART III - THE CLEBURNE ERA 1849 - 1895

Erika Shankley



Richard Cleburne was an enterprising fellow. Born in Ireland in 1799, he migrated to Van Diemen's Land about 1821. Settling in Hobart Town, he soon had a variety of business interests. He manufactured candles and soap from a factory at Old Wharf and bought and sold produce and various kinds of equipment from a store in Liverpool Street.

In 1840 he built a capacious warehouse, known as Cleburne House, in Murray Street. The three-story building, then one of the largest in Hobart, was conspicuous with its two lions, carved in wood, on pillars supporting the iron gates at the entrance and for the two large walnut trees in the garden.

Destroyed by fire, the building was rebuilt in 1914, and today Cleburne's name is still visible on the facade above the entrance to Cat and Fiddle Arcade.

He was also a ship owner, opening the first direct trade between Melbourne and Hobart in the 44 ton schooner *Blossom*, built to his order, and he took over the government's irregular ferry service at Risdon with his new vessel *Risdon Queen*.

Following legal action against the Collector of Customs, gossips credited him with smuggling. If so, he was well placed with ships coming and going from the anchorage at Partridge Island. His substantial stone house at Risdon, built about 1825, also fronted onto the River Derwent where it still stands today, its commanding view overlooking the Bowen Bridge towards the western shore.^{1 2}

Richard Cleburne became prominent in public affairs. In 1824 he signed a petition for the separation of Van Diemen's Land from New South Wales and in 1851 was elected the member for Huon in the Legislative Council. He fought zealously against the continued transportation of convicts.

In June 1825, Richard Cleburne was in a bit of a hurry to get married making an application to marry dressmaker, Margaret Magill, without publishing banns.³ They subsequently had four daughters and two sons. It was second son, William Percy, born in 1832⁴, who later took over the management of Partridge Island. After long and most painful suffering,

¹ John Reynolds, *Australian Dictionary of Biography*;

² Cleburne Homestead www.visitcleburne.com.au

³ Wayne Index, Pioneer Index RGD36 805/1925

⁴ AOT, *Tasmanian Colonial Links Database* 66582

Margaret Cleburne died in September 1837 following an accident in which her clothes caught fire.⁵ The following year Richard married widow, Harriet Beauvais.⁶ They had six more children, all daughters.



Cleburne house - Mt Direction

Richard Cleburne had acquired ownership of Partridge Island in 1849 as a result of an Indenture by Thomas Laughton, dated 28th June 1849, paying, as agreed, the sum of £50 over and above the principle and interest owing of £510/4/-. Two years later, on 4 March 1851, a Census form filled in by William Kay, shows that there were six people on the island - five farm servants under 45 years of age - one bondsman under 53, three Protestants and three Catholics. The head of household was a Mr John Harvey and the Owner-Occupier, Richard Cleburne. By this time the wooden cottage of Laughton's day had been replaced by one built of stone.⁷

Partridge Island was close enough to Hobart Town and other off-lying settlements to encourage visitors. Advertisements for pleasure trips down D'Entrecasteaux Channel appeared frequently in the press with the added attraction of an invitation by Richard Cleburne to go ashore on the island.

In 1859 the steamer *City of Hobart* sailed to Port Davey where there was talk of gold. En route they stopped off at Partridge Island and the Governor, Sir Henry Fox-Young and

⁵ Colonial Times, 26 September 1837; Wayne Index

⁶ FamilySearch M390402 1368285

⁷ TAHO CEN1/1/108/29

many of the other passengers “accepted the invitation of the Hon. R. Cleburne, Esquire, the proprietor of the Island, and proceeded on shore to view his grounds.”⁸

The Tasmanian Steam Navigation Company’s ship *Southern Cross*, crowded with over 400 passengers, cruised down the Channel to Partridge Island in 1864. The band of the City Guards was stationed on a temporary platform behind the funnel. The mind boggles as to how they managed to play their rousing tunes as the ship pitched and rolled in seas whipped up fresh winds! Anchoring within a stone’s throw of Partridge Island the Hon. R. Cleburne MLC, once more invited passengers ashore. However, on this occasion few passengers cared to avail themselves of the opportunity, given the gusty conditions.⁹

Shipping columns in the newspaper recorded the comings and goings from Hobart Town. An electric telegraph at Mt Nelson also reported vessels lying at Partridge Island. Many of these were whalers and the anchorage was often crowded with four or five vessels exchanging crews or taking on fresh provisions. Despite this, scurvy broke out amongst the sailors on board the *Marie Laura* as she lay at Partridge Island. Two sailors died and several more were taken to hospital.¹⁰

Although the island was not a major whaling station the blood and gore of dismembering whales and the stench of trying-out must have been all pervading. Captain Shelton, master of the *Maid of Erin*, reported to the ship’s owner, Mr Hedburg, in 1870 that “after he ... cut up the carcase he will proceed to Partridge Island to boil out.”¹¹ Captain Young, of the *Naituhu*, also tried-out at Partridge Island, the whale yielding five tons of oil.¹² An unidentified grave on the island may relate to this era.

The Hon. Richard Cleburne had a busy life as a successful businessman. Apart from his duties as a MLC, he still operated a soap and candle factory and had a house and store at 33 Murray Street. Customers would drive their horse and cart into the adjacent yard and make their purchases of tools, machinery or household goods. He also owned a number of other properties around Hobart as well as his main residence on 2000 acres near Mt Direction.

His son, William Percy had, by now, taken over the management of Partridge Island and employed several farm labourers. Sixty-one year old Dennis A’Herne had been hired in Hobart Town and arrived on the island on Christmas Day 1858. However, he spent much of his time inebriated and complained of illness. The overseer placed him on light duties but A’Herne gradually become more debilitated and died on Friday 14 January 1859. The

⁸ The Hobart Town Daily Mercury 1 February 1859

⁹ The Mercury, 25 June 1864

¹⁰ The Courier, 14 December 1854

¹¹ The Mercury 1 April 1870; Cornwall Chronicle, 9 April 1870

¹² Cornwall Chronicle, 13 June 1863

Coroner, E.A. Walpole Esquire and a jury of seven, met on the island on Monday 17th January, declaring that the death had been '*accelerated by recent intemperance.*'"¹³

There were further problems with the workforce in 1861. Several farm labourers took the Cleburnes to court for non-payment of wages. Christopher Langdon said he was owed £3 10s. He had been engaged the previous November for 10s a week but reckoned that for the work he was doing he should be paid no less than 30s or £1. William Cleburne's father visited on 26 December and, after an argument, gave Langdon one week's notice. However, there was no boat available so Langdon was forced to stay on. He said that "*young Mr Cleburne had said that if he didn't work he would stop his rations*" so he had to continue working.¹⁴

Robert Hall, another labourer, corroborated the evidence and claimed that he was also owed £2 5s in balance of wages. Like Langdon, he had been employed for 10s a week but had received no money when he was discharged on 14 January, instead, being given ¼ lb tobacco at six shillings a pound. "*The Bench thought there was a contract which was not fulfilled but could make no order for wages. However, an order was made for £1 9s 7d and costs.*"¹⁵

A Tasmanian Acclimatisation Society had been formed by settlers with economic, sporting and nostalgic motives, in an effort to introduce the familiar sights and sounds of their homeland. In 1862 there was a plan to introduce foxes to Tasmania and Hobart lawyer, J.G. Graves, introduced a pair of white swans to Southport and pheasants to both Huon and Partridge Islands.¹⁶ A note in *The Mercury* in 1864 reports that 13 brace of brown quail were caught on Partridge Island to be shipped to Victoria,¹⁷ and in 1866 Mr Graves had obtained from Mr. Brown, of Partridge Island, another five pairs which had been sent to Franklin (Betsy) Island.¹⁸ Brown quail from Partridge Island were also destined for Slopens Island, where the native game "*owing to what some people call civilisation and improvements, assisted by the curse of penal settlements and domestic cats, had all but come extinct.*"¹⁹

Richard Cleburne had been ill for some time when he died at his home at Risdon in on 29th October 1864.²⁰ A paragraph in the press expressed regret at his passing. "*He had been for many years an active, useful, and indefatigable colonist, remarkable for his hospitality and*

¹³ The Courier, 19 January 1859

¹⁴ The Mercury, 30 January 1861

¹⁵ The Mercury, 30 January 1861

¹⁶ The Mercury 21 February 1862

¹⁷ The Mercury, 29 June 1864

¹⁸ The Mercury, 30 May 1866

¹⁹ The Mercury, 14 June 1879

²⁰ Tasmanian Pioneer Index RGD35 H703/1864

universally respected."²¹ In his father's will, William Percy retained Partridge Island and continued to live there.²²

On 5 January 1866, Reverend Edward Freeman officiated at William's marriage, by special licence, to Mary John at the house on Partridge Island.²³ Two of their three daughters were born on the island, Frances Catherine in 1868²⁴ and Laura Jane in 1870.²⁵ Amelia Cleburne, born in 1871 may also have been born on the island as her birth was registered at Gordon.

Quantities of alcohol seemed to be part of everyday living in those days. *The Mercury* on 10 May 1867 reported on the trial of Samuel Faithful, boatman, who was found guilty of the theft of two quarts of brandy, two quarts of gin, two quarts of rum, one quart of wine, 10 bottles, and one case, the property of William Cleburne, a consignment which Faithful was supposed to deliver to Partridge Island.

S.H. Wintle, said to be a relative of the Cleburnes, described a visit to the island in 1871.²⁶ Accompanying the local police constable from Southport in an open boat, they had a rough passage. By the time they reached Partridge Island they were thoroughly soaked to the skin.

The constable was responding to a letter from William Cleburne regarding the discovery, by whalers, of a charred skeleton on the nearby Bruny shore. After a meal they started a "*long and toilsome search*".²⁷ At last some burnt fragments of bones were found, including some teeth which were bagged up ready for inspection by the authorities but who the hapless person was, was not known.

Wintle remained some days on the island because of bad weather and amused himself by fishing and shooting quail. "*A person may stand at the door of the house and shoot them right and left*", he said!²⁸ Land had obviously been cleared for farming as he described paddocks as being thickly studded with mushrooms and another spangled with white English daisies.²⁹

²¹ *The Mercury*, 31 October 1864

²² TAHO AD960/1/6 1083

²³ TAHO NS373/2/No 2928; *The Mercury*, 13 January 1866; *Tasmanian Pioneer Index* RGD37 293/1866

²⁴ *Tasmanian Pioneer Index* RGD 33 387/1868 1/3/1868

²⁵ *The Mercury*, 17 March 1868

²⁶ *The Mercury*, 27 March 1871, S.H. Wintle

²⁷ *The Mercury*, 27 March 1871, S.H. Wintle

²⁸ *The Mercury*, 27 March 1871, S.H. Wintle

²⁹ *The Mercury*, 27 March 1871, S.H. Wintle

About 1872, William and his family left the island and moved to Hobart Town. Their only son, also named William Percy, was born on 1st July, 1973³⁰ at their residence in Victoria Street but unfortunately, died there about 2 months later.³¹ Their daughter, Amelia died in 1874.³²

Partridge Island was now advertised for rent as a “*highly desirable Dairy Farm*”³³ by Estate and Commission Agent, Charles Toby. The farm came complete with farm implements, cows, heifers, pigs, sheep etc with the rent described as moderate. This encouraging description saw a succession of leaseholders living on the island.

William Cleburne died about 1889 and his widow, Mary, on 20th August, 1891 at her residence in Princes Street Sandy Bay.³⁴ Then, in accordance with Richard Cleburne’s will, Partridge Island passed to William’s surviving children – Frances Catherine and Laura Jane.

However, the thorny question of ownership of the island was to again rear its head.

Part 4... A Grant is finally issued ...

@@

DockIt – a game of skill (or not!)

Want to polish your boat docking skills without incurring \$\$\$\$ damage to your boat? Long for the golden age of video games (Space Invaders, Asteroids, PacMan)? Try this online game and test your boat handling skills with the click of a mouse:

<http://www.boatus.com/games/dockit/>

The aim is to guide your chosen boat into a berth using keypad buttons for throttle and rudder. You have to contend with wind, current and a limited fuel supply. No points for collisions!

Get ready for minutes of fun – just be prepared to mute the sound or listen to good old-fashioned annoying video game music!

@@

³⁰ *Pioneer Index* RGD33 3408/1873

³¹ *The Mercury*, 18 August, 1873; *Tasmanian Pioneer Index* RGD35 1603/1873 15/8/1873

³² *Pioneer Index* RGD35 1832/1874 9/1/1874

³³ *The Mercury*, 22 October 1874

³⁴ *The Mercury*, 22 August, 1891; *Tasmanian Pioneer Index* RGD35 578/1891

Whale Strikes

Alan Butler

At a recent meeting I was reporting on whale sightings (see elsewhere in *Albatross*) and a question was asked about the likelihood of hitting whales whilst cruising. We all know it does happen, but I didn't know how likely it is. So I asked Kris Carlyon of DPIPW's Marine Mammal Conservation Program. Kris responds that:

"It's an interesting question. I haven't come across any data from Australian waters on the probability of vessel-strike, although we obviously know it occurs. Studies elsewhere in the world (e.g. North Atlantic right whales and humpbacks in the Atlantic) suggest the risk of vessel-strike depends on a range of factors including size and speed of the vessel and the behaviour of whales in the vicinity. Whales are more likely to be hit in calving grounds where they aggregate in larger numbers and at higher densities.

"However, I haven't seen any figures on likelihood of whale-strike based on number of sailing hours. Incidents worldwide appear to have increased in response to the number of vessels in the world fleet and increases in tonnage and speed.

"We only know of a handful of collisions in Tasmanian waters since 1970. All but one involved minor contact with a smaller vessel and both whale and boat were relatively unscathed. The one incident where mortality is known involved a large container ship and a Bryde's whale off Burnie.

"Given that Tasmania has no consistent calving grounds, nor aggregation areas where animals stay in the one area for an extended period, the risk of collision in local waters is considered extremely low. Whales are pretty good at knowing a vessel is in the vicinity. Obviously a vessel under power is more easily detected and avoided, but a boat under sail also creates enough noise for detection. I am always amazed at how hard a whale is to sneak up on! Most large whales we see are migrating and are on the move. As such they are not as easily distracted as animals may be in aggregation areas where there is likely to be much vocalisation, contact and other distractions.

"All that said, we are starting to see more southern right whales stay for longer in sheltered waters such as Frederick Henry Bay and Adventure Bay, close to shore. Numbers are still low but this species is usually pretty obvious when they're in groups.

"All in all, I would say the likelihood of collision is very low, however skippers should be alert to the risk (particularly during the annual southern right and humpback migration seasons) as they would be for other hazards. There is probably more chance of hitting a floating log than a whale in Tasmania."

Finally, at the meeting, Gus Vans-Colina had a couple of darkly amusing anecdotes, to the effect that whales don't always hear you coming and get out of the way. Here they are:

1. Gus was sailing along, spotted a whale at the last instant and promptly altered course to avoid it. He then discovered that his course alteration was taking him between two whales, and the second one, which he hadn't seen before, disliked the separation and promptly sounded and dived under the boat. Its tail struck his genoa and in two seconds it ripped bottom to top. He sailed on under a small jib!



Photos - Gus Vans-Colina

2. Gus met a man who was replacing his gearbox..."what happened?" Well, he had been motoring along when he spotted a whale lying right across his path, very close and making no attempt to move out of the way. He panicked, threw the engine into reverse without letting the prop revs drop first, and destroyed his gearbox.

Marine Life Watch - updateAlan Butler

Members may be aware that in May we launched the Marine Life Watch program, so that CYCT members could contribute valuable data on marine life sightings to assist DPIPWE's Marine Mammal Conservation Program.

We haven't had many data sheets back from CYCT members recording observations of marine mammals, but perhaps that will ramp up now that the weather is more encouraging for cruising. It has been a bumper year for whales, though. A few points from Kris Carlyon of DPIPWE:

Southern Right Whales

- In 2012, southern right whales were first sighted on their northern migration through Tasmanian waters in early June. Since then, we have documented 88 sightings of southern right whales involving 181 individuals (although multiple sightings may involve the same animals as they move along the coast).
- Hotspots for sightings this year have been Adventure Bay, Betsy Island, Clifton, Cremorne, Seven Mile Beach and Dodges Ferry – all in the SE.
- Southern right whales are now migrating south to polar feeding grounds, however we expect to continue to see whales through to December.
- We have had a record year for obtaining aerial images of individuals, with photos of 33 different individuals (recognised by the pattern of callosities on the head) added to the Tasmanian catalogue. None of these animals could be matched to sightings in previous years, although our catalogue is only a few years old so this is unsurprising.
- The record for the number of individuals photographed in a single flight was also broken last month, with 12 individuals photographed in Adventure Bay on 17 September. An additional 4 whales were photographed in the Bay the following day.
- The first calf was photographed on 26 September in Pirates Bay, although we have documented a number of unconfirmed sightings of calves around the state.
- We photographed three grey morph southern right whales.
- We successfully collected biopsies from seven individuals, increasing the number of samples collected from SRWs in Tasmania by 225%.

Humpback Whales

- From the second week of October things have started to take off – we have received quite a few calls from the north coast, with groups of up to 10 individuals sighted between Boat Harbour and Beechford.
- These animals tend to head east and then down Tassie's east coast so it won't be long before we start seeing them in large numbers in the SE.
- CYCT folks can expect to see them in areas like Freycinet Peninsula, Mercury Passage, Tasman Peninsula, Bruny Island (eastern side).
- They do tend to stay a bit further out to sea and move through our waters faster, but they're much more active than the southern right whales (plenty of breaching, flipper and tail slapping) so people are actually more likely to spot them. They are a lot more curious too and will often approach vessels for a closer look.
- We can expect to see humpbacks right through until December/early Jan, with peak sightings in November.



Oh no, a whale-watching boat is coming our way:
How do I look?

For more information and to download a fantastic guide to identifying Tasmanian cetaceans and datasheets go to <http://www.cyct.org.au/MarineLifeWatch/> in the Members Resources section of the CYCT website.

It's just a dog's life

Anon.

Recently one of our newer members was wandering one of the Kettering Marina jetties when he saw a very distressed old dog staggering along in a seriously unwell state as it was vomiting along the walkway. Suddenly it keeled over the side of the pier and instead of swimming began to sink!

Having called out for help from anyone aboard the surrounding boats our hero frantically looked for some rope to rescue the drowning dog. Nothing but a roll of hose could be seen. At this stage an Old Salt appeared and gloomily pronounced that the dog was old and probably already dead!!

Not to be dissuaded from the rescue, our hero secured the hose under the body of the lifeless dog and grabbing the animal by the tail and back legs he and his reluctant assistant pulled the inert dog onto the jetty! The hope was that the tail would hold the strain of the now water-logged lifeless body, and it did.

Once more the Old Salt proclaimed the futility of this rescue as no life was observed, however our hero was not to be deterred and decided to proceed with CPR without the mouth to mouth!! After all, he had had no real life practice on humans so he thought he would give it a go. After what seemed several minutes the dog spurted out sea water and began to breathe!

Just then the owners of the dog came running along the jetty and proceeded to frantically locate a vet for their much loved canine companion. The dog, a bit worse for wear by this point was then taken away to the vet and we are told "spent the night under observation!!"

The dog (whose name was later discovered to be Hughie) returned some days later to resume wandering the Kettering Marina. Hughie is not the most attractive looking animal and with cataracts he can probably hardly see, so if your boat is located at Kettering BE PREPARED!

Our media shy hero hopes that Hughie will remember his efforts and will now be more careful about what he eats!

We hope this tale (tail) will serve as a good reminder to keep up your CPR practice.



Hughie

GOING ABOUT

Miscellany of items from near and far that may be of interest to CYCT members

New Public Berthing in Sullivans Cove

Boaters and the public in general are advised the new public berthing facility is now available for use. The new facility is located in the North Western corner of Elizabeth Street Pier, next to Fish Frenzy.

The facility provides short term berthing of up to three hours which will be monitored by Hobart City Council parking inspectors and MAST. Up to ten berths are available, ranging in vessel size from 15 metres down to kayaks and canoes.

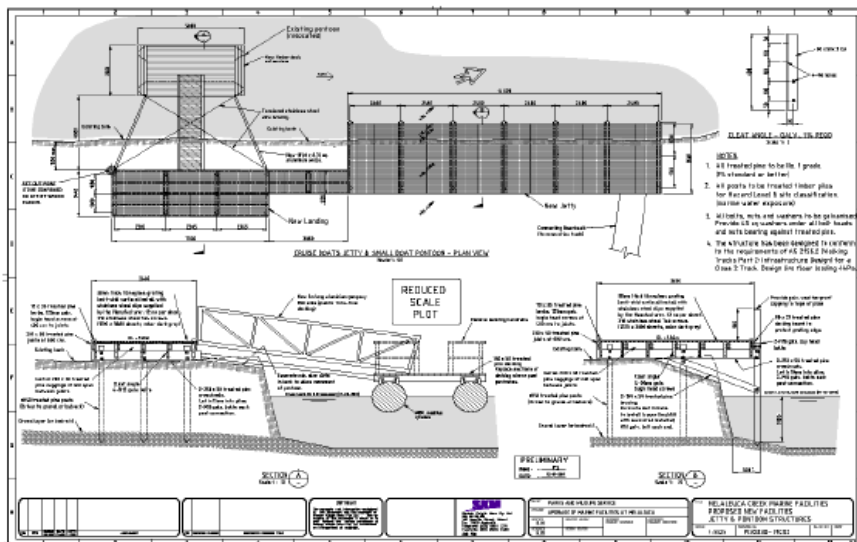
Pennicott Wilderness Journeys has purchased the arm immediately off the end to the gangway (adjacent to Franklin Wharf) for use by their vessels only. Signage will be installed in the coming weeks identifying the berths and their recommended vessel size.

For further information please contact MAST's Peter Hopkins on 0418 145 439 or Jim Caulfield on 0419 120 209.



New Pontoon and Moorings in Port Davey (Melaleuca)

West coast cruisers will be pleased to hear that Parks and Wildlife, with funding from the Recreational Boat Fund, is currently relocating the pontoon and constructing a new jetty at Melaleuca and installing 2 large boat moorings at Deep Water Landing. The new facilities should be completed by Christmas.



Errata:

Oops! Last month's Albatross accidentally dropped the attribution for the excellent AIS article which was contributed by Tony Peach. Apologies Tony!

It was brought to our attention that the October and November issues of Albatross were incorrectly labelled as Vol. 39. Please correct your copies to be "**Vol. 38**".



Book Review**Jackie Zanetti**

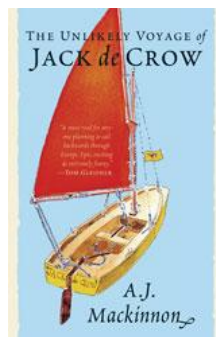
The Unlikely Voyage of Jack De Crow
by A.J. Mackinnon

I was intrigued as well as embarrassed by the cackling laugh in the seat next to me on the airplane. What was Alex reading that was so funny? It turned out to be this hilarious book by A. J. "Sandy" Mackinnon. Once I got my hands on it I couldn't put it down and I have to admit to a more than a few cackles escaping from me as well.

Mackinnon is an Australian, who embarked on an unplanned voyage at the end of a year of teaching English at a private school in western England. After finding an abandoned Mirror dinghy on the school grounds, he decides to follow his dream, inspired by Doctor Doolittle of "sailing away in a jolly little galleon and seeing what I bumped into on the way." He sets off as any proper English adventurer would – with very little equipment, but a pith helmet and a sense of humour and enthusiasm.

Initially intending to make his way through various canals and minor rivers to Bristol, Mackinnon finds the pull of the adventure too strong and just keeps going, across Britain to the Thames, then across the English Channel, through the canals and rivers of Europe and eventually to the Black Sea – a total of 4900 kilometres. Along the way he encounters a succession of obstacles and near disasters, all told in delightful witty detail (leading to previously mentioned cackling).

Mackinnon writes lyrically, with warmth and humour, enthusiastically embracing misadventure and setting out to demonstrate the kindness of his fellow human beings (who



serendipitously always seem to appear to bail him out of his latest mishap). His hand drawn illustrations, poetic quotations and rich descriptions of his environment add to the compelling nature of the narrative, drawing us ever onward.

An excellent summer read – it may get you thinking about rigging up a mast and sails in your own dinghy and seeing how far she'll take you. At least it got me looking once or twice at that mirror dinghy that's been advertised outside Peter Johnston for months now...



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General Meeting held at the Derwent Sailing Squadron
on 6 November 2012

MINUTES

1. **Opening**

Commodore Chris Palmer opened the meeting at 8:05 pm

2. **Attendance**

Forty-one members registered their attendance. Four guests were introduced and there were six apologies. The Commodore reported on the cruising activities of some absent members.

3. **Minutes of the previous meeting.**

The minutes of the previous meeting held on 2 October 2012 were in the November *Albatross*; these were confirmed and signed.

4. **Business arising from those minutes.**

There was none.

5. **Introduction of new members and presentation of burgee**

The Commodore welcomed Tony and Lyn Peach "Westwind of Kettering" to the Club and presented their burgee. Tony gave a brief account of themselves and their vessel. He apologized for bringing a power boat into the Club but was assured he was in good company. Tony is already making a strong contribution; he was complimented on his excellent article on AIS in the *Albatross* – which had regrettably lacked the author's name.

6. **Vice-Commodore's report – Alan Gifford**

Alan reported that the cruise calendar has been well received. He thanked Chris Palmer and Kim Brewer for their support in developing it. The first couple of cruises have occurred – a rather grey trip to Barnes Bay and a strong showing of 14 boats at Norfolk Bay (See *Albatross*). The next event will be the day sail to Richardsons Beach, followed by the night sail with two starting points, Sandy Bay and Kettering; there will be a briefing meeting prior to this one. Interest remains high in the Women on Boats series; there will be one more session before a summer recess. Another on-water event is under discussion for early next year. The planned VHF practice session was postponed to a date to be fixed, early next year. This meant that the session lead by Dr Bill Miles on ship-board injuries and maladies was the final forum in the series. Some 16-17 members heard Bill give an outstanding talk on the subject. Exceptionally well delivered and illustrated (and within the time constraints asked of him) it was a talk every Club member should have heard. The V-C will be asking Bill to re-run the forum, or something similar to it, early in the new year. Although the forum dealt with hypothermia and first aid type injuries and illnesses it was no ordinary talk on first aid. Bill's approach was unusual yet addressed matters vital to the successful outcome of managing medical emergencies on board small vessels.

7. **Rear Commodore's report – Kim Brewer**

A Barbecue and Christmas party at DSS at 6:30 pm on December 4th will replace the December meeting. Brent at DSS is to supply salads, condiments and bread. Meat is BYO and drinks available from the Bar. DSS will supply plates and cutlery. We will supply the BBQ chefs.

There will be no January meeting. There will be a general meeting on Tuesday February 5th (details TBA) and on February 10th we will hold a BBQ at DSS to welcome interstate visitors to the AWBF, similar format to the above.

8. **Treasurer's Report – Wayne McNeice**

The Treasurer sent his apology, but had sent a report to the committee and the Club's finances are tracking well.

9. **Editor's Report – Jackie Zanetti**

Jackie thanked Kim for producing the last issue of *Albatross*, and made the usual plea for material.

10. **Commodore – Chris Palmer.**

- Congratulations to Kim and Alan on the Cruising Calendar. It has been well received and has had a significant impact already
- Congratulations on the Norfolk Bay / Denison Canal cruise. Sounds like it was a great success, in spite of some dodgy weather.
- AWBF – the Club's stand is being coordinated by Hans van Tuil and Ottmar Helm (both apologies tonight) and we are now calling for volunteers to staff the stand. There was a sheet passed around at this meeting, on which people could mark their willingness, and preferred times, but anyone who did not manage to write on that sheet but is willing to help is urged to get in touch with Hans or Ottmar. There is also a 'community boat building' event (a serviceable dinghy is produced by the end) and if interested, contact Chris Palmer for more details.
- A CYCT link to Skipr.net has now been established (thanks to webmaster Dave Davey) and the Commodore encouraged members to use it to note positions while cruising.
- The public marina alongside Elizabeth Street Pier, just outside the entrance to Constitution Dock, is now operational and Chris encouraged members to use it.
- As usual, Club clothing was on display and for sale.

11. **Other business**

- Gus Vans-Colina made an appeal for scullers at the AWBF. There will be sculling races on Saturday and Sunday; if you have a suitable boat but can't scull, he's willing to teach you. If interested please contact Gus.
- Erika Shankley displayed the latest Tasmanian Lighthouses calendar which is now on sale for \$20 in support of Friends of Tasman Island.

12. **Marine Life Watch**

Alan Butler outlined information from DPIPWE about the 2012 whale season. Very few CYCT members have reported data so far, but there have been many sightings of southern right whales through the winter, and humpbacks are expected for the next couple of months as they travel south. Sadly, there were mass strandings of dolphins and long-finned pilot whales at Flinders Island in early November, but a good number of them were rescued. Alan reminded members of the Club's identification booklet and data sheets (downloadable from the club website) – get data sheets back to Alan by any means, anytime.

13. Guest Speaker:

The Vice Commodore outlined the "Sail Mates" programme. This programme will offer mentoring to any member who requests it, linking experienced and novice sailors. He introduced the Club's initial "Sail Mates", De and John Deegan, Chris Creese, Kim and Tony Brewer and Peter Aston, who made up tonight's panel, and he outlined their stunning sailing experience (all but one of them have sailed around the world). This evening's proceedings involved questions from the floor and answers by the panellists, and there was lively and light-hearted discussion. Alan reiterated that members are encouraged to invite a Sail Mate (through Alan, if you like) to join your boat for an afternoon sail, the forthcoming night sail, whatever suits.

14. Next meeting

December 4th at 6:30 pm – BBQ at DSS. (BYO meats, drinks).

15. Close

The meeting closed about 10 pm.



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