

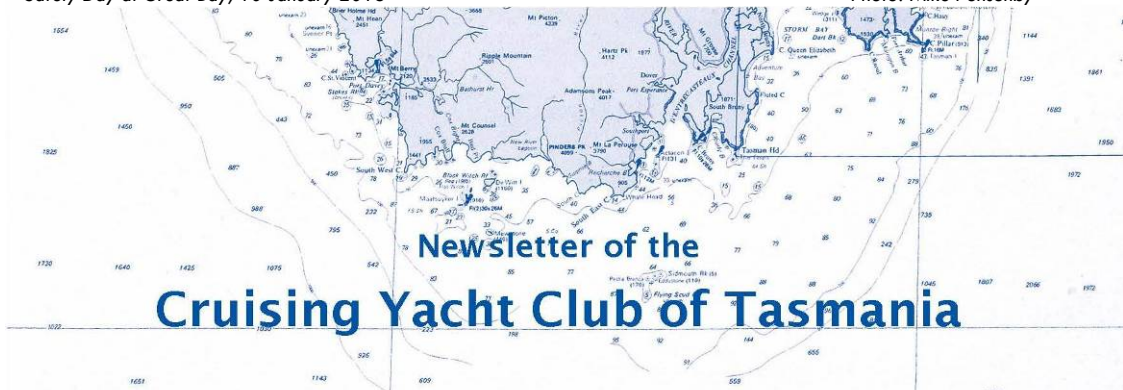
# Albatross

Volume 41 No 1 February 2015



Safety Day at Great Bay, 10 January 2015

Photo: Mike Ponsoyby



Newsletter of the  
**Cruising Yacht Club of Tasmania**

THE CRUISING YACHT CLUB OF TASMANIA INC.

**PO Box 605 Sandy Bay TAS 7006**

**cyct.org.au**

**Committee Members**

<b>Commodore</b>		
<b>Alan Butler</b>	H 0457 000 434	
<b>Vice Commodore</b>		
<b>Tony Peach</b>	H 6229 4850	<i>Westwind of Kettering</i>
<b>Rear Commodore</b>		
<b>Catrina Boon</b>	H 6243 9268	<i>Dalliance</i>
<b>Treasurer</b>		
<b>Alex Papij</b>	H 6223 4639	<i>Chaika</i>
<b>Secretary</b>		
<b>Mike Ponsonby</b>	H 6247 1409	<i>Rubicon</i>
<b>Editor 'Albatross'</b>		
<b>Jackie Zanetti</b>	H 6223 4639	<i>Chaika</i>
<b>Committee</b>		
<b>Hans Van Tuil</b>	H 6229 1875	<i>Alida</i>
<b>Ottmar Helm</b>	H 6229 3932	<i>Intrepid</i>
<b>Leigh Miller</b>	H 6229 9078	<i>Fleur de Lys</i>
<b>Membership Officer</b>		
<b>Julie Macdonald</b>	H 6247 9569	<i>Westerly</i>
<b>Warden &amp; Albatross mailing</b>		
<b>Chris Creese</b>	H 6225 2806	<i>Neptune</i>
<b>Quartermaster</b>		
<b>Elizabeth Helm</b>	H 6229 3932	<i>Intrepid</i>
<b>Webmaster</b>		
<b>Dave Davey</b>	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**



## Contents

CYCT CALENDAR.....	2
Editorial .....	3
Commodore’s Report .....	4
Vice Commodore’s Report .....	5
Rear Commodore’s Report .....	7
CYCT Boats at the AWBF .....	8
Introducing New Members.....	10
Introducing Old Members’ New Boats! .....	13
40 Years of the CYCT .....	14
CYCT Christmas party at DSS.....	16
NYE BBQ, Quarantine Bay.....	17
GOING ABOUT .....	18
Safety Day Cruise.....	19
A Day in the Garden of “Eden” .....	22
It’s a funny old world .....	26
How (not) to buy a boat.....	27
Recipe: Gazpacho .....	30
December General Meeting Minutes .....	32

### 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.

	<b>CYCT CALENDAR</b>
<b><u>FEBRUARY</u></b>	
Tues 3 <sup>rd</sup>	General Meeting @ DSS 8:00pm
Wed 4 <sup>th</sup>	Committee meeting @ MBA office, 116 Bathurst Street 7:30pm
	<b><i>Australian Wooden Boat Festival</i></b>
Sun 8 <sup>th</sup>	AWBF BBQ @ DSS 5:00pm
Sat 14 <sup>th</sup> – Sun 15 <sup>th</sup>	<b><i>Cruise:</i></b> Stinking Beach, Great Taylors Bay
Tues 17 <sup>th</sup>	Women on Boats meeting @ DSS 5:30pm
Sat 28 <sup>th</sup> – Sun 1 <sup>st</sup>	<b><i>Cruise:</i></b> Coningham Beach, NW Bay
<b><u>MARCH</u></b>	
Tues 3 <sup>rd</sup>	General Meeting @ DSS 8:00pm
Wed 4 <sup>th</sup>	Committee meeting @ TBC 7:30pm
Fri 6 <sup>th</sup> – Mon 9 <sup>th</sup>	<b><i>Cruise:</i></b> Cygnet Regatta
Tues 17 <sup>th</sup>	Women on Boats meeting @ DSS 5:30pm
Fri 20 <sup>th</sup> – Sun 29 <sup>th</sup>	<b><i>Cruise:</i></b> Port Davey

Visit [www.cyct.org.au](http://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](http://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**

---



For those of you who read this editorial regularly, I'm pleased to say that both grandson, Leon, and new boat, *Rusalka*, have arrived safe and well! You can read more about *Rusalka* further on and if you pin me down at a meeting you might get to see a picture or 10 of the most beautiful baby in the world.

I hope you have been enjoying the beautiful sailing season (with a few rotten days thrown in so that we can get chores done at home!). It was great to see quite a few club boats out around Dennes Point watching *Wild Oats* and *Comanche* racing up the Derwent. I know that I'm looking forward as are many of you to the Australian Wooden Boat Festival this month – if you've never been to one of these before, make sure not to miss it.

This month we have an interesting collection of stories about various members' boats – I'd like to take credit for having a theme, but it's just a result of what I've received!

It's always fantastic to receive stories, trip reports and technical articles from members which help to keep the editor from sleepless nights wondering how to fill the next issue. One request, tho'... When sending photos to accompany a story, please pick out the most appropriate 3-5 photos rather than sending me large numbers of photos to sort through and label them either with who/where or a caption appropriate to the story. For other guidelines on writing for the Albatross please see the next page.

Finally, if any of you enjoy putting words together and have toyed with the idea that editing the Albatross might be fun (and it **IS** fun, I assure you), please drop me a line or talk to me. This is my last year as editor and I'm canvassing early for a replacement. I'd love to hear from you!

Jackie



---

## Commodore's Report

---



I hope you have all had a wonderful Christmas and I wish you a happy new year. I've been mostly (but not entirely) ashore enjoying the summer that finally arrived, but the Club has had several successful cruises-in-company (my thanks, as usual, to the Vice Commodore and the various leaders and cruise contact persons) and many members have been off cruising on their own. Everyone I've spoken to has been enjoying themselves.

There is more to come: the "night cruise" to Southport and Recherche Bay is coming up as I write (again, I will be land-cruising but I wish you well) and Australian Wooden Boat Festival will be held just after you receive this issue – a time of over-indulgence for those of us who love wooden boats, craftsmanship and music of many kinds, and a time when we expect to welcome friends from far away. The Club's stand at the AWBF is being organised by Ottmar Helm and Hans van Tuil – thanks to those who have volunteered to help, and even if you're not rostered on, make sure you drop by. We have a long cruising season ahead yet, and some exciting events are planned. I hope you enjoy them.

Fair winds!

Alan Butler.

### Guidelines for Contributions to the Albatross

The Albatross thrives on members contributions and we welcome them. Below are a few guidelines to keep in mind when preparing items for the Albatross. Please contact the editor if you have any questions or suggestions.

- Articles should be submitted as a Word document. Typically, stories should be less than 1600 words and contain no more than five photos related to the article. Longer stories will either be serialised or you will be requested by the editor to reduce the length.
- Boat names should be *italicised*, **not** in "inverted commas" or CAPITALISED.
- Photographs should be in .jpg format, about 200dpi. Please compress files to no more than 1Mb for emailing.
- Photos should be your own or clearly attributed. Please include a suggested caption for each photo where appropriate.
- The cut-off date for submission is the 20<sup>th</sup> of each month (there is no Albatross in January).

---

## Vice Commodore's Report

---



Firstly I take this opportunity to wish you all a happy and healthy 2015. I hope that all members had an enjoyable Christmas break, with lots of boating. Quite a few Club members attended the New Year's Eve gathering ashore at the Quarantine Bay MAST dock. Balmly overnight conditions and a fireworks display provided by Bruny Island made for an extremely enjoyable evening.

On the 10<sup>th</sup> of January the club conducted a SAFETY DAY and progressive dinner. My thanks to Richard Taylor of *Easting Down* for coordinating the weekend. The fleet of sixteen boats (Is this a Club record?) anchored in blustery conditions on the SE corner of Missionary Bay. Those in attendance were:

- *Alida*
- *Dame Edna*
- *Easting Down*
- *Fleur de Lys*
- *Foxy Lady*
- *Intrepid*
- *Janet Ann*
- *Juliet*
- *Nuage*
- *Rubicon*
- *Spirit of Freya*
- *Wayfarer II*
- *Westerly*
- *Westwind of Kettering*
- *Willyama*
- *Windclimber*

Most vessels had “out-of-date” flares for trial and both skippers and crew were actively involved in igniting orange smoke then red/white flares. Only two parachute flares were ignited prior to a decision to desist further tests due to the wind direction altering to slightly onshore. Neither of the parachutes opened, and the burning flare returned to the surface still ignited. Don't ever light these flares in the vicinity of other boats. To do so could be catastrophic.

An inflatable raft was activated on the beach to illustrate to members what to expect in an emergency. It was disturbing to note that the activation lanyard was probably packed incorrectly, and was wrapped around the complete craft and stopped correct deployment until the lanyard had been severed with a knife! I can only recommend from this experience, that the skipper of any vessel makes sure that there is a knife readily available in an emergency. (In a sheath on your belt).

A Marine Safety Pod (MSP- Floating grab bag) was available for members to inspect, and will also be available at the February general meeting.

*Westwind of Kettering* hosted drinks aboard with nibbles generously supplied by several WOBS. Derek Blair, a volunteer with Tas. Maritime Radio was in attendance and answered member's queries. During this period a MAYDAY was overheard. *Easting Down* left immediately to render assistance to a yacht that had grounded nearby. I would assume we will have a new member based on the willingness of one of our members to provide help so quickly.

Due to time constraints of providing information to the Albatross publishers, it has not been possible to report on the BLACKOUT cruise to Southport (January 23-26). This will occur in the next issue.



### ***HAPPY BIRTHDAY CYCT!***

The CYCT's 40<sup>th</sup> birthday is coming up in 2015 and a small group of members have got together to plan some special events to mark the occasion.

*Twenty One Years*, the Club's history up to 1996, written by Erika Johnson and published in book form was updated with an article in Albatross in 2000. However, another 14 years have passed, with the Club going from strength to strength. It is hoped to write an update of the Club's illustrious history, concentrating on the years 2000-2014.

**Oral contributions are particularly important.** There have been many interesting facets to the Club over the years – some funny, some serious, some even life-threatening. Every member is part of the Club's history. So please let us know!

Written contributions and verbal reminiscences welcome!

**Contact: Erika Shankley, Phone 62233510 or [erika.shankley@gmail.com](mailto:erika.shankley@gmail.com)**



---

## Rear Commodore's Report

---



With the festive season behind us it is time to start thinking about activities for 2015. It certainly has been a changeable season so far for summer with some great boating days, which hopefully many have taken advantage of!

### February General Meeting

Our first general meeting for 2015 will be held on the first Tuesday of the Month, ie the 3<sup>rd</sup> of February at the DSS as usual. In previous years this occasion has been marked with a BBQ but as this is also the WBF week we will have normal meeting. There will be a guest speaker, yet to be decided, at this meeting. An email will be circulated closer to the time with details of speaker and dinner bookings for those who may wish to have a meal prior to meeting.

**Venue:** DSS

**Date:** Tuesday 3<sup>rd</sup> February

**Time:** 8pm

### Australian Wooden Boat Festival BBQ

Our first social function for this year will be a welcome BBQ for visiting yacht club members who are attending the AWBF. This will be held at the DSS on Sunday 8<sup>th</sup> February commencing at 5pm. Cost for this BBQ will be \$25 a head. Meat, fish, salads and fruit will be provided. Drinks available at bar prices. Dave has set up at Pay Pal booking system for this event on the web site. This will be the only way to book for this event and bookings will close Wednesday the 4<sup>th</sup>.

**Venue:** DSS

**Date:** Sunday 8th February

**Time:** 5pm

**Cost:** \$25

Catrina



---

**CYCT Boats at the AWBF**


---

You'd have to be living under a rock not to know that the biannual Australian Wooden Boat Festival is on again 6<sup>th</sup> – 9<sup>th</sup> Feb.! I hope you'll all take the time to enjoy this fantastic festival of wood, boats and much more. Make sure you get around the waterfront and visit your fellow club members who will be exhibiting their boats. I may have missed someone, but these are the folks to look out for:

Jim & Pam Groves	<i>Alkira</i>
Greg Koennecke & Wendy Stothers	<i>Anodyne</i>
John & De Deegan	<i>Bindawalla</i>
Richard & Catherine Catt	<i>Birrigan</i>
Brett & Heather Doubleday	<i>Black Pearl</i>
Michael & Larissa Deck	<i>Erik</i>
Kevin & Chris Hussey	<i>Galadriel</i>
Philip Myer & Joy Phillips	<i>Holger Danske</i>
Robert Stott & Vanessa Smith	<i>Janet Ann</i>
Bryan Walpole & Liz Little	<i>Merlyn</i>
Chris Creese	<i>Neptune</i>
Chris Palmer & Margie Benjamin	<i>Wayfarer II</i>



*Brett Doubleday's Black Pearl*



*Neptune dressed*

### **APPLICATIONS FOR MEMBERSHIP**

---

Ross and Elaine Lincolne  
**ANDIAMO**

Paul and Liz Jenkins  
**AMARANTH II**

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.

### **WELCOME NEW MEMBERS**

---

Jon and Barbara Tucker  
**NEW ZEALAND MAID**

Damien and Elaine Killalea  
**CLOSE ENCOUNTERS**

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.

---

## Introducing New Members

---

### Jon and Barbara Tucker

We first cruised into Tasmania aboard *New Zealand Maid* in 1999 as part of the Sydney-Hobart Classic Boat Cruise, and were immediately struck with the cruising potential here, the people, the climate – it felt as if all our favourite aspects of New Zealand were all rolled into one space.

Our 45 foot Herreshoff gaff ketch has quite a history, and was the only home we have owned until very recently when we built a house in Barnes Bay. With a

family of five lively boys, life at times could be rather interesting! Whenever we headed off voyaging, the boys would each have at least three boxes of Correspondence School units packed away, and they became skilled at negotiating schoolwork-free days whenever we sailed into interesting locations.

We were rather young and idealistic when built *New Zealand Maid* in Christchurch during the early seventies, but have had no regrets. At present we are in the midst of refitting her for another Pacific cruise.

The live-aboard lifestyle was often challenging, but in hindsight has given us enormous satisfaction in requiring the whole family to function as a team, with each of the boys being given significant responsibilities, such as watch-keeping from quite an early age.

Certainly there have been some wonderful opportunities during the thirty-five years of sailing. We were contracted to sail our boat in the English Channel sequences for the Mel Gibson/Anthony Hopkins movie of the mutiny on the *Bounty*. That, along with several significant re-enactments during NZ's 150<sup>th</sup> celebrations (and sailing in Sydney's Historic Fleet parade) was a bonus of having such a traditional looking vessel.

But despite her old-fashioned rig, *New Zealand Maid* is definitely no slug at sea. We won our first ocean race (Napier to the Chatham Islands) on general handicap with a ten hour margin, at one stage flying nine sails at once, with the five boys as our enthusiastic crew. Another interesting voyage was a midwinter roaring forties passage to Mururoa in protest against the resumption of French nuclear tests.



*New Zealand Maid*

All of the boys have kept up a keen interest in ocean racing or extreme sailing, and have yachts of their own now. The eldest, Ben, teaches navigation in Hobart, and sailed his 34 foot *Snow Petrel* to Mason's Hut in 2006.

Jon is currently writing a series of five environmental adventure books which draw on our three decades of shipboard life. The first - [Those Snake Island Kids](#) - is set in D'Entrecasteaux Channel.



### **Damien and Elaine Killalea**

Elaine and I bought our 34' sloop *Close Encounters* in 1998. She's a Holman & Pye-designed IOR three-quarter tonner, and followed a long list of sailing dinghies, sailboards, white-water inflatables and a trailer-sailer. We've both been 'mucking about in boats' since we were little kids.



*Close Encounters*

Originally designed to contest the Fastnet Race, the first UFO 34 won her division in the '75 race in which a number of yachts sank and sailors drowned. Hence she's a strongly-built, go-anywhere yacht. According to some, any boat designed for the IOR rule has vices, though we're yet to find any on this boat in 17 years and about 35,000 miles (we've worn out 3 logs and don't keep an accurate count).

While I wasn't looking to upgrade our 20' trailer-sailer in '98, I fell in love with *Close Encounters* as soon as I stepped aboard. Brought together by a canny broker, I bought her, subject to survey, within a couple of hours. Convincing 'er indoors that the purchase was a good one and made at the right time (two kids and a third on the way) took a little longer.

I fitted her with an auto-pilot the week after I bought her, and have since added or replaced lots of bits and pieces, as we all do, to make her ours, more energy-efficient, safer, faster and easy to sail short-handed.

While Elaine raised the family, I raced *Close Encounters* at Kettering for several years, then moved to town to play in the bigger fleets. A handful of Three Peaks Races fitted in somewhere too. However, she's semi-retired now, and gets raced (usually single-handed) only 2-3 times in a year, usually in the 'country' regattas and no longer around the cans. The annual Kettering to Cygnet race on the March long weekend is a favourite, and the

old girl and I often manage to pick up an EPIRB, a 'Stormy', some smoked salmon and a voucher from somewhere.

In the meantime, we did many family cruises together, as far afield as Port Davey and the Gordon River, The Furneaux Group and Launceston. We've also done a couple of family cruises in the Greek Islands, along with a few friends, and look forward to more of that too.

While 'the boat' gets used almost every weekend, the kids' interest has waned as they've grown up. The boys are at uni in Melbourne now, but still sail occasionally when visiting home during the hols.

We're both looking forward to meeting new friends on the water and sharing some experiences.



**240-BERTH FLOATING MARINA  
50-TONNE TRAVELIFT NOW  
OPERATING  
ALL ASSOCIATED SERVICES ON-SITE**

7 Ferry Rd., Kettering  
[www.oystercovemarina.com.au](http://www.oystercovemarina.com.au)  
[admin@oystercovemarina.com.au](mailto:admin@oystercovemarina.com.au)  
Phone: 6267 4418

---

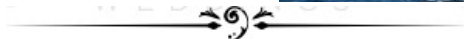
**Introducing Old Members' New Boats!**

---

[Ed. Just a reminder to those of you who have changed boats recently – send me a picture and the name of your new boat! I know we're not the only ones out there!]

**Rusalka (Alex Papij & Jackie Zanetti)**

*Rusalka* is a Hallberg Rassy 40, built in Sweden in 2007. We bought her in France, where she was languishing on the hard after her former owner had given up sailing. We sailed her to Genoa, put her on a cargo ship (mast up on the deck!) and picked her up in early December in Newcastle. Getting to know *Rusalka* on the sail from Newcastle to Hobart was great fun, especially seeing how well she handled 35 - 45 knots and big seas the whole first night we left Eden!

***FOR SALE*****Near New 15kg (35lb) Manson Supreme Anchor**

We bought this excellent anchor last summer for *Chaika* and only used it a few times, but it is too small for *Rusalka* so we will be upsizing. Asking \$350

**Galvanised chain and nylon rode**

55m of 10mm galvanised chain, with 40m of 18mm nylon rode spliced to chain. 3 years old, in very, very good condition. Asking \$350

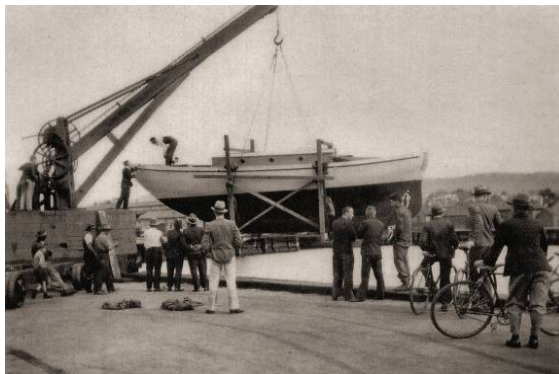
**Ph 0417 325 230 or [papij@turo.com.au](mailto:papij@turo.com.au)**

*Alex Papij*

**40 Years of the CYCT**

Erika Shankley

The year 2015 is very auspicious! The CYCT celebrates its 40<sup>th</sup> anniversary and it will be 80 years since Chris Creese's *Neptune* was launched by the crane at Constitution Dock. *Neptune* stands alone as the only boat to have been continuously on the register since the Club's inception.



*Neptune launch at Con Dock, circa 1935*

*Neptune* featured as *Boat of the Month* in the October 1976 edition of *Albatross*. The article, co-authored by *Neptune*'s builder, Bert Morris and Mark and Erika Creese, gives an insight into her genesis in the backyard of Bert's home in Bishop Street New Town. Mark and Erika, the 2<sup>nd</sup> and only other owners, bought her in 1970.



*Neptune* had already undergone a number of alterations by that time. Before she was even launched, the planned Marconi rig, become gaff-rig, a cast-off from the yacht, *Sirene*. *Neptune* enjoyed prominence in yacht races with the Bellerive Yacht Club before Bert decided to go scalloping. Then Jock Muir added a counter-stern and later the 'telephone box' wheelhouse and a fish well, so Bert could go fishing.

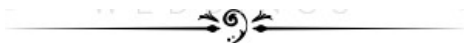
Perhaps by this time, Bert felt that it was easier to build a new boat and put *Neptune* up for sale. It was in this guise that she started life with the Creese family.

*Albatross* ran another article in February 1979, this time titled *Boat of Many Faces*. This alluded to the fact that the Creese family were continuing the tradition of alterations, a habit started by Bert. These included converting to ketch rig, removing the well and later, a major conversion to the below-decks accommodation was achieved with the aid of a chainsaw!



When *Neptune* was undergoing construction, select-grade Huon Pine was purchased from Crisp & Gunn, much as you would order a piece of 3 x 2 hardwood now. It's probably thanks to this high quality and Bert's workmanship that *Neptune* (and Mark) survived rolling on a freak wave at the Marion Narrows.

*Neptune* has now passed into the hands of Mark and Erika's son, Chris. Her solid construction has stood the test of time and this sprightly old lady still lifts up her skirts and gives other much younger boats a run for their money!



**HAVE YOU GOT A COPY OF THE CYCT RECIPE BOOK?  
compiled by Liz Macrow in 1996.**

If so, could you please get in touch with Erika Shankley, 62233510 or  
[erika.shankley@gmail.com](mailto:erika.shankley@gmail.com)

---

**CYCT Christmas party at DSS, 2 December**

---

Silly games...



Santa...



...and sugar.

What more could you want?

**NYE BBQ, Quarantine Bay**

Tony Peach

Eight CYCT boats enjoyed New Years Eve in Quarantine Bay. In addition to Club boats there were another dozen or so non-CYCT vessels in the bay. It was a balmy night with almost no breeze. Ashore, at the head of the aluminium berthing bridge were some 40-45 people with around half the complement being CYCT members and others who had “heard” of our BBQ ashore. All of the group was treated to a fireworks display we assume conducted by the residents of Bruny in the head of Quarantine Bay. This commenced around 21:30, and continued for some 30 minutes. It was a superb evening, with everyone in good spirits, enjoying the calm conditions.

The following morning at around 10:00, a Southerly front arrived which resulted in the fleet dispersing quite rapidly.

CYCT boats participating:

- *Juliet*
- *Intrepid*
- *Westwind of Kettering*
- *Easting Down*
- *Rubicon*
- *Irish Mist*
- *Andromeda*
- *Honeywind*



---

## GOING ABOUT

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

---

### Vale Jo Westman

We were saddened to hear of the death on 18th December of Jo Westman, of *Van Diemen H*. She was a member of CYCT for about 15 years and well known to many in the club. Jo was an enthusiastic cruiser and a keen supporter of the CYCT. Our thoughts are with her family and friends.



### New Public Moorings at Lady Barron, Flinders Island

The new public moorings (put in by MAST as a result of a RBF application by CYCT) at Lady Barron are now installed and available for use.



The yellow buoys are located in the anchorage east of Lady Barron port and are clearly marked with MAST signage. The moorings are suitable for mono hull vessels up to a maximum 15m LOA and multi hulled vessels up to a maximum 14m LOA, with a maximum wind speed of up to 40 knots. There is a 4 hour time limit during the day. Vessels picking up the mooring on or after 5.00pm may remain on the mooring overnight and are not required to vacate until 9.00am the following day. No rafting up is permitted.



### Update from Honey Bee, Chris and Peter McHugh

We are now halfway up the west coast of the Malaysian peninsula. 'Honey Bee' is out of the water for some minor repairs & painting at Pangkor marina/slipyard.

Our 4 months in Indonesia was quite an experience ! Amazing scenery & really friendly local people. The rally was good - we met some interesting cruisers, & did tours & had opportunities for more cultural experiences. Also we sailed on our own & found some great snorkelling anchorages, or had unique meetings with locals, etc.

We expected little wind and much motoring, but, in fact, the wind was good and we sailed over 75% of the trip. This led to one of our major problems - keeping the batteries charged!! Our favourite places in Indonesia were Banda (the historic Spice Islands); land trips on Flores & Lombok, including Komodo National Park & the river trip in Kalimantan to see the orangutans. Late November, we arrived in Singapore - a modern, clean & vibrant city after Indonesia! We have been in Malaysia since early December. During December, we enjoyed 2 land trips to visit Malacca & Kuala Lumpur, while based at Port Dickson. We travelled by local buses - very economical & efficient.

---

**Safety Day Cruise, 10 January**

---

Richard Taylor

The weather was perfect and on the prescribed time of 11.35 am on Saturday the 10<sup>th</sup> January it all began. The radio sched. commenced and 16 radio registrations were received for the event (for boat names see VC's report). The position selected was Stockyard Point in Missionary Bay - this was a perfect spot, well protected from a light southeaster.

A beach location was selected as having everybody together for the demonstration was determined to be the most informative for all.

The flare demonstration was to begin at 2.30 am, all authorities were duly notified and permission granted. Many out of date flares were set off some as old as 1984, some flare failures were observed in flares as new as 2013. Handheld flares were the first selected and many members had the opportunity for the first time to experience the quite dangerous and formidable operation.



*Julie Marsaban reaches for the stars*

Parachute flares were then fired with unexpected results. The upward acceleration was something to experience and the height and brightness was unforgettable. The downward path of these fiery rockets was to say the least totally unpredictable, it was apparent that they were faulty as the parachutes did not deploy in their descent and they landed still burning, fortunately none landed on our moored boats. The wind came up and we cancelled any further flare firing.

The next safety exercise was to carry out a mock fire fighting bucket brigade demonstration in case of a flare landing fire in long grass. This exercise was considered by some as highly unnecessary and a waste of time considering the expertise of the highly trained flare firers. However the mock drill took on such devotion and realism that all attendees gave their absolute all and proved that buckets, hats, eskis, sticks, rags, gumboots, would all be very capable implements in successfully dousing a fire in case a lighted flare should land.

I might add that some members really took it all a bit seriously seeing that it was only a pretend exercise and based on very high improbability, however it is good to see that we are now trained in all facets of flare usage and pretend fire fighting!

Our last exercise was to inflate an out of date (I think it came from the First Fleet) liferaft on the beach. The crowd stood back as the tether was pulled and lo and behold there was a loud explosion that blew the lid off and the rubber monster slowly evolved. As it was expanding it was apparent that it was packed incorrectly and its tether line was strangling the poor little life raft to the stage where if the line had not been ceremonially cut it would have been a disaster for all, but with the quick thinking organisers once again helping out we soon had a fully inflatable raft sitting upright on the beach ready for inspection.

Julie Macdonald was first in and marvelled at the barley sugar and fresh water that was



*This is a one-person raft, right?*

stored. Discussions took place on the lack of comforts in the raft, no TV or sleeping bags, where do the single women have to sleep?, no toilets either. After much discussion it was agreed that it would be much nicer to stay safe and secure on our own boats and only use a liferaft when absolutely necessary and only for about 10 minutes in daytime if possible.

The final segment of our secret programme was to simulate a dragging anchor situation. *Dame Edna* generously set the scene with a well planned and executed plan and on cue a crack highly trained retrieval crew jumped into action, albeit a bit more exciting than the “mock fire fighting brigade bucket demonstration” because of its realism and no actors. *Dame Edna* was mock rescued and extra chain laid out. The operation was successful and valuable safety lessons learnt. The formal part of the day was then concluded.

The early evening was enjoyed and well attended on *Westwind of Kettering* for pre dinner drinks and rocket fuel, a great selection of competition winning entries, and all agreed that the day had been a total success and full of surprises.



*Drinks on Westwind of Kettering*

The latter part of the evening was to be enjoyed by all on *Easting Down* for desserts and coffee, however more surprises were in store and being a safety weekend they were still unfolding.

As the crew were just boarding *Easting Down* to start preparing the evening meal a distress call was heard on Channel 16 requesting any vessel in the Middleton light area to assist in towing a yacht that had grounded near the light. *Easting Down* offered assistance and immediately lifted anchor and made way with haste to the stricken yacht. The yacht, a 55 footer, Sydney-Hobart competitor heading back to South Australia had mistook the light and promptly grounded. *Easting Down* requested a mast head halyard be made available from the yacht and made fast, *Easting Down* attached this line to her own bow and reversed with low power, the yacht's mast took the strain and leaned over on its side softly and was gently pulled free in a few minutes. The parting comments from the crew were of many thanks and that they would join our cruising yacht club.

*Easting Down* arrived back at the mooring a little late for most, but some diehards came aboard for a final briefing. Most yachts stayed overnight and enjoyed a most magnificent morning before returning back home.



Photos: Mike Ponsonby & Julie Macdonald

---

**A Day in the Garden of “Eden”**

---

Paul & Rosemary Kerrison

---

Saturday the 17<sup>th</sup> of May 2014, the weather in Hobart was to say the least atrocious, heavy rain showers, and wind gusting on the mountain at 60-65 kts. from the north west, “SV *Irish Mist*” champing at her tethers was supposed to depart from the RYCT at approx. 0930hrs. many a passerby suggested we put off our departure until the next day, but today was the day, eventually after an improptu lunch and hot drinks for 10 or 12 on board, we did get away at 1640hrs on the start of an extended voyage to Papua New Guinea and the Louisiades, our first night was spent under the lee of Droughty Point in Ralphs Bay.

Following a very boisterous crossing of Bass Strait the last five hours of which were into a strengthening Northerly with an associated confused sea and big swell *Irish Mist* anchored behind the naval jetty in East Boyd Bay at approx. 1830hrs Monday the 26<sup>th</sup> of May 36hrs after leaving Burgess Bay, on Cape Barren Island.

After a well-earned sleep for the skipper and his first mate, who did a magnificent job although feeling a little squeamish at times, and with the weather forecast to remain from the N for the next day or two it was decided to find a berth alongside the public wharf in Eden. So what to do in Eden?

Having visited Eden from the water on numerous occasions and knowing the cafe's, fish shops etc. surrounding Snug Cove( as the wharf area is known) plus the zig zag track up to the main street and the Fisherman's Club, bakery, bottle shop and so forth, what else does Eden have to offer? Everyone's been to the Whale Museum, the supermarket, walked to the VMR station, the lookout on the bluff, there must be something else here.

Asking if you are able to hire a car in the town turned into a comical quiz, with everyone thinking you could but where? Checking at one of the local servo's the very helpful attendant rang around his mates with no luck then promised to keep trying so we left him with our mobile number and walked on, the local Hotelier said yes you can but was not sure where, but would try and find out for us, so again we left our mobile number, next stop visitor information center, before I could finish the question re hire, the Lady behind the counter said, so you are the people looking to hire a car? Replying yes, we were told that there used to be a rent a car place in town but they had closed up. However she was trying to get hold of the people who used to do it for any information, however she kept getting some machinery place which was out of town and sold lawnmowers etc. so was not having much luck.

Just then a stranger came in the front door and overhearing our conversation explained that you could indeed hire a car from the aforementioned machinery outlet, for it had only changed names and address and then proceeded to point this out by showing us an advertisement in the visitors center “What to do around Eden” travel brochure on the



counter in front of us.

Problem sorted we have a car for tomorrow. Early next morning our hire car arrived at



the wharf, after completing the necessary papers etc we took to the road. First stop approx. 36km south of Eden, was Boyd's Tower a magnificent 5 storey structure built in 1847, of stone which was quarried at Pymont in Port Jackson and transported to Eden. Benjamin Boyd designed the tower to serve as a private lighthouse, however the Government of the day denied him a license to operate, so it ended up as a whale lookout tower, for the nearby whaling station at Kiah Inlet, using fire on the top as the signal, as this proved both dangerous and labour intensive most signals were given by gunfire.

A short walk away on a coastal track just below Boyd's Tower is a spectacular rock formation showing the powerful forces of nature with the twisting and upward movement of sand stone against siltstone containing many fossils. An impressive sight!



From here we went back to Davidsons Whaling station, at nearby Kiah Inlet, established in 1857, the longest operating whaling station in Australia, closing in 1929. Four generations of the family worked from here employing indigenous whaling crews.

The main house circa 1896 named "Loch Garra" sited on 17 acres of freehold land having an extensive water frontage was the home to George and Sara Davidson until the 1940's before they moved to Eden. The house is now looked after by the PWS, the gardens are well kept and many artifacts are on display within. A well designated path takes you to the remains of the try-works on the shore of this delightful inlet. All points of interest have



very good interpretative signage, outlining the history of each.

Next it was back towards Eden with a visit to Boydtown. Here stands a magnificent building erected in 1843 by Benjamin Boyd which he named the "Seahorse Inn" after his steamship. (SS *Seahorse*)

There also are several brick cottages, church, a wool store and salting down works all of which formed his empire until 1849.

The Seahorse Inn has extensive manicured lawns right down to beautiful Boydtown Beach which is approx. 2km long, stretching from the mouth of the Nullica River. The Seahorse Inn is now a resort offering fine dining and convention facilities together with casual al fresco dining on the terrace. The inside features beautiful stained glass windows, doorways and a magnificent broad staircase.



Unfortunately the church is now off bounds due to vandalism and pillage which has occurred over previous years. Built by convict labour in the 1840's the church had a shingled roof but the Bell Tower and floor were never finished nor was it ever consecrated.

Heading back to Eden we visited Cocora Beach, a beautiful safe swimming beach excellent for children, then Quarantine Bay where there are many moorings for keel boats and others. There is also a launching ramp, jetty and a local boating club which covers sailing dinghies and powerboat owners. It also boasts very good fish cleaning and wash down facilities. Quarantine Bay offers excellent protection from any SW weather.

To the north of Eden proper you have Aslings Beach, a very popular surf beach. Its southern end features a rock pool, a favorite for many who are not strong swimmers.

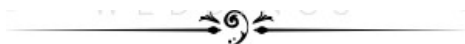
Behind Aslings Beach between the High school and Lake Curalo are picnic and sports grounds complete with 3 kms of boardwalk, gas barbecues and fitness equipment.

A quick trip north up the Pacific Hwy took us to Ben Boyd National Park where the Red Coastal Cliffs are known locally as the Pinnacles. This is a place of many contrasts between white sandstone and red clays. Continuing on we also visited Pambula, an old township with many antique stores, market gardens and roadside stalls.

Then on to Merimbula where we walked among many old and interesting buildings. We took afternoon tea at the Fisherman's wharf which is a jetty some forty feet above high water. It was used by coastal steamers in early years, but now a very popular restaurant occupies the old building above the jetty from where you are able to observe the local fishermen and women casting some 150 mtrs into the fast running coastal waters. There are many a fish lost just within inches of the deck.



Eden will never again be regarded as just a place to seek shelter.



---

**It's a funny old world**

---

Mike Boyden

I have owned *Serida* for about 10 years. When I was a kid I went to school in England at a place called **Lymington**.

One day I was having coffee with my son at Queenscliff in QLD, & we decided to have a quick look at the boats in the marinas, (cos we had nothing better to do). I happened to be looking at a marina full of motor boats & launches, but there in the middle looking quite out of place was the prettiest 40 footer I had ever seen. I enquired, had a quick look, liked what I saw, went back to Brisbane, had a sleep, got the money & bought the jolly thing.



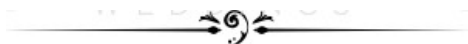
*Serida on the slip at Cygnet YC*

Well after a few years sailing out of Beauty Point, I decided on a change of scenery so thought of Cygnet. When I talked to the PCYC about a mooring they were full up, so Phil Geoffs drove me around looking at likely spots. We found a nice cove which I liked very much. When I asked the name of the place, (yes you guessed it) Phil said **Lymington**.

That was quite a coincidence, but it gets better. The other day at Quarantine *Rubicon* and *Serida* started to drag, so we both decided to head across to Rosegarden. Mike Ponsonby & I had never met before but that evening Mike received an email from a guy in Warrnambool looking to trace a yacht that he had built in England back in 1984. Mike looked out of the window & couldn't believe his eyes - there next to him was the very boat this guy was asking about. Not only did we both nearly fall out of our dinghies that evening, but when I contacted David Skinner (the boatbuilder) he told me all about the build & finishing off that he did while working as a boatbuilder.

Yep, you guessed it, he built *Serida* ...in **Lymington** .

There must be a moral to all that somewhere, but it beats me.



---

**How (not) to buy a boat**

---

Pat & Penny Price

---

“The best boat is the boat you have”. Certainly applies to us. We have had some wonderful cruising aboard *Pendulum* over many years to far flung shores. And *Pendulum* is in great shape and fully equipped and always just about ready for a world circumnavigation.

Whilst holidaying in Bali earlier this year, no, not aboard *Pendulum*, we found on the internet an Australian made and registered Northshore 46 available for sale. I like these smart well made yachts so flew up to Phuket to check her out. And to meet old cruising friends Anna Maria and Ernst aboard *Galatea* who were in Phuket near where the NS 46 was berthed.

Despite some good photos and rosy words about the condition of the NS 46, she was tired. No sale. OK photos can make any yacht look better than reality, but the words used by the salesman approached outright misinformation. I told him so as I had wasted some good money on airfares. Such is life. Lesson learnt and will not do that again.

Back in Bali, surfing the net, we noticed an Australian Registered Bavaria 42 for sale in Greece. She was called *Goode Thing*, named after her owner, and was on a cradle for northern winter storage on the harbour wall at Katakolon on the west coast of the Peloponnese. This was the advertisement. “This Australian registered Bavaria 42 is on the hard on the Greek mainland. *Goode Thing* is a cost effective avenue in Europe with the security of clear title through the Australian registration. As a four cabin version she is a great layout for a family, sleeping eight comfortably. Please contact YOTI, her exclusive agents, to discuss further”.

This was a “heads up” to us - we were captivated by the thought of spending the southern winters sailing in the Med. We were interested and probably drove the Sydney domiciled owner nuts with the incessant interrogation about the details of *GT* as we were calling her. We had in mind some winters cruising the Mediterranean and maybe bringing her home later.

Back home at Howden, we were able to speak more easily by telephone with the owner and we decided to make an offer, subject to inspection. The offer was accepted. Inspection? Quite an undertaking, it takes about three days to travel to Katakolon. Same back again. Makes Bali to Phuket a stroll in the park.

At this stage we had given ourselves a dilemma. Mindful of the wasted trip to Phuket, a visit to Greece to find another problem yacht would be a bit depressing to put it mildly. And there was no chance of getting *GT* surveyed at Katakolon. Marine surveyors are not to be found there or anywhere near. Not much else either. A very small seaside town.

We had recognised that the owner seemed very honest and open with his responses to the many questions asked. And we thank him for that. Of course, he might have felt a bit awkward if we went to Greece and found something different to that he had portrayed as at this stage, remember, the offer was conditional on inspection.

So we decided to buy *GT* without seeing her or arranging a survey. She must exist, surely? After all she is Australian Registered. Soon enough we were the proud owners of a Bavaria 42 in Greece. The registration papers said so!

We decided I would go to Greece ahead of Penny and if necessary prepare *GT* for habitation! We made this arrangement as Penny's mum was in aged care and needing lots of attention. Sadly, before I left for Greece Penny's mum passed on, rather suddenly. That of course delayed our travel to Greece. But we were eventually able to fly to Greece together.

We arrived at Athens airport via Singapore and Qatar around midday in late June this year, caught a bus for the four hour trip to Pyrgos and another short bus ride to Katakolon and a taxi to our hotel up on the hill with panoramic views over this pretty little town. Then we walked down to the harbour wondering what the hell we had got ourselves into.

Full of trepidation, in the realisation that we may have stuffed up, we had a quick look around *GT* from below (she was on a cradle) and things looked good. We borrowed a ladder to get on board, knowing that in those first minutes with her we would have a pretty good idea whether we had done something silly. More than silly? Again, she looked good to us in the brief time we had with her before dark. She was rather crowded down below since everything that belongs on deck was stashed in the main cabin. We were impressed with her size. A Bavaria 42 is a big roomy boat.

Next morning we got all the equipment up on deck and had a more relaxed assessment of what we had bought into. The general condition of the decks and topsides and keel looked very good for age. The internal timberwork was also very attractive. The upholstery is usable but will need replacement. The previous owner had warned that this was the case. Our expectations had been generously exceeded.

Soon enough we had *GT* ready to be refloated. On floating, the engine started at the touch of the starter and all seemed OK. Mark had advised the engine had been completely overhauled two years ago and it certainly does run well. We took her outside of the harbour briefly, anchored, had lunch, returned and tied her up stern to at the harbour wall, Med style!

Over the next two months we travelled north in the Ionian Sea and visited some twenty ports. July and August is a very calm time of the year in the Ionian and as such we motored almost everywhere but distances are short. A typical days run is ten to twenty miles. The

scenery is breathtaking and the harbours mostly postcard perfect. Favourites were Port Saint Nikolas, Poros, Nidri, Skorpis Island (once owned by Aristotle and Jackie Onassis, now owned by Russians), and Levkas.

*Goode Thing* has had a name change, as well as home port. We wanted a Greek name for her and were surprised that on the Australian register there was no *Penelope*. So with a big grin from Penny, she is now called *Penelope*. Home port Hobart of course.

*Penelope* is back on the harbour wall at Katakolon. The area is open to the public at all times and there is no security. She is not alone, there would be six or so other boats near her. We asked Ioannis, who owns the cradle and the crane, was there a security risk. His response in his slightly broken English was "They would not dare!" We were not quite sure if he meant any violator of *Penelope* would be scared of Ioannis or a divine backlash, or both. We feel she is quite safe in this very small God fearing township.

*Penelope* is typical of the modern "plastic fantastic" type of yacht. At 42 feet in length and a beam of 13 feet she is very spacious. She has four sleeping cabins, two aft, one forward and between the main cabin and the forward cabin there is a bathroom to port and another cabin to starboard with two layered single berths. There is another bathroom off the main cabin. Lots of space in the main cabin and a large settee and dining table setup. Wonderful walk through sugar scoop with a third shower !

She is powered by a 55 HP Volvo MD22 and saildrive which has a feathering propeller. The Selden mast and wire rigging was replaced in 2011 as she was dismasted when the headsail unfurled itself at a marina. Apparently it can blow in the Med. The sails are furling main, furling genoa and a 95 square metre gennaker with sock. And a storm jib.

We will depart for Greece again at the end of the Tasmanian summer. Our tentative plan is to maybe bring *Penelope* to Australia starting late in 2016. Whoopee!



---

**Recipe: Gazpacho**

---

**J. Zanetti**

---

As summer warms up and the tomatoes begin to ripen it's time for a cold soup. We discovered the joys of gazpacho while living on *Rusalka* through the heat of a Mediterranean summer. In France it is available in waxed cartons in the refrigerated section of the supermarket, making it an easy choice to accompany our dinners of salad, cheese, olives and meat terrine.

Gazpacho can be made ahead and brought already chilled in a sealed container for a refreshing and classy first course on board. Just don't forget the garnishes!

**For the soup**

- 500g ripe tomatoes, quartered and deseeded
- 1 Lebanese cucumber, peeled and coarsely chopped
- 1 red and 1 green capsicum, deseeded and coarsely chopped
- 1 garlic clove
- 1/2 small red onion, chopped
- 1 slice of bread, torn into pieces
- ~ 2 Tbsp red wine vinegar or sherry vinegar
- 1/2 teaspoon sugar
- 2 tablespoons extra virgin olive oil
- 2 cups (500ml) tomato juice
- Salt and pepper

**For the accompaniments**

- red capsicum
  - spring onions
  - cucumber
  - chopped fresh herbs (eg chives, basil, mint, coriander)
  - croutons (or toasted bread, in cubes)
1. Blend all soup ingredients until smooth. Check for taste (if bland a splash of balsamic vinegar or sherry can help) and season. Chill soup for at least 2 hours.
  2. Prepare the accompaniments towards the end of the chilling time. Deseed and cut the red capsicum into small cubes, thinly slice the spring onions and cut the cucumber into small cubes. Place each accompaniment in separate small serving dishes.
  3. Ladle the soup into bowls. Serve at once, offering the accompaniments and salt and pepper so that they can be added to taste as the soup is eaten.



---

**JOKES PAGE**

---

[Ed. Help! Please send in your favourite nautical jokes! I seem to have lost my sense of humour somewhere along the line...]

*Since their boss was an avid yachtsman, everyone in the office chipped in to buy him a sextant for a birthday present. Henderson volunteered to make the purchase, and when he learned the chandlery was out of stock, he phoned the local sporting goods store. When he burst out laughing and hung up, a co-worker asked what was so funny. "They transferred my call," Henderson explained, "and when I asked the woman who answered if they had a sextant, she said they had all kind of tents and what I did in them was my business."*



*There were two twins, Joe and John. Joe was the owner of an old dilapidated boat. It so happened that John's wife died the same day Joe's boat sank.*

*A few days later, a kindly old woman saw Joe and, mistaking him for John stated,*

*"I'm sorry for your loss, you must feel terrible."*

*Joe, thinking she was talking about the boat said, "HECK NO! Fact is, I'm sort of glad to be rid of her. She was a rotten old thing from the beginning. She was all shriveled up and she smelled like old, dead fish. She was losing water. She had a bad crack in the back and a pretty big hole in the front too. She just couldn't handle life any longer. I'll just have to find me a better one. I'm glad to be rid of her. I guess what finally finished her off was when I rented her to those four guys looking for a good time. That's when the old woman fainted!*



*A guest on a private sailboat had to use the head. Excusing themselves, they left the main cabin. Shortly after, a sudden squall hit the ship. A giant freak wave rolled over the vessel and, with a stress breach in the hull, the boat began taking on water! Just short of sinking and with his guests and crew in the lifeboat, the captain realized someone was missing. Working his way towards the aft cabins and fighting the onslaught of water rushing in, he broke open the door to the head. There stood the missing guest. Shaken and confused they looked at the captain and said, "I don't understand, all I did was pull the handle!"*



---

**Cruising Yacht Club of Tasmania  
General Meeting held at DSS on 2 December 2014**

---

**MINUTES**

*Meeting held in conjunction with the Christmas BBQ which commenced at 6:00 pm.*

**1. Opening**

The meeting opened at 7:35 pm, Commodore Alan Butler presiding.

**2. Attendance and apologies**

Attendances based on the Christmas function attendee list included 89 members and guests. The list is filed with the official copy of the minutes.

Apologies were received from Alex Papij, Jackie Zanetti, Dave Davey and Annick Anselin.

**3. Minutes of the last meeting (November 2014)**

The Minutes were published in the December Albatross. These were confirmed and signed.

**4. Business Arising from those Minutes**

There was no business arising from the Minutes.

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

The following new members were welcomed to the Club and presented with their burgees, and said a few words about their boating histories.

- Phillip Myer & Joy Phillips;
- Heather Gluyas (representing Heather and Alan Gluyas); and in addition
- Robert Stott and Vanessa Smith – members from Melbourne who joined the Club some time ago – now attending their first meeting.

**6. Vice Commodore's Report – Tony Peach**

Tony thanked Catrina for organizing the Christmas BBQ function and wished everyone a Merry Xmas. He provided the following reminders on coming cruise events (December – January).

- Xmas/New Year: Self cruising with a New Year's Eve BBQ planned in Bruny area at a location to be advised closer to the event.

- Safety Day, 10 January with the exact location to be decided a few days before. Richard Taylor will be the Coordinator. Timing for release of flares will need to be precise – 14:30.
- Black-out cruise to Southport/Recherché, 23-26 January. Planning to leave Friday evening in order to complete the Southport leg after sunset. Tony is the Coordinator.
- Further details are in the Cruising Calendar.

**7. Rear Commodore's Report – Catrina Boon**

Catrina advised that the next social event is the AWBF BBQ at DSS on Sunday 8 February. This will be an opportunity to meet and welcome cruising visitors from other parts.

**8. Treasurer's Report – Alex Papij**

As Alex is an apology financial matters were deferred to the next meeting.

**9. Commodore – Alan Butler**

Members will recall we nominated Alan Gifford as a Director of MAST some time ago. The Club has since received a letter from the Minister for Infrastructure; thanking us for the nomination but informing that it was unsuccessful (appointees are Hugh Lewis, Neil Strump, Mark Nikolai).

It's been another great year. Special thanks to the committees, both the preceding one which retired in September, and the present one.

Alan invited volunteers to assist with the Club stand at the AWBF. (The requirements were subsequently over-subscribed.)

**10. Other business.**

There was no other business.

**11. Next Meeting**

The next GM will be on 3 February 2015 at DSS, 8 pm.

**12. Close**

The formal meeting closed about 7:48 pm.

# ***NJM MARINE***

ABN 70 439 342 778

**Norton Makepeace**

**0414 014 752**

- *Marine Electronic Installations & Sales of All Major Brands*
- *General Marine Wiring • 12v | 24v*
- *Full Insurance*

**[njmmarine@gmail.com](mailto:njmmarine@gmail.com)**



**Mermaid Café**  
Ferry Road Kettering  
Lunch snacks coffee  
9am – 5pm 7 days  
Ph: 03 6267 4494



- Specialising in all makes of Marine Diesels
- Repowers New Engines & Remanufactured Engines
- Generators, Marine Transmissions & Stern Drives
- 12 & 24 Volt Electrical • Refit Project Management



**0407 919 474**



# KitchenMade

Let us surprise you

### Excellent Value

- Pre-Assembled
- Hettich Soft Close.
- Many benchtop options
- Easy Installation
- Accessories and Handles

## Pre-Assembled Kitchens

We can supply a modern high quality brand new kitchen and arrange for it to be professionally installed for a price you will not believe

Visit our website  
[www.kitchenmade.com.au](http://www.kitchenmade.com.au)  
 for information on how to plan your own kitchen design.



2 Ascot Drive HuntingField Kingston ph 62393645

85 George St Launceston ph 6334 3314

**MARINA BERTHS  
AVAILABLE NOW!  
SHORT STAY OR LONG TERM.**

20 BENDER DRIVE, DERWENT PARK TASMANIA 7009

THE MARINA BOASTS A 160 BERTH FLOATING PORALU MARINE PONTOON SYSTEM WITH STATE OF THE ART MARINE FACILITIES AND CATERS FOR VESSELS UP TO 35 METRES IN LENGTH.

[www.princeofwalesbaymarina.com.au](http://www.princeofwalesbaymarina.com.au)

0400 927 510  
POWMARINA@GMAIL.COM

Find us on Facebook

# OYSTER COVE CHANDLERY

**THE BEST STOCKED LITTLE CHANDLERY IN SOUTHERN TASSIE. WHAT WE HAVEN'T GOT, WE WILL GET SOON!**

**COMPETITIVE PRICES – 10% DISCOUNT ON MOST CHANDLERY TO CYCT MEMBERS**

**ICE      FUEL BERTH      GAS**

OYSTER COVE MARINA      Telephone: (03) 6267 4300  
 PO Box 47      Mobile: 0411 419 299  
 Kettering, Tasmania 7155      Facsimile: (03) 6267 4876

**Email: [oystercovechandlery@bigpond.com](mailto:oystercovechandlery@bigpond.com)**



## CATALINA 387



**\$ 239,950**

**Catalina 387 . Launched in 2006 and still in original ownership, “Dragonfly” has cruised PNG and the SW Pacific for the past five years. Light and very spacious interior with a huge aft cabin that has to be seen to be believed. Extensive inventory includes sat phone, liferaft, parachute anchor, wind gen, solar panels etc. Complete electronics package incl. all Aust. S. Pacific & Japan charts. Catalinas are one of the highest quality production yachts, built with great attention to detail.**

- 40hp Yanmar diesel
- Furling genoa and Dutchman flaking main.
- Sleeps 7 with two double cabins incl. huge master aft.
- Bathroom with separate shower stall.
- Excellent offshore cruising inventory



**MURRAY ST PIER HOBART [www.boatsalestas.com.au](http://www.boatsalestas.com.au) FERRY RD KETTERING**

**Ph: 1300 288 007**

**KIM BREWER 0428 937 358**

**PAUL NANSCAWEN 0418 385 866**

**JOHN NANSCAWEN 0409 433 547**

