

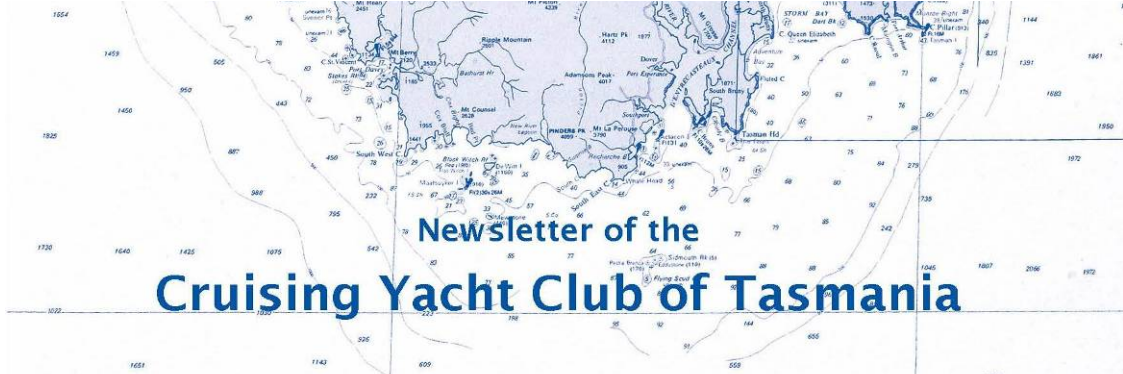
Albatross

Volume 41 No 3 April 2015



Passage Beach, looking toward Schouten Island

J Zanetti



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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cyct.org.au

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



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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>APRIL</u>	
Fri 3 rd – Tues 7 th	Cruise: Easter Cruise – Circumnavigation of Bruny Island
Tues 7 th	General Meeting @ DSS 8:00pm Speaker: Victor Doust, <i>Antarctica</i>
Wed 8 th	Committee meeting @ MBATas 7:30pm
Sat 18 th – Sun 19 th	Cruise: New Norfolk
Tues 21 st	Women on Boats meeting @ DSS 5:30pm Topic: Rules of the road, legislation affecting boat owners, licensing.
Sat 25 th – Sun 26 th	Cruise: Donald Sutherland Memorial Cruise * option to overnight at Kingston Beach
<u>MAY</u>	
Tues 5 th	General Meeting @ DSS 8:00pm Speaker: TBA
Wed 6 th	Committee meeting @ MBATas 7:30pm
Sat 9 th – Sun 10 th	Cruise: Sykes Cove
Tues 19 th	Women on Boats meeting @ DSS 5:30pm Topic: Diesel Engines
Sat 23 rd – Sun 24 th	Cruise: WoB weekend on the water
Tues 26 th	Winter Forum – at DSS 5:30pm Speaker: John Brierley, Anchors aweigh!
Sat 30 th – Sun 31 st	Cruise: Cornelian Bay

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

**Zen and the art of winch maintenance...**

“It’s not exactly brain surgery, is it?” was Kim Brewer’s response to my revelation that I’d just spent the last few days stripping and cleaning our four cockpit winches. No, it’s more like polishing the silverware – you just have to remember into which drawer everything goes back! Actually I found it a meditative experience, sitting in the sun scrubbing away the gunge from the gears with a toothbrush then painting on a light coating of grease. My mind was free to wander and plan our next adventure while the winches were restored to their original sparkling brilliance. I’d encourage anyone who hasn’t had the pleasure of getting to know the inside of your winch intimately to give it a go. I strongly recommend first watching a video on cleaning your particular winch (try looking on youtube) and keeping handy an “explosion” diagram, showing all the parts of the winch and the order in which they go together.

This month we have an amazing number of new members – have a read of their stories and say hello to them next time you see them on the water or at a meeting. We also have a couple of stories from *Spindrift’s* summer cruise, in which Alex and I were pleased to join on *Rusalka*. The picture below is a testament to the masses of weed in Crockett’s Bay on Schouten Island.



Here’s hoping for a long, settled, warm autumn for some extended sailing! Hope to see you on the water.

Jackie



Commodore's Report



Greetings from the big island. We've been traveling via the Great Ocean Road - we were staying at Killarney on the so-called Shipwreck Coast in early March when Hobart was also being battered by strong winds, and I was very glad I didn't have to try to claw off that coast in a square-rigger! Because of my travels, the Commodore's duties have been handled for the past month by Tony, to whom I'm grateful.

I've been for a sail at Goolwa at the Murray Mouth (site of the other Wooden Boat Festival) which was very pleasant and very interesting but reminds me of just how superb our Tasmanian cruising grounds are. Perhaps the best of the lot is the Port Davey-Bathurst Harbour area and by the time you get this issue of Albatross the Club's cruise there will be happening, or perhaps even returned (weather dependent). I hope it goes well and I'm very sorry not to be with you.

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 20th of each month (there is no Albatross in January).

Vice Commodore's Report



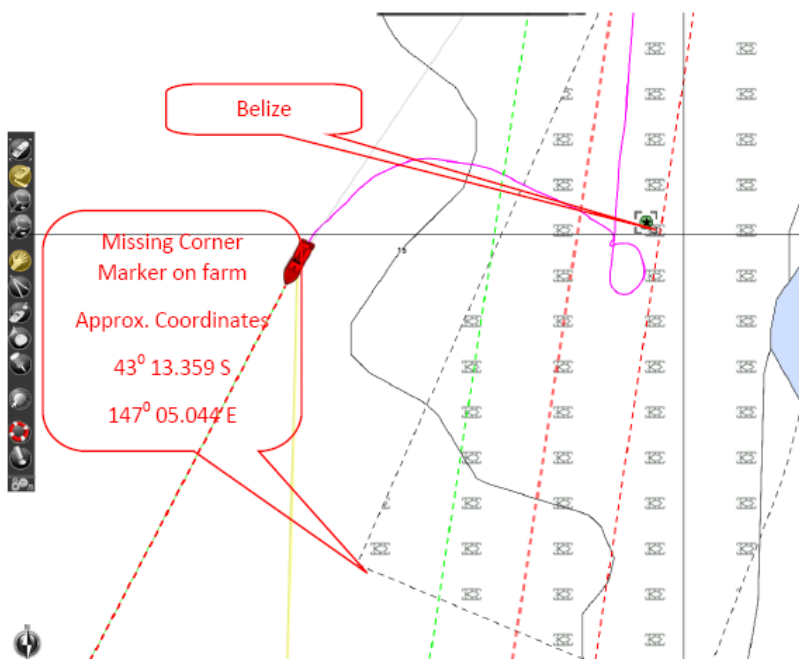
CYGNET REGATTA 7, 8, 9 MARCH

The boats listed below attended the PCSC regatta. Those in inverted commas, had crew attending the festivities ashore.

It should be noted here that Close Encounters, with only Damien Killalea aboard finished well up in the overall placing's. Well Done!

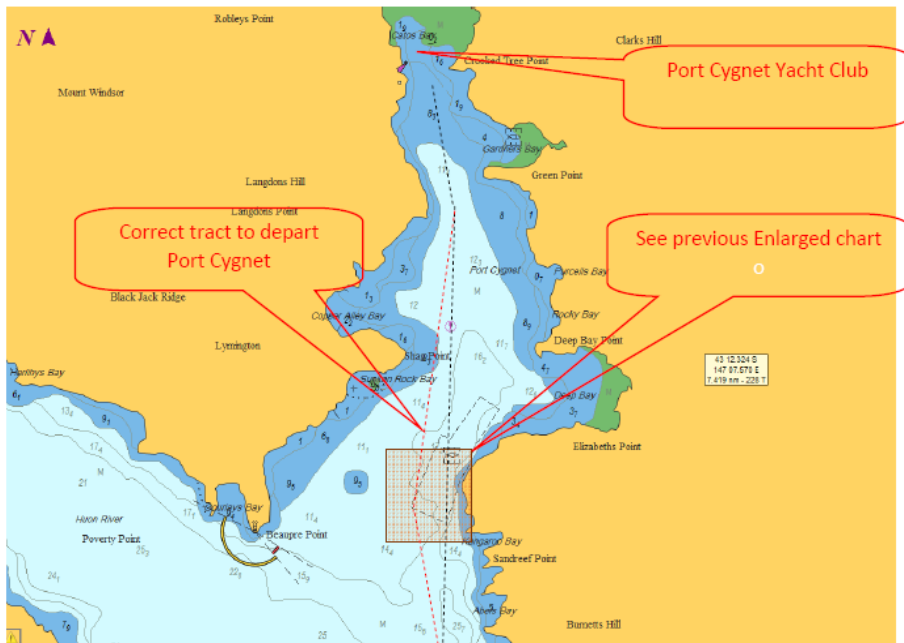
<i>Easting Down</i>	<i>Lalaguli</i>	<i>Intrepid</i>	<i>Westwind of Kettering</i>
<i>Close Encounters</i>	<i>Wathara</i>	<i>Argo</i>	<i>Schouten Passage</i>
<i>"Kokomo"</i>	<i>"Blade Runner"</i>		

Westwind of Kettering departed on Sunday 8th to return Melbourne visitors. As we departed Port Cygnet we noticed a large yacht (48 Foot Jeanneau), tracking about half a mile ahead and inshore suddenly lurch and immediately stop. We cautiously entered the fish farm shown on our chart plotter and the yacht *Belize* had entangled in a 50 mm diameter heavy nylon rope. They were very fortunate to have diving equipment aboard, and half an hour of vigorous effort saw them freed.



It was apparent that *Belize* was not aware, understandably, that a corner marker to the farm was missing. I noted this on arrival, but failed to caution others.

Subsequent to the event, *Westwind* contacted Tas. Maritime Radio with the coordinates of the entanglement and the estimated position of the missing marker. These are shown on the above chartlet. I am not aware if the corner marker has been replaced at this stage. If you plan to head to Cygnet, I suggest you steer to the west of the coordinates shown above.



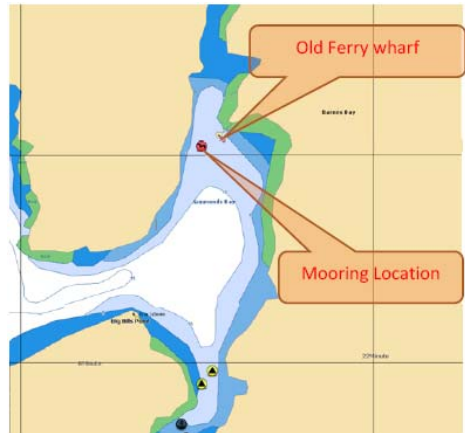
PORT DAVEY

By the time you read this, the fleet will be underway to Port Davey. Those signifying their intention to join the fleet are:

<i>Eastwing Down</i>	<i>Juliet</i>	<i>Fleur De Lys</i>	<i>Kokomo</i>
<i>Nuage</i>	<i>Rubicon</i>	<i>Rusalka</i>	<i>Theresa</i>
<i>Westwind of Kettering</i>	<i>Willyama</i>		

PROPOSED MOORING at SIMMONDS BAY

The Club was contacted by a member, Ian Barwick who advised that a mooring had become available for sale. This was discussed at committee and the decision to contact all members to solicit their opinion on YES or NO to such a proposition. Although the numbers are not final, as of April 15th the numbers are 56 YES and 9 NO. In percentage terms 86% of members are in favour and 14% are against. At the next general meeting I shall table the more pertinent comments received from members during this poll.



The mooring consists of three train wheels connected to 6m of two inch chain then 6 m of 1-1/2 inch chain and finally 6 m of 5/8 inch chain to the mooring ball. The owner advised that it was set up for several boats to raft together during the Barnes Bay regatta. Currently it is approved for a 40 foot boat. MAST has been contacted to assess the possibility of upgrading to 15m but this would **not** be approved.

The mooring ball is the same as that shown in this photo but coloured orange. It is approximately 60 cm diameter.

Rear Commodore's Report



What a wonderful talk we had from Peter and Chris McHugh at our March General Meeting. Both Peter and Chris contributed equally to the talk which leaves me in no doubt that they are a formidable team whilst cruising in unfamiliar waters. They certainly presented a thorough account of their journey and the aspects of cruising in a rally. It's great to hear about fellow members adventures outside Australia. Thank-you Peter and Chris.

April General Meeting

Our next General Meeting will be held on Tuesday 7th April and our Guest Speaker for this meeting is Victor Doust. Vic is a member of the Australian Antarctic Division who recently returned from a 5 week resupply voyage on the RSV Aurora Australis to the Davis Research Station, Antarctica. His talk will focus on his voyage experiences and providing an overview of the AAD's shipping program and capabilities that support the Australian Antarctic Program. This should be an interesting presentation and I urge you all to attend.

APPLICATIONS FOR MEMBERSHIP

Phil Crawford and Julie McConaghy
AUDACITY

Richard and Annette Philpot
HEATHER ANNE

Geoffrey and Claire Tomlin
- - - -

Eloise Carr
SAMOS

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

Graham and Veronica McAlister
TIGER LILY

Rodney and Susan Deane
CHARISMA

Chris and Carmen Iles
HAIDA GWAI

Sally Cooper and Matt Westland
ALCHEMY

Ross and Justine Radonic
ARGO

Ken and Therese Holmes
AQUILA STAR

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

Graham and Veronica McAlister

In a nutshell Veronica, myself and Rory who was 6 months old at the time relocated from Daintree 4 years ago and have settled at Coningham Beach, I sailed the boat down in stages when time permitted.

Our second son Archie is now on the scene both boys love being on the water as does mum, cruising in Tasmania had been on the bucket list for some time we're finally here doing it. Looking forward to meeting members of the club, there's plenty we can share on cruising in the tropics for anyone heading north.



Tiger Lily



Rodney and Susan Deane

We have just purchased our first keel boat *Charisma* - a Jeanneau 409. We will initially keep her at the DSS.

Sue is new to sailing but is keen to learn. My sailing has mostly been centreboard yacht racing so I too have a lot to learn.

Our collective experiences include time on Pat Price's and Penny Lade's yacht *Pendulum*, trips on the timber yacht *Serica*, a delivery of a 28' Herreshoff from Melbourne to Tasmania and a sail with Pat from Tonga to Fiji. Last season I crewed on the Kaufman yacht *Rousabout*. Years ago Sue and I were on the Thunderbird yacht *Tambo* as the anchor dragged in Tin Pot Bay. It may have taken 33 years but we are over that now! We are looking forward with great anticipation in the next few years to spending more time in the world class cruising grounds in southern Tasmania. After that and as we more fully retire we expect to expand our horizons



Charisma



Sally Cooper and Matt Westland

Hi. We're Matt & Sally. Our boat *Alchemy* is a Duncanson IMS Offshore 40 which grew into a 43 footer after a sugar scoop was added on to the back. Despite its appearance, it's strip plank cedar construction, not fibreglass. It's one of two boats built side by side in South Australia in the early 90s, and a real departure from previous Duncanson designs. We bought *Alchemy* in Sydney a little over three years ago, convinced from the start it was the perfect boat for us.



Alchemy

Before owning *Alchemy*, Matt had a Young 88 called *Shadowfax* for about 14 years. He built the boat, and raced it regularly, along with some cruising.

We've both spent, and continue to spend, plenty of time working on the boat – anything from minor tweaks to converting an aft cabin into an extra head/shower, and cockpit locker. Not sure how this has happened given we bought the boat thinking there was almost no work to be done on it. Good job that working on the boat adds years to your life – or so they say. PJs and Whitworths have certainly benefited. At present, we're trying to get our heads around our new HF radio, and the wonders of SailMail.

Our boating interests and time are divided between cruising and racing, although cruising seems to be winning out a bit lately. We're members of Bellerive Yacht Club, and Lindisfarne Sailing club, with Matt a past Commodore of LSC and also a past BYC committee member. We enjoy cruising on *Alchemy* and Wednesday night twilight races. On the weekends there's Sabre dinghy racing and now and then we get out in an i550 sports boat. At the moment cruising has to fit around work commitments. We often head off down the Channel on a Friday night for a short weekend getaway (our philosophy being along the lines of "no one can make you do anything when you're on the boat" – although mobile phones aren't really helping here...). We ventured around to Port Davey on *Alchemy* a couple of years ago, an experience we really enjoyed. We've also had a few trips up the east coast, with Schouten Island a real favourite. Over the last Christmas holidays we did bit of a whirlwind trip to Sydney and back – a "shake down" cruise for our upcoming six month trip to the Pacific, heading off in July (assuming we get at least part way through our very very long "Boat - to do" list).



Ross and Justine Radonic

My father purchased a 12'6" Fazakerley dinghy for net fishing outside our home at Tranmere. Soon my brother and I and other kids with dinghies were putting broom handles up for a mast and old sheets for sails running square with the breeze. My parents saw this interest, so I progressed to learning to sail centreboard classes at both Lindisfarne and Sandy Bay sailing clubs. Growing out of these classes I then got involved sailing off the beach catamarans such as Hobies/Prindles with keelboat racing following as the knees wouldn't take anymore trapeze strain!



Argo

Our first family boat was the old Grand Banks 36 called *Honey Hush*. This was first purchased by Alfie Gough of National Pies fame. We cruised extensively in the Channel and a few East Coast trips, but we wanted less maintenance and a less complicated boat. This resulted in owning a Honeymoon 33 cruiser, *Justrite* for a number of years. Single diesel, simple refrigeration and no varnish!

We sold this on (it is still in the marina at Kettering) as the kids were getting involved in competitive sailing and we were moving from Lindisfarne to Sandy bay with no place to keep her. We missed getting away, so we purchased a Cruise Craft 800 (26'pocket cruiser) owned for around 5 years, up until in April last year we purchased the Beneteau.

This is the perfect pocket cruiser for us, as it is very easy to maintain, given its only 8 years old it and with little work (400 hours). With a 200 hp Nanni shaft drive, it is very nice to cruise a 16/17 knots (1 litre/per n/mile) making Recherche in 2 hours from Kettering.

With the desire to cruise to places a little further away, we look forward to joining CYCT, being involved with all the cruising activities and importantly meeting new people.



Ken and Therese Holmes

After a childhood mucking about in boats at Conningham I discovered sailing at 15 when I bought a "Rainbow" and learnt to sail at Lindisfarne SC. With the first race which we won I was hooked. I then raced for a number of years in small boats (Rainbows, Fireballs, Moths) with quite a bit of success, including club, state and national championships - either skippering or crewing. Upon returning home from

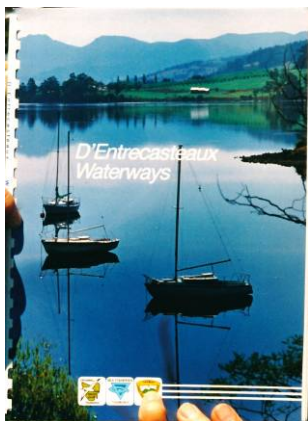


1 Aquila Star

Perth where the Tasmanian Rainbow team won 23 out of 25 medals available (ie race wins, senior, junior, team) I was advised of a transfer to Burnie in my employment. That initiated a life of movement around Australia for a period of years where, when possible, I went sailing in anything available ranging from 16' skiffs to keelboats including cruising in the gulf country and Whitsundays. I raced in keelboats on a period back in Hobart in club races including the odd Maria Island, Smooth Island race. Other experience includes delivery trips to Sydney in Farr 40', delivery trip from New Zealand.

Eventually I knew I had to return to Tasmania because I wanted to buy a boat to enjoy the best cruising grounds in Australia. I purchased a 30' motor-sailer and for the past 10 years have headed off as often as work allowed. In that period Therese and I met and married and she has enjoyed the boat ever since, even though she had never boated before. We are now working towards retirement and have purchased a Martscraft 35' yacht and are now planning to continue cruising the southeast region with hopefully excursions further afield. However that is conditional on my convincing Therese that she will still be safe no matter where we go, hence our decision to join the club. Regardless a glass of good red tastes the same no matter which ever bay you are in.....!





First Edition

One of the stated aims of the Cruising Yacht Club of Tasmania has been the 'promotion and encouragement of cruising generally in Tasmania and to provide support facilities.'

With this in mind, one of the greatest initiatives of the Club has been the publication of a cruising guide. Initially the suggestion of Secretary, Erika Creese, it was agreed that the Club compile a loose-leaf folder of anchorage information for future publication. A notice, with suggested guidelines, subsequently appeared in *Albatross* under the title *Have you a special place to run aground?*

During the next few years *Anchorage*s was a regular feature in *Albatross*. From this simple beginning sprang the first edition of *D'Entrecasteaux Waterways*. A small band of members, headed by Martin Seymour, laboured for three long years to put the first edition together - finally printed in 1988.

Club member, Denis Alexander, wrote that 'The Club is indebted to Martin Seymour ... for all the work he put into the organisation and collation of the *D'Entrecasteaux Waterways* ...' and also remarked on the involvement of the various government Departments in 'the production of so professional a volume.' His sentiments were echoed by Commodore, Derek Farrar: 'We have good reason to congratulate ourselves ... he said. 'Our thanks go to Martin Seymour, without whom there could not have been any publication ... also to all our members who worked on the project ...'

That such a small club was able to take on such a mammoth task in its tenth year and with only 100 family members on the books, is a great credit to the Club. The first edition, published in collaboration with the Tasmanian Department of Sea



Cruising Guide launch 1988 Martin Seymour (CYCT), Tim Parker & John Cattel (Dept LP&W) with Commodore Derek Farrar

Fisheries and the Department of Lands, Parks & Wildlife was printed in Tasmania by the Government Printer. It was a real achievement for the Club when it appeared for sale in bookshops around the State and on the Mainland.

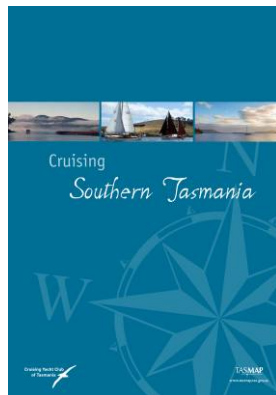
The incursion of John Brettingham Moore's *Cruising Tasmania* into the market put a dampener on plans to update *D'Entrecasteaux Waterways*.

However, an updated version eventually got off the ground in the late 1990s, with Commodore Roger Locke ably assisted by Robert and Pauline May. The work was continued by Paul Kerrison, Commodore from September 1998, with the second edition coming off the press in 2000. Six years later a team co-ordinated by Dave Davey, worked towards a third edition, renamed *Cruising Southern Waterways*, published in 2007.

Now, more than twenty-five years after that first edition, the fourth edition – under the title of *Cruising Southern Tasmania* - was published last year. Included are anchorages from Recherche Bay in the south, and up the east coast as far as Wineglass Bay. Commodore, Stephen Newham, in his forward, remarked that the area contains 'some of the finest cruising grounds anywhere in the world'.

It's little wonder that mainlanders and overseas cruising sailors are visiting in increasing numbers!

Congratulations CYCT!



Coningham for Kids, 28 Feb – 1 Mar

Tony Peach

The inclement weather may have contributed to the low numbers attending. There was a stiff (15-20 Knots) NNE wind which would have made a visit to Coningham very uncomfortable. At the 10:35 sked, *Blade Runner*, obviously eager to go with the sails up and heading across the Channel, *Westwind of Kettering* had just departed Kettering, and



Bladerunner, Serenade, Westwind of Kettering

Serenade was sheltering at Killlora Bay after a run from Lindisfarne MYC. A quick poll of opinions on suitability of the beach for children led to the decision to head to Killlora Bay, with the added incentive of tea, coffee or hot chocolate aboard *Serenade*. All ships rafted to the generous beverage-supplying hosts just as the really heavy rain began. However, the total of nine children, ranging in age from two to eleven, all seemed to enjoy the new company and noisy conditions.

After an hour or so of torrential rain, it all but ceased and a mini flotilla of dinghies headed to the beach in an attempt to burn off some of the children's energy.

One adult who shall remain nameless, had prepared a bucket-full of water balloons. The children immediately seized upon the idea of using the adults as target practice!

A game of beach flags for all the children was conducted and although there was some minor handicapping applied due to the significant age differences of the children, young Lucas Watson from *Serenade* demonstrated amazing tenacity, combined with remarkable speed, to beat the older children to the flags.



Oh, to be young again!

Dave Watson generously treated the older children to sea biscuit rides around the bay. The children awaiting their turn on the sea biscuit utilised the 3m high bow of the Vice Commodore's boat as a diving platform which, according to at least one of the 8 year olds, was one of the highlights of the day.

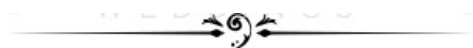
Fortunately, the weather continued to improve, and with forethought to the overnight predicted wind change, the three boats progressed to Quarantine Bay and utilised the excellent pontoon facilities to access the barbeque area. While the adults enjoyed some beverages, the children fished from the pontoon until dark.



Charlie, Ben and Max



Alex learning the ropes



Change of address, email, boat?

At secure.cyct.org.au you can update your CYCT membership record:

- home address
- postal address
- phone numbers
- email addresses
- boat name and details
- Albatross posting options
- privacy options

and if needed, you can request a new login password.

Foray to Freycinet**Mark Stephenson**

In hindsight, we had a good holiday on *Spindrift*. Three weeks on the boat in February, visiting the Wooden Boat Show, Murdunna, then Passage Beach, Schouten Island and Coles Bay on the Freycinet Peninsula and a good trip home to Kettering. Could we ask for more?

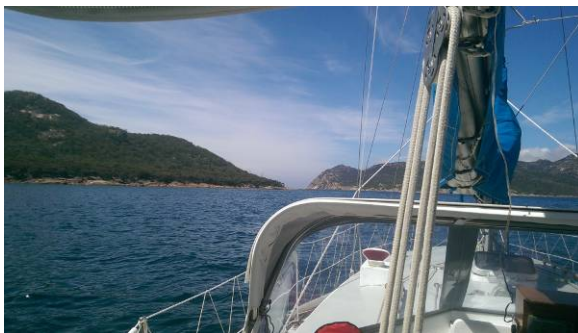
Well, when the Bureau predicts Northerly 10 – 20 Knots in Norfolk Bay, expect 30 knots plus. Not such an uncomfortable sea and there is no shelter from Smooth Island (I guess it's been worn smooth by the big winds here?). When a shackle holding the main sheet broke, some excitement was created rectifying the situation.

Summers Bay is a lovely anchorage in a Northerly and, although there was another yacht at anchor, the bay seemed dull and lifeless that night. Overcast sky, hardly a light on at the houses, no boat movement - it really felt quite remote and isolated.

We moved to Murdunna to wait out the Southerly change. Another quiet spot. Bit of a grave yard really. Of the ten boats on moorings, only 3 looked sea worthy. The jetty at the launching ramp is useable at low tide, and there is a walking track being constructed along the foreshore, from there to the shop, which is well provisioned.

Transiting the Dunalley Canal is relatively simple, when you get it right. Doing it at high tide seems the go, and we saw nothing lower than 3 metres depth on a 1.46.tide. Our sailing companions saw only 2.4 metres, midway Dunalley to the start of the channel marks. They have a 2 metre draft, so it pays to keep an eye on the depth sounder. Also watch for seaweed. We only have a 12 HP engine, and any weed attaching itself to the prop knocks our speed down considerably and lovely black smoke and oil pours out of the exhaust. If using reverse, then forward, then reverse, then forward fails, then jump in the dinghy with a boat hook and poke around the prop to clear it away, or take a swim with a knife. Not my preferred option.

The Deep Hole in Shoal Bay, Maria Island, is a popular spot for those transiting. We had 8 metres of water and were very comfortable with the wind that was expected to change 180



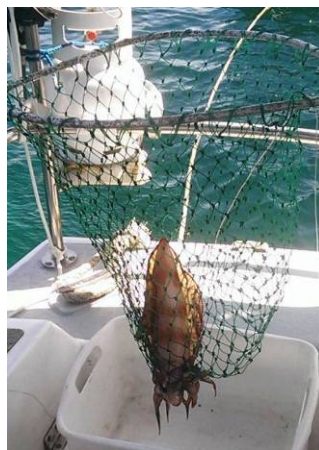
Schouten Passage

degrees overnight. Perhaps I can advise to anchor away from fishing boats with generators running?

Passage Beach is heaven on a stick for me. Crystal clear water, white sand beach, super protection from the NE and E winds. The tidal flow runs along the beach N to S and then reverses, so care is needed anchoring. The current sat us facing the wrong way, and we couldn't pull back on the anchor regardless of my attempts to face the boat toward the anchor. Oh for a bow thruster!

Heavy fog engulfed us one morning, even disrupting the commercial boats - one skipper saying on VHF16 he had no fricking idea where he was. Very reassuring !! Then a beautiful sunny day followed, blue sky, aqua sea, white beaches, flathead on the line, perfect !

Anchoring in Crockett's Beach on Schouten Island is a tad challenging with all the weed. Very hard to get the anchor centred in the white sand, before you drift into the weed. Seems like a good spot for MAST to place a few moorings? It would save damaging the sea bed with our anchors and chains. And what a beautiful place that is - granite boulders to the water, white beach, verdant foliage, squid on the line, perfect!



We cruised in company for part or all of the trip with Julie and Ian on *Westerly*, and Jackie and Alex on *Rusalka*. We appreciated having the company of other boats, and being able to share experiences and ideas on what to do next. Usually we came up with the same ideas. But you make decisions when cruising based on what you want to do, and what is likely to happen. We made decisions for ourselves. Sometimes things turn out OK, sometimes much better. That's cruising!

We were blown away with Coles Bay. Almost. We were able to use a MAST mooring, thankfully. Up to 35 knot N wind for 36 hours. When we saw the tops being blown off the waves continuously, we thought it safer not to go ashore for lunch! But what a magnificent bay, with the Hazards as a back drop, and so many walks available. The shops were both much better stocked than I had seen in the past. Water at the jetty is from the Cruise Boat operator, so you have to ask to use the hose, and it was freely given. A visiting 40 foot Beneteau yacht remained firmly at anchor for 2 days, using a Manson anchor. The guides say the bottom is loose sand. Locals say the sea floor is not to be trusted, certainly not in a SW blow.

There is a shellfish farm inside the un-surveyed area marked on the chart, in the middle of Great Oyster Bay. It has the usual yellow corner markers, but they seemed smaller and very hard to see. The black floats being used do nothing to aid identification.

Crossing the bar (southbound) at Marion Narrows is always interesting. Gets the blood pumping on our boat !! And despite having sea weed on the prop, and with an engine that had (for a still undiscovered reason) twice that morning gained an air lock and stopped pumping cooling water, we transited without any issues. Hallelujah !!

Exiting the canal in a SW wind of 15 knots, leading 3 other boats, at 3 knots hull speed with black smoke pouring out the exhaust, isn't such a good thing, and I apologise to the boats behind for slowing them down so much. We were shocked to see two yachts coming toward the canal, they were actually sailing in through the leads towards the bridge which was closing behind us. Must be very confident locals! Not something I would consider in such a narrow and shallow waterway.

So after sundowners and a night in Lime Bay, then a gentle crossing of Storm Bay, a few dolphins playing in our bow wave, shearwaters swooping across the sea surface, a few basking seals, and then back in the security of the marina berth, a few refreshments to calm us down, and a good night's sleep, we look back and think, yes, it was a good holiday after all!



Sunset at Murdunna

Merde in Murdunna

Mark Stephenson

[Ed. This was sent in as an example of the kind of excitement that can occur on a summer's cruise in Norfolk Bay. Warning, this article contains strong language!]



Imagine 4 CYCT members on a hot February day, standing in the shade on the verandah of the Murdunna Store, each eating an ice cream. A pretty quiet spot, not much happening. No traffic, no people, just the four of us licking away at our ice creams. Until

We see 5 Harley Davidson bikes pull into the driveway, all big, glossy, powerful machines. The riders were speaking French and were mature aged guys and girls. They get off their bikes and walk into the shop. A people mover is driven in and stops for petrol. We discover this is the host vehicle and carrying the gear of the bikers. The driver is a French speaker too.

Then I see Ian and Russell walking away from the bikes as an alarm is sounding. They had innocence written all over their faces! It took a few minutes for the alarm to be silenced as none of the French riders understood what had to be done to reset it.

Along comes a local 4WD with a power boat in tow, queuing for petrol. The male driver seemed to be a bit of a character. His opening remark was, "If you've got your f**ken petrol then get the f**k out of the way, you f**ken moron."

So the driver moves the people mover ahead, but it's still in the way of the 4WD. He gets out and walks into the store. He didn't realise the vehicle was in neutral and no hand brake on. So it starts gently rolling towards the 4WD. The driver of the 4WD then slowly reverses away from the oncoming people mover, all the time using his more interesting language. With much shouting of 'MERDE! MERDE!' by all the French speaking

bikers, the driver runs back to the people mover, opens the driver's door and forces the gear lever into Park. This is now about 10 metres from where he had stopped, so the 4WD is now not only blocking the main road, but also blocking Summers Road.

Three cars were now trying to get to park at the shop, young girls in school uniforms are entering the shop and another car towing a boat arriving from the south was trying to turn into Summers Bay Road, but no one was going anywhere.

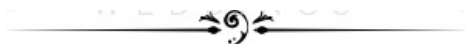
Grid lock in Murdunna.

The frazzled Frenchman then starts the engine of the people mover and, as we all know when we are driving a different car, we use the wipers as indicators. He then pulls away from the driveway and heads north. Never to be seen again.

The 4WD moved to the petrol bowser muttering a range of expressions including "f**ken wanker", the bikers started their bikes and with the usual throaty roar, headed slowly out of town. The car towing the boat headed off to Summers Bay, the cars collected the school kids from the shop, and our ice creams were finished.

Then all was quiet again.

Ten minutes in Murdunna, never to be forgotten !!



"I couldn't help wondering where porpoises had learned this game of running on the bows of ships. Porpoises have been swimming in the oceans for seven to ten million years, but they've had human ships to play with for only the last few thousand. Yet nearly all porpoises, in every ocean, catch rides for fun from passing ships; and they were doing it on the bows of Greek triremes and prehistoric Tahitian canoes, as soon as those seacraft appeared. What did they do for fun before ships were invented?"

Ken Norris made a field observation one day that suggests the answer. He saw a humpback whale hurrying along the coast of the island of Hawaii, unavoidably making a wave in front of itself; playing in that bow wave was a flock of bottlenose porpoises. The whale didn't seem to be enjoying it much: Ken said it looked like a horse being bothered by flies around its head; however, there was nothing much the whale could do about it, and the porpoises were having a fun time."

— Karen Pryor, *Lads Before the Wind: Diary of a Dolphin Trainer*

Water view

Kim Bambrook

*Wing tips cut into steel glass water
as a seagull hunts for its breakfast
The isthmus of Bruny Island is
a knife cut*

*Flower Pot, the town, sits below green hills
reflected beautifully in still waters below
Capt'n Kerry sits back on his new deck chair, positioned
at the stern
close to the helm
sun on his face*

*10 days of sailing, Fredrick Henry Bay, Norfolk Bay, The 'Duck Pond', the Channel...
Morning swims around 'Yarrakai'
(sure to wake us up out of the deepest of slumber)
Kayaking in turquoise bays
Me, a solo runner, on Lagoon Beach
Magical
Fine wine, fresh 'flatties' for dinner
People you meet on the water
'Boaties'
Newbies to Tassie, "We were travelling around Australia in a van
but we got here and had to stay"*

*Southerly squalls
Calm mornings
Northerly delights
Seals, penguins*

*For all the ugliness out there in the world
there is much more beauty
It is safe on the couch
but the view is very limited*



GOING ABOUT

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

Deckee

A new website has been created by a Newcastle based web developer to allow boaties to share information and reviews of cruising locations and marine services. A bit like "Tripadvisor" on the water! So far there's not much on Tassie, so check it out and join up if you're into that social-media-sharing-information sort of thing! www.deckee.com



Response to last month's Mystery Object

Last month Andrew Boon asked what the strange coat-hanger object on his boat was.

Keen observer Paul Jenkins came up with this answer: "I believe this to be a spreader bar for a passerelle, used in Med mooring type situations (or when one wishes to walk the plank.) The single ring at the "top" is attached to a halyard or topping lift to raise the passerelle two lower rings are attached to two lines that are attached to the outboard ended the passerelle."

Alex Papij went one better and found a photo of one that was next to us in a marina in Genoa, Italy.



Anzac Day Kingston Beach

Kingston Beach has invited local boats to join in their ANZAC Day Dawn Service at 6.00 a.m. on Kingston Beach. The Service will be conducted on the beach from a WW2 Army Duck and Sea Scouts boats will be on moorings off the beach to represent the landings at Gallipoli. Local food outlets and food vans will provide breakfasts after the Service. Please anchor well clear of the Sea Scouts boats.

Crews from yachts coming ashore to attend the Service should do so before the Service starts at 6.00 a.m. Please do not leave dinghies on the area of beach where the Service is to be held. Security will be provided to secure the Sea Scouts boats, and the stage and equipment overnight.



If you thought there was a lot of rubbish around, you're right!

(originally published in The Conversation, <http://theconversation.com>, 13 February 2015 under the title, *Eight million tonnes of plastic are going into the ocean each year*)

By Britta Denise Hardesty and Chris Wilcox



Plastic waste washed up on a beach in Haiti. Timothy Townsend

You might have heard the oceans are full of plastic, but how full exactly? Around 8 million metric tonnes go into the oceans each year, according to the first rigorous global estimate published in Science today.

That's equivalent to 16 shopping bags full of plastic for every metre of coastline (excluding Antarctica). By 2025 we will be putting enough plastic in the ocean (on our most conservative estimates) to cover 5% of the earth's entire surface in cling film each year.

Around a third of this likely comes from China, and 10% from Indonesia. In fact all but one of the top 20 worst offenders are developing nations, largely due to fast-growing economies but poor waste management systems.

However, people in the United States – coming in at number 20 and producing less than 1% of global waste – produce more than 2.5 kg of plastic waste each day, more than twice the amount of people in China.

While the news for us, our marine wildlife, seabirds, and fisheries is not good, the research paves the way to improve global waste management and reduce plastic in the waste stream.



Lindsay Robinson/University of Georgia

Follow the plastic

An international team of experts analysed 192 countries bordering the Atlantic, Pacific and Indian Oceans, and the Mediterranean and Black Seas. By examining the amount of waste produced per person per year in each country, the percentage of that waste that's plastic, and the percentage of that plastic waste that is mismanaged, the team worked out the likely worst offenders for marine plastic waste.

In 2010, 270 million tonnes of plastic was produced around the world. This translated to 275 million tonnes of plastic waste; 99.5 million tonnes of which was produced by the two billion people living within 50 km of a coastline. Because some durable items such as refrigerators produced in the past are also thrown away, we can find more waste than plastic produced at times.

Of that, somewhere between 4.8 and 12.7 million tonnes found its way into the ocean. Given how light plastic is, this translates to an unimaginably large volume of debris.

While plastic can make its way into oceans from land-locked countries via rivers, these were excluded in the study, meaning the results are likely a conservative estimate.

With our planet still 85 years away from “peak waste” — and with plastic production skyrocketing around the world — the amount of plastic waste getting into the oceans is likely to increase by an order of magnitude within the next decade.

Our recent survey of the Australian coastline found three-quarters of coastal rubbish is plastic, averaging more than 6 pieces per meter of coastline. Offshore, we found densities from a few thousand pieces of plastic to more than 40,000 pieces per square kilometre in the waters around the continent.

Where is the plastic going?

While we now have a rough figure for the amount of plastic rubbish in the world’s oceans, we still know very little about where it all ends up (it isn’t all in the infamous “Pacific Garbage Patch”).

Between 6,350 and 245,000 metric tons of plastic waste is estimated to float on the ocean’s surface, which raises the all-important question: where does the rest of it end up?

Some, like the plastic microbeads found in many personal care products, ends up in the oceans and sediments where they can be ingested by bottom-dwelling creatures and filter-feeders.

It’s unclear where the rest of the material is. It might be deposited on coastal margins, or maybe it breaks down into fragments so small we can’t detect it, or maybe it is in the guts of marine wildlife.

Wherever it ends up, plastic has enormous potential for destruction. Ghost nets and fishing debris snag and drown turtles, seals, and other marine wildlife. In some cases, these interactions have big impacts.

For instance, we estimate that around 10,000 turtles have been trapped by derelict nets in Australia’s Gulf of Carpentaria region alone.



Plastic recovered from a dead shearwater - a glowstick, industrial plastic pellets, and bits of balloon CSIRO, Author provided

More than 690 marine species are known to interact with marine litter. Turtles mistake floating plastic for jellyfish, and globally around one-third of all turtles are estimated to have eaten plastic in some form. Likewise seabirds eat everything from plastic toys, nurdles and balloon shreds to foam, fishing floats and glow sticks.

While plastic is prized for its durability and inertness, it also acts as a chemical magnet for environmental pollutants such as metals, fertilisers, and persistent organic pollutants. These are adsorbed onto the plastic. When an animal eats the plastic “meal”, these chemicals make their way into their tissues and — in the case of commercial fish species — can make it onto our dinner plates.

Plastic waste is the scourge of our oceans; killing our wildlife, polluting our beaches, and threatening our food security. But there are solutions – some of which are simple, and some a bit more challenging.

Solutions

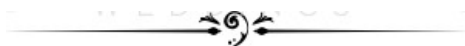
If the top five plastic-polluting countries – China, Indonesia, the Philippines, Vietnam and Sri Lanka – managed to achieve a 50% improvement in their waste management — for example by investing in waste management infrastructure, the total global amount of mismanaged waste would be reduced by around a quarter.

Higher-income countries have equal responsibility to reduce the amount of waste produced per person through measures such as plastic recycling and reuse, and by shifting some of the responsibility for plastic waste back onto the producers.

The simplest and most effective solution might be to make the plastic worth money. Deposits on beverage containers for instance, have proven effective at reducing waste lost into the environment – because the containers, plastic and otherwise, are worth money people don’t throw them away, or if they do others pick them up.

Extending this idea to a deposit on all plastics at the beginning of their lifecycle, as raw materials, would incentivize collection by formal waste managers where infrastructure is available, but also by consumers and entrepreneurs seeking income where it is not.

Before the plastic revolution, much of our waste was collected and burned. But the ubiquity, volume, and permanence of plastic waste demands better solutions.



Lists, Lists, Lists

Jackie Zanetti

Maybe it's a personality disorder. Possibly it's the fear of early onset Alzheimers and forgetting whether or not we turned the fridge off before leaving the boat. Or perhaps I'm just mad about lists! Some of you may shudder in horror, some of you may nod in agreement, but I enjoy the peace of mind that comes from being able to place a tick mark beside an item on a piece of paper.

I'm really not that bad – some people keep categorised inventories of everything on the boat, maintenance spreadsheets and schedules, jobs-to-do lists, provisioning and menu lists, lists of what to cover in a safety briefing (ok, I may admit to having one of those!)..

My favourite list by far, however, is the one that has prevented us from turning around half way home or waking up in the middle of the night in a panic – it's the list of things to do before we leave the boat.

We developed (and are still modifying it, as you can see) this list over time, starting with the obvious and then adding things we'd forgotten after a trip. The list sits on the chart table and each item gets ticked off after it's been done (ok, I admit that I tick the last one before we've locked up!).

Do you have a favourite list?

Before LEAVING the boat:

	DATE	29/2	7/1	27/1	6/2	25/2
Engine key in chart table		✓	✓	✓	✓	✓
Close engine seacock		✓	NA	✓	✓	✓
Check the bilge		NA	✓	by the way ✓	✓	compts ✓
Gas valve at stove off		NA	✓	✓	✓	✓
Remove food from fridge and bread cupboard		✓	✓	✓	✓	✓
Clean fridge, leave open		✓	✓	✓	✓	✓
Clean sink – add vinegar		NA	✓	✓	✓	✓
Flush heads (fresh water, cleaner)		NA	✓	✓	✓	✓
Both heads valves (Tank, Out) closed		✓	✓	✓	✓	✓
Close heads seacocks (inlet and outlet) and deckwash		✓	✓	✓	✓	✓
Hatches & portlights closed, vents open		✓	✓	✓	✓	✓
Curtains closed		✓	✓	✓	✓	✓
Bilge pumps and radio memory on		✓	✓	✓	✓	✓
Heater and everything else off on electrical panel		✓	✓	✓	✓	✓
Batteries :		✓	✓	✓	✓	✓
	1) engine OFF	✓	✓	✓	✓	✓
	2) domestic ON	✓	✓	✓	✓	✓
Anchor winchless off				✓	✓	✓
Gas bottle off in locker		NA	✓	✓	✓	✓
Orange lifebuoy and safety gear stowed		✓	✓	✓	✓	✓
Instrument covers on		✓	✓	✓	✓	✓
wheel cover, winch covers on		✓	✓	✓	✓	✓
Winch handles stowed		✓	✓	✓	✓	✓
Cockpit knife and binoculars stowed		✓	✓	✓	✓	✓
Padlock lockers and dinghy motor		✓	✓	✓	✓	✓
Check 2-stroke fuel quantity		NA	NA	3 small amounts ✓	✓	✓
					✓	✓
Remove shaving kit and personal stuff		NA	✓	✓	✓	✓
Remove rubbish			✓	✓	✓	✓
Lock up and double check docklines			✓	✓	✓	✓



Recipe: Hummus

J. Zanetti

I've always thought that homemade hummus tastes so much better than store bought, but the long shelf life of prepared hummus has often meant buying the little plastic tubs for cruising. Preparing hummus at sea isn't an option without a food processor... or is it?

A little experimentation and creative application of a potato masher demonstrated that you can have fresh hummus (albeit a bit chunky!) anywhere. Don't have a potato masher on board? A fork and a bit of patience could also work.

Here's a very basic recipe – you can experiment by adding other spices such as cumin, coriander, or chilli if you like.

Ingredients

- 1 can chickpeas (400g) mostly drained
- 2 tablespoons lemon juice
- 2 tablespoons tahini
- 1-2 tablespoons olive oil
- 1-2 clove garlic, crushed



Mash chickpeas with enthusiasm. Add other ingredients and mix thoroughly. Season to taste with salt.

To serve, sprinkle with paprika and a drizzle of olive oil. Fantastic with fresh veggies, crackers or as a sandwich spread.



Cruising Yacht Club of Tasmania
General Meeting held at DSS on 3 March 2015

MINUTES

1. Opening

The meeting opened at 8:00 pm, Vice Commodore Tony Peach presiding.

2. Attendance and apologies

47 members signed the attendance sheet. There were 2 apologies (Alan & Jan Butler), and 15 guests. (Ottmar Helm introduced guests Richard and Annette Philpot and Richard Taylor introduced Phil Crawford who has just applied for membership.)

3. Minutes of the last meeting (December 2014)

The Minutes as published in the March Albatross were confirmed and signed on the motion of Leigh Miller seconded by Ottmar Helm.

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, presented with their burgees, and said a few words about their boating experience.

- Ross and Elaine Lincoln (Andiamo).

6. Vice Commodore's Report – Tony Peach

Formal Report is contained in the March *Albatross*. Specific points made by Tony at the meeting are as follows:

- The ***Cygnets Regatta*** is on the weekend of 7-9 March. 8 boats have indicated their intention to participate (*Argo, Blade Runner, Close Encounters, Easting Down, Intrepid, Kokomo, Lalaguli, Schouten Passage, Westwind of Kettering*). Registrations are required for the BBQ and participants should advise Tony accordingly. Cost is \$20.
- The ***Port Davey/Bathurst Harbour*** cruise is planned for 20 to 29 March. Seven boats have indicated their intention to participate at this stage (*Easting Down, Fleur de Lys, Kokomo, Rubicon, Rusalka, Westwind of Kettering, Willyama*). A briefing is planned at DSS on 17 March (subsequently confirmed for 7:00 pm in the Training Room).
- The Bruny Island Circumnavigation is planned for 3 – 7 April (Easter). Brief details of the likely cruise plan were provided including: (a) probable overnight

anchorages at Rabbit Island, Cloudy Corner, and Adventure Bay; and (b) distances and cruise times for each leg.

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

Formal Report is contained in the March *Albatross*. Specific comments to the meeting included:

- Successful and well attended AWBF BBQ function at DSS on 8 February;
- Follow up briefing provided for visiting cruisers on Port Davey and Bathurst Harbour, an initiative led by Andrew Boon.
- The speaker for the April will Vic Doust from the Australian Antarctic Division

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

Alex advised that the budget is basically on track. He noted a spike in Cruising Guide and apparel sales associated with the AWBF.

9. **Women on Boats – Heather Doubleday**

Heather provided some background on the WOBs activities. There are regular meetings held at DSS (3rd Tuesday of the month in the Training Room, 5:30 to 7:00 pm). Female member are encouraged to attend and are welcome to bring friends, including non members (who may attend for 2 sessions prior to joining the Club). WOBs aims is inform and encourage women's participation in all aspect of cruising.

The last meeting was devoted to ropes and included lots of practical activities. There have been about 20 participants at each of the two meeting held this year. There is an opportunity to socialize after the meetings.

10. **Reports from Other Officers**

- The Secretary noted the receipt of a package of material from the **REDMAP (Range Extension and Mapping Project)** research project being undertaken nationally and managed in Tasmania by the Institute of Marine and Antarctic Studies. Essentially REDMAP deals with changes in species ranges due to ocean warming. Members were directed to the package of information received. Flyers were available for members to collect. All details are available on the REDMAP website. Key links are below.

<http://www.redmap.org.au>

http://www.redmap.org.au/assets/media/uploads/2015/03/06/REDMAP_A4%20sheet_TAS_ONLINE.pdf

http://www.redmap.org.au/assets/media/uploads/2015/02/24/Redmap%20ID%20sheet_Tas.pdf

http://www.redmap.org.au/assets/media/uploads/2015/03/06/REDMAP_TAS_Specie%20ID%20Cards%202015.pdf

- **Albatross submission deadline:** Jackie advised that the deadline for submissions for the next *Albatross* is 16 March - a little earlier than usual because of the Port Davey Cruise.

11. **Commodore – Alan Butler**

Alan is an apology because he is currently interstate. His formal Report is contained in the March *Albatross*.

12. **Other business.**

- **Anzac Day, Kingston:** Tony advised that members have been invited to participate in the ANZAC Dawn Service at Kingston. This may be of particular interest to participants of the Donald Southerland Memorial Cruise. A flyer with relevant details was previously distributed to members by email..

13. **Next Meeting**

The next GM will be on 7 April 2015 at DSS, 8 pm.

14. **Close**

The formal meeting closed about 8:18 pm.

15. **Guest speaker: Catrina Boon introduced Peter and Christine McHugh**

The Guest Speakers are CYCT members Peter and Chris McHugh (owners of Honey Bee), who are in Hobart for this meeting. They have agreed to give us a presentation on their experiences in the recent Sail2Indonesia Rally.

Peter and Chris gave a very interesting presentation and answered questions on various aspects of their cruise to Indonesia, Singapore and Malaysia. The presentation covered a number of interesting practical boat and cruise aspects including logistics, weather/climate, navigation, anchoring, power supplies, water, gas, and others with particular emphasis on the hot tropical environment and very different cultural settings experienced.

Erika Shankley thanked Peter and Chris on behalf of the Club.

16. **Close**

The meeting finished at 9:35 pm but socialising continued for some time thereafter.



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