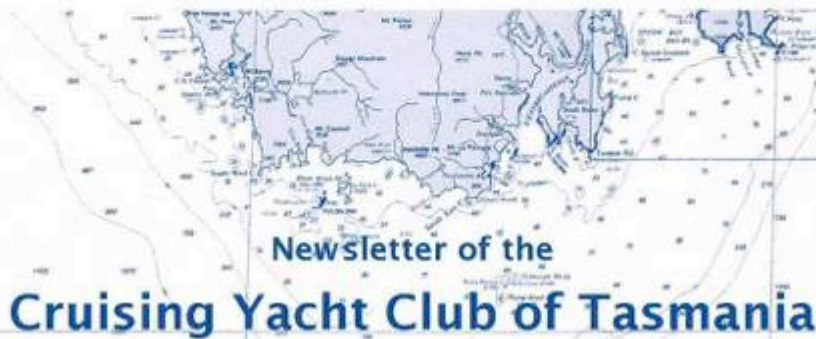


# Albatross

Volume 42 No 4 May 2016



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

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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.**



*Cover page: In Sommers Bay, Julie Macdonald*

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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 Tas Maritime Radio informed of their location, destination and plans during the course of any cruise.

**Club Moorings:** See p. 33

**Not a CYCT Member?** Then download an application form from the Club website or 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!

<b>CYCT CALENDAR</b>	
<b><u>MAY</u></b>	
Tues 3rd	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speaker: Christine Coughanowr, Derwent Estuary Project
Wed 4th	Committee Meeting @ 7.30 pm. Venue: RYCT
Sat 7th	2016 Maritime Marketplace @ 10.00 am – 2pm. Kettering Community Hall. Contact: Hans van Tuil, 0417 511 240
Tues 10th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron Boat Handling in Specific Circumstances
Sat 22-23 <sup>rd</sup>	Women On Boats weekend
Tues 24 <sup>th</sup>	Winter Forum @ 6 pm, DSS: Electronics of Navigation. Presenter: Matt Orbell, Green Marine
Sat 30 <sup>th</sup> – 1 <sup>st</sup> June	Donald Sutherland Cruise to Kettering. Barnes Bay area and Kettering Hotel dinner and overnight stay. Coordinator: Lew Garnham
<b><u>JUNE</u></b>	
Sat 4th	New Members Dinner. Venue: Lindisfarne Community Hall
Tues 7th	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speaker: Christine Coughanowr, Program Director, Derwent Estuary Program
Wed 8th	Committee Meeting @ 7.30 pm. Venue: RYCT
Sat 11 <sup>th</sup> -13 <sup>th</sup>	Queen's Birthday Weekend cruise to Kermandie/Franklin Boating coordinator: Lew Garnham; social coordinator: Margaret Jones
Tues 14th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron Sea Safety Checklist
Sat 18 <sup>th</sup> -19 <sup>th</sup>	Dark Mofo at Constitution Dock. Coordinator: Kim Brewer
Tues 28th	Winter Forum @ 6 pm, DSS. Tanks (fuel; holding etc.). Presenter: Mike Burrows

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**Editorial**

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Women on Boats and club members in general have recently enjoyed two excellent talks provided by members of the Bureau of Meteorology but in this issue you will find the *definitive* weather forecast for the D'Enrecasteaux Channel, contributed by Leigh Miller. I believe it works equally well for the Derwent and it's the weather report that would have provided consolation a few weeks ago when we found ourselves in oscillating wind conditions and I had neither whip nor strategy with which to bring the winds to order.

Erika Shankley has contributed a fascinating article on flotsam and jetsam. Confused about the meaning of the two words, I checked them out. Flotsam refers to floating material that has been discarded. Once this was mostly from shipwrecks but no longer. Jetsam is ship's cargo jettisoned deliberately in cases of emergency. This issue includes cruise reports from Lew Garnham and Julie Macdonald. Sadly, there are also vales to Don Garnham and Len Bonnitche.

Looking further afield, on 15 April *Life Matters* on Radio National interviewed solo sailor Bill Hatfield from Sydney, who decided, once his grandchildren had reached school age, to set sail about the world the wrong way around in his Adams 33. His is a harrowing story (laconically told) about finding himself in the drink off Cape Horn, detached from his yacht in stormy weather. He's undeterred and hopes to give it another go. His story can be heard at <http://www.abc.net.au/radionational/programs/lifematters/>.

The other day I noticed the latest copy of *The Cruising Helmsman* in a local chandlery with a story by the Pardeys of 'go small, go simple, go now' fame. Larry has Parkinsons now and Lyn writes of the difficult decision-making involved in finally agreeing that the time had come to pass *Taleisin* (made famous by way of their many books and articles about cruising) on to a younger generation of sailors.

As the seabreeze dies down and the days grow shorter and cooler, here's to our good fortune that we're living on a wonderful island with sailing available to us all through the year. But if you feel like reading more about cruising while you bunker down indoors or in a pleasant anchorage on your yacht, remember that a big, rich depository of *Albatross* back copies is available on the CYCT website. Dave Davey will be highlighting articles from this club resource from time to time. His first article pick is in this issue.

Finally, thanks to the authors and photographers who contributed to this issue and to Jackie Zanetti for the initial proofread.

Fiona

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**Commodore's Report**

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It has been a busy time for the Club and for cruisers, although sadly *Juliet* hasn't left her berth for a month. I have just spent 10 days working on Tasman Island as part of a Friends of Tasman Island working bee (see <https://www.facebook.com/FriendsOfTasmanIsland>) and managed to keep some track of our major cruise for this season – to Port Welshpool – by monitoring the Tas Maritime callbacks and watching AIS positions on Marine Traffic. All participants have now returned safely and I look forward to hearing about their adventures.

The culmination of the CYCT's 40<sup>th</sup> year occurred at the April General Meeting with the launching of *Fair Winds and Smooth Sailing*, the history of the Club from its inception in 1996 until 2015. This record of our progress to date was edited and largely written by Life Member Erika Shankley, supported by a small team led by Leigh Miller. Our sincere thanks go to Erika especially and to all who contributed. There is a complimentary copy for each member (subscription) so make sure you get yours - contact Leigh for details.

The Club has been approached by Ian Johnston (of Wooden Boat Festival fame) about contributing to a detailed cruising guide for the Furneaux Group of islands. Ian has recently spent 6 weeks around Flinders Island and envisages a guide of similar quality to Cruising Southern Tasmania, although not necessarily in hard copy. Ian will be setting out his ideas to a gathering which we are organising and is after input from everyone who would like to contribute – both hard data and help in the gathering, collating and editing phases.

Further to my comments last month about Melaleuca, the Club has submitted a proposal to Marine and Safety Tasmania (MAST) for funding through the Recreational Boating Fund to reinstate a mooring at the site of Deny King's old mooring. Our proposal is an 'outline' proposal only and, if successful, will require discussions with Parks and Wildlife, MAST and other stakeholders to finalise the design, I have also sent a proposal to Parks and Wildlife for the repair of the mooring at Watering Bay; this will not be an expensive exercise but does need to be attended to reasonably quickly, before the mooring breaks away completely.

Judy and I will be land cruising in faraway places when this edition of Albatross hits the streets, so will unfortunately miss the Donald Sutherland Memorial Cruise, May General Meeting and the Maritime Marketplace. For information about these events and all aspects of your Club, visit our website (<http://cycyct.org.au/>) and login to *Member Resources*.

Andrew Boon

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## Vice Commodore's Report

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It is hard to believe that we are a third of the way through the year already and with loss of daylight saving, the evenings close early. Earlier departures are not too difficult as the weather has not chilled yet!

### PAST CRUISES

March has been a very busy sailing month with many cruises occurring of variable lengths and difficulty.

1. **Port Davey Cruise** led by Andrew Boon was a split fleet of six yachts with various agendas. *Absolute Waterfront* visited Port Davey before heading up the west coast to Melbourne, returning via Flinders and the east coast. *Innisfree* left early also for Port Davey and now has headed north to winter in Queensland. *Juliet*, *Storm Fisher* and *Golden Dream's* adventures are detailed in the last Albatross.

2. **Nubeena Cruise** replaced the listed trip to Port Arthur and two boats sailed, *Minerva* and *Get a Life*. *Freedom* had to withdraw at the last moment. It was disconcerting to see a large fishing boat pirating the use of the CYCT's mooring. He did move off when confronted. Other boats took the opportunity to go down the channel.

3. **Cruise to Victoria** organised by Tony Peach was another split group with *Minerva* departing on the 19<sup>th</sup> March and on 22<sup>nd</sup>, *Westwind of Kettering*, *C'est Si Bon*, *Rubicon*, *Kokomo*, *Willyama* and *Nuage*. *Phoenix* and *Merlyn* (returning from the Geelong Wooden Boat Show) also left ahead. Now all home after an excellent cruise.

Five boats reached Refuge Cove and Port Welshpool, the bar having closed off Port Albert and have returned to Tasmanian waters.

*Minerva* had a successful 13 day trip with three nights at Deal Island and when homeward bound, met the north bound yachts in Kangaroo Bay, Clarke Island and *Absolute Waterfront* in Wineglass Bay. Our cruise is written up in this issue.

4. **Bruny Island Cruise** was another 'blow out' with boats going to many alternate locations, the Quarries etc. I thank Ian and Julie Macdonald for coordinating this non-event.

The Derwent Cruise to New Norfolk was being led by Barry Jones. I was told that the bridge lifts up 15.2m measured from about 2m above water level. The centre of the western span of the Bowen Bridge is marked 17.3 m from HAT. Sadly, Barry's efforts were wasted as only one other boat was participating.

**COMING EVENTS**

**Deep Hole, Elliot Beach, Southport (23<sup>rd</sup>-25<sup>th</sup>April).** Lew in *Minerva* will coordinate this event. Radio Call 1045H 16177 calling CYCT- Southport. This is a favourite spot in good weather, with beach, walks and the Ida Bay Railway operating. Please make your way there and we will organise the day/night activities. Cruise may include Partridge Island (with new landing) and Mickey's.

**Donald Sutherland Memorial Cruise and dinner (30<sup>th</sup> April-1<sup>st</sup> May).** Meet about 1110 Barnes Bay area, exact location will be broadcast at 1045 16/77 calling CYCT-DSC. Details on the CYCT site. Any fun activity ideas welcomed. Coordinator: Lew Garnham.

**May Cruises.** A weather focussed program will evolve and appear on the CYCT website and emails. A possible plastic clean up of a beach. Any areas suggested to visit?

**Queen's Birthday Weekend (11<sup>th</sup>-13<sup>th</sup> June)** Kermandie/Franklin is organised, SO PLEASE BOOK EARLY.

**Dark Mofo (18<sup>th</sup>-19<sup>th</sup> June).** Kim Brewer is co-ordinating this with RYCT.

Paul McDonald was not able to make it to Australia so the sailing call is not needed.

Sadly I report the passing of my father, Captain Don. Garnham, B.E.M. on the 13<sup>th</sup> April. He was a true square-rigger, 'grain race' Cape Horner. May his inspirational spirit of a real voyaging Albatross live on.

Lew





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## Rear Commodore's Report

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Our Guest Speaker for the April General Meeting was Malcolm Riley from the Bureau of Meteorology. Malcolm has worked for the Bureau for approximately 34 years and had many a story to tell of weather events affecting Hobart. He also gave us an interesting look at the effects of climate change on the water temperatures and rainfall in Tasmania. His talk sparked many a question from interested members and we thank Malcolm for sharing his expertise with us.

The Guest Speaker for our next General Meeting to be held on the 3<sup>rd</sup> of May is Christine Coughanowr from the Derwent Estuary Program.

### Upcoming events

The Queen's birthday weekend promises to be a very social event. Keep this free for some amazing cruising and great dinners on the lovely Huon River.

Our Annual Dinner will be held on September 3<sup>rd</sup>, so please keep this date free too. More details later.

Catrina Boon

### **New Members' dinner**

If you have joined the CYCT since last June please mark Saturday June 4<sup>th</sup> in your diaries for the 2016 New Members' dinner. The night is hosted by the committee and this year will be held at the Lindisfarne Citizen's Community Centre.

I will email invitations with all the details in May.

It's always a good night so I hope you will be able to join us.

Julie Macdonald

Membership Officer

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## What's Up with WoBs (Women on Boats)

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Seventeen women attended the Dinghy Workshop held at Kettering on Sunday 20th March. De Deegan, Kim Brewer and Jan Wooller offered guidance in handling dinghies under power and oars, helped by experienced members Cynthia Coffey, Chris Barwick and Triny Fitzgerald. The Deegans, Fitzgeralds, Barwicks and Coffeys all loaned dinghies as did Dave Davey, Chris Palmer and Ken Homes. Hard dinghies and hard and soft bottom inflatables were available for women to practice in and propulsion ranged from petrol and electric outboard motors to oars. Kettering Yacht Club made the clubhouse available for a potluck BBQ lunch after the morning's workout.

Women on Boats now has a racing crew competing in the Wednesday afternoon midweek racing series. Fiona Preston called for volunteers and is skippering *Samos* with an all-women crew.

April's session on *The Art of Anchoring* was a standing room-only event with 30 women packing the DSS classroom to hear Kim Brewer and De Deegan speak on types of anchors, putting together different rodes, choosing a suitable anchorage and dealing with an anchor dragging. Experienced cruisers Barbara Tucker and Taff Gale were also on hand to tell a few hair-raising tales and answer questions. In May we'll look at circumstances where boat handling can be a little more challenging: getting into and out of a berth, heaving to, and towing.



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**Forums Calendar for 2016**


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<b>Date</b>	<b>Topic</b>	<b>Presenter</b>
Tuesday May 24	Electronics of Navigation	Matt Orbell (Green Marine)
Tuesday June 28	Tanks (fuel; holding etc.)	Mike Burrows
Tuesday July 26	TBA	
Tuesday August 23	TBA	
Tuesday September 27	Towing: approaches, methods and issues arising	Bernie Smith
Tuesday October 25	Marine Insurance	Graham Jacques and Neil Hay Compass Insurance Brokers


**Dave's Pick no. 1**

In 2000, Annick and I headed north from Sydney on Windclimber hoping to visit the Louisiades. But in Townsville there was no wind. Repeated weather charts showed not a single isobar in the Coral Sea, so the hope of the trade wind driven beam reach to and from the islands evaporated, and a 600 nautical mile motor was not an option. So we found Erika Johnson's report on their extremely different experience rather fascinating - *In the footsteps of the Ancient Mariner*.

<http://cyct.org.au/Albatross/199512/19951206.php>

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**VALE CAPTAIN DONALD LEWIS GARNHAM, BEM      Lew Garnham**

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*Photograph courtesy of Liz Garnham*

Donald Garnham was a true Cape Horner aged 100 years. *The Mercury* obituary records that he departed on his life's ebbing tide (April 13, 2016) for a heavenly port.

His 100<sup>th</sup> birthday was recently covered by the *Albatross* (March 2016) and his family presented him with a surprise birthday party, celebrated at the Grand Chancellor Hotel. He is deeply missed.

With the sunrise at sea  
the albatross spirit  
flies with thee.



Len (foreground) and colleagues

Before radios became popular, meeting up with other members at an intended anchorage tended to be somewhat haphazard. With the advent of 27 MHz radio and later VHF, communications improved, with Tasmar Radio at Margate playing an important role in boat safety as well as co-ordinating Club cruises.

The *Tasmanian Smallcraft Marine Radio Group (TSMRG or Tasmar)* was formed by Barry McCann and Les Collis in 1975. The following year a base station was set up at the home of Doug and Kathleen Bonnitcha at Margate and it was the voice of their son, Len, who we came to know over the airwaves.

Boats joining the network were given numbers prefaced by the letters RG with Club membership lists including these numbers for intra-Club communications.

For his services to the Club, Len was made an honorary member of the CYCT from 1982-1986. “Len is well known to all listeners’-in to Margate Radio – many thanks to you, Len, for your wonderful coverage and extreme care and attention to our yachting needs.”<sup>1</sup> When he wasn’t on the radio he enjoyed sailing *Laurabada* (RG3), a 20 foot Savage Nautilus trailer-sailer. While Len retired in 1985, Tasmar Radio went on to become the *Tas Maritime Radio* we all know today.

Len passed away suddenly on 9 April, 2016.

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<sup>1</sup> *Albatross* Vol 6 No 8, August 1981

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**Sittin' on the dock of the bay**

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**Jackie Zanetti**

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Port Phillip Bay is not normally a cruising destination, but we enjoyed ourselves when we were there on *Chaika* in late 2013. So not long after our grandson was born in Melbourne last summer we decided that we needed to bring *Rusalka* up to Victoria and introduce him to sailing on Port Phillip Bay.

We set off in late January and had a delightfully uneventful sail up

the east coast of Tasmania although smoke from the northern bushfires was chokingly thick as we sailed through Banks Strait in the night. We had a couple of nights rest in Beauty Point waiting for a weather window and then raced across Bass Strait, darting between rain showers and thunderstorms. It was great having AIS on board – at one point during the night there were seven ships within 3-8nm of us, but it was nice to know we could see them and they could see us!

The only drama was as we entered the Rip in very low (2nm) visibility due to heavy rain and low cloud. Fortunately communications are good and VTS Lonsdale alerted us to two cargo ships planning to exit the Rip as we were entering (and alerted the ships to look out for us!). We were sad to find out later that, at the same time that we were going through, a light plane crashed just 2-3nm from our location.

**Cruising in Port Phillip Bay**

Our first stop was the **Royal Geelong Yacht Club**, which is a long detour up Corio Bay. This very friendly club is right on the esplanade in the centre of town, close to shops, restaurants, and other necessities and has good facilities for visiting yachts (although pile berths take some getting used to!). We were fortunate enough to be there the weekend of the Cadel Evans Great Ocean Road Race. We enjoyed the excitement of watching the elite riders whizz past the entrance to the yacht club!



After catching up with friends in Geelong we pushed on to Docklands for a week in the **Melbourne City Marina**. We'd stayed there on our previous trip and had enjoyed the excellent marina lounge facilities, proximity to public transport and access to everywhere. It was



certainly noisier than last time – there's a lot of new building activity going on, although I can't say that it looks to be adding to the amenity of the area! A couple of local yacht clubs filled the marina over the weekend and partied noisily in their cockpits until the wee hours of Sunday morning. But otherwise it was a lovely stay.

The day had come to introduce young Leon to *Rusalka*. We organised to pick him and his parents up at a public dock in Williamstown (for those looking for a free place to tie up, the **Ferguson Street pier** is a good spot for "short" stays). It was a stinking hot windless day, so we just motored out a little way and dropped the anchor so that dad could fish. Leon wasn't too impressed with his lifejacket, but I'm sure he'll turn into a fine sailor one day!



Our next stop was the **Royal Brighton Yacht Club**, on the eastern side of the bay. We were allocated a generously sized 15m floating berth, which should have been a doddle to get in and out of, but 15-20kt afternoon sea breezes made it surprisingly challenging!

The RBYC is an interesting marina – like most of the marinas on the shallow eastern side of the bay it is a long walk from the shore facilities out to the floating pontoons, but at Brighton there's a spit of beach that reaches out close to the marina. This is the local dog beach and is busy day and night with frolicking woofers and their owners. The channel between the beach and the pontoons is part of the course for the Brighton Icebergs daily swim. As you can see from the picture, there's always something going on! Once on shore it's about a 10-15min walk to the main shopping/restaurant strip, although there is a kiosk and restaurant next door at the Brighton Baths and we can recommend dinner at the yacht club (served a few nights a week on race nights).

We had a brief break back in Hobart (just enough time to boil up a year's supply of tomato chutney) and then we were back in Brighton to get ready for our return journey. Oh, there was the small matter of Alex's exam for RYA Yachtmaster qualification. The day of the exam started out at 40°C and a howling



*It's all on for young and old at the Brighton Marina!*

northerly, giving Alex the chance to demonstrate his competency sailing and docking in adverse conditions. The northerly was soon replaced by a fresh southerly as we set off across the bay. The only bit of excitement for the day was when a cruise ship suddenly decided to back out of its dock just in front of us without sounding its horn (3 blasts to indicate engines in reverse). Of course the wind died just as we did a sudden tack and we were caught bobbing about between the ship and a dredger (the examiner said engine stays off!). Needless to say, Alex handled it brilliantly and passed the rest of his exam with flying colours!

Our final cruising destination in Port Phillip Bay was **Queenscliff Marina**. Queenscliff is a pretty town and well worth a few days exploring. It's also very conveniently located near the Rip, making it a good stopping point before Bass Strait. The only challenge is negotiating the strong tidal currents. The picture shows a bit of the current in the narrow channel leading to the marina – at its strongest there were standing waves in the channel! The marina has excellent shower and laundry facilities and a good pub nearby.





## Home to Hobart

We set off from Queenscliff at dawn one morning in the unexpected company of six yachts from the Royal Geelong YC and about 10 boats from the Royal Brighton YC, all heading off on club cruises to Wilson's Prom and the Bass Strait Islands! After a couple of windy days at Oberon Bay and a rolly night at Refuge Cove, we had a very pleasant hop across Bass Strait. The highlight was spending my birthday on Deal Island (except for the flies!) and meeting some



of the other yachties. We enjoyed a couple of new-to-us anchorages in the days that followed - Port Davies at Wybalenna and Thunder & Lightning Bay on Cape Barren Island. The weather was warm and calm, but we could see that it wouldn't stay that way and regretfully pointed *Rusalka's* nose toward home.



*Sittin' in the morning sun  
I'll be sittin' when the evening comes  
Watching the ships roll in  
Then I watch them roll away again, yeah*

*I'm sittin' on the dock of the bay  
Watchin' the tide roll away, ooh  
I'm just sittin' on the dock of the bay  
Wastin' time*

(Otis Redding/Steve Cropper)



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**Channel Forecast from Weatheraware.com.ok.ok.**

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*Following on from our April presentation from the BOM this is a forecast based on the model of direct experience coupled with appropriate “tweaking”! Keep it with you always for there is no substitute for experience.*

For the D’Entrecasteaux Channel today the prevailing air flow will be westerly although some latitude needs to be given to this direction as winds will frequently shift towards northwesterly or northerly then southwesterly or intermittently move in from the east or southeast if not changing later in the day to northeasterly with a freshening sea breeze.

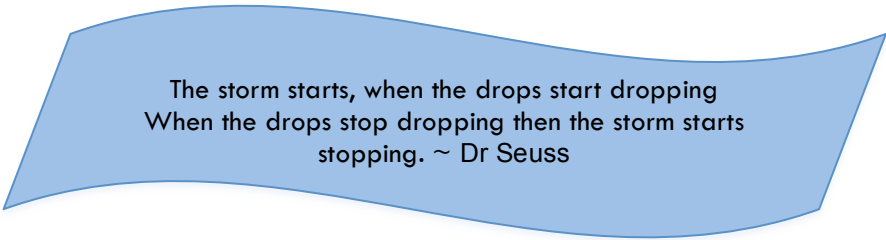
Wind strength will vary. Early in the day expect calm conditions to be followed by light to moderate wind speeds with possible gusts as high as 45 or 50 knots. These conditions will ease as the day progresses. A cold or occluded front is expected to move in unexpectedly bringing pre-frontal gales followed by calms then more severe wind strengths rising to perhaps 75 knots or more or less. But if this does not eventuate then wind speeds will be lower and possible calm conditions will again prevail.

The chance of rain is from 5 percent to 95 percent with the probability of less rain later in the day although there may be showers with clearing spells in the early morning and the possibility of heavy rain at times cannot be discounted especially as convective thunder clouds may arise unseen from beyond the mountain. Altogether then, a clear sunny but cloudy day might be expected.

A special warning note: sometimes the wind may move through all points of the compass within a minute or two. This is due to the configuration of surrounding land and associated deflective capacity of hills and headlands and larger vessels under sail nearby. The Bureau of Bettingology suggests not taking day to day official forecasts with more than a single grain of salt, as one is very likely to be incorrectly attired for the given conditions of the atmosphere.

Keep this forecast for future reference on any chosen day. It will prove approximately 55 percent accurate or may well be more than 90 percent correct on any one day and is bound to be 100 percent spot on at times.

Leeoh O’Weatherhelm



The storm starts, when the drops start dropping  
When the drops stop dropping then the storm starts  
stopping. ~ Dr Seuss

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## Going About

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

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### New multi-channel base at Maatsuyker Island



**Maatsuyker Island - VHF 16** Tas Maritime and MAST have installed a new multi-channel base on Maatsuyker Island. This will provide VHF channel 16 coverage around the south coast which was previously served by the channel 82 repeater. The commissioning of this base completes multi-channel VHF coverage around the entire Tasmanian coastline. The repeater will remain for mariners to use, but Tas Maritime's operations will move to the new base.

***This means that Tas Maritime will no longer maintain a listening watch on channel 82, and the Maatsuyker skeds at 0833 and 1803 will be discontinued.***

This base will become operational on **Monday 18 April 2016.**

*Reprinted with permission of Tas Maritime. <http://tasmaritime.com.au/TMR/index.php/tmr-media/newsletters/item/487-newsletter-april-2016>.*

## APPLICATIONS FOR MEMBERSHIP

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Nick and Taff Gales  
*Cachalot of Hobart*

Christian Narcowicz and Sheenagh Neill  
*Tahiti*

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

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Paul and Pauline Bertholi  
*Nutcracker*

Viv Neary and Jules Carroll  
*Laurabada*

Ray Moroney  
*Phoenix*

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.

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## Introducing New Members

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*Picton and Christina were welcomed as new members at last month's meeting.*

### **Picton and Christina Hay**

*Beyond* was designed by Max Creese and built by Wilson Bros. Alan, Keith and Noel at Cygnet and launched in December 1976. Built in traditional fashion, with celery top pine keel, steamed blue gum frames, huon pine hull, mahogany coach house with a teak deck. *Beyond* has proved to be a seaworthy and comfortable cruising yacht for a family with three daughters.

The first year on *Beyond* was spent training the crew, i.e. the girls, aged 14, 7 and 1 years with trips to Southport and to Maria Island as well as almost every weekend....sailing somewhere!

Our cruising cutter has taken us over Bass Strait twelve times, as well as around Tasmania. In 1977 we crossed Bass Strait for the first time, just to participate in the melee of boats watching the start of the Sydney to Hobart Race on Sydney Harbour. In June 1978 we embarked on our first long cruise to Mackay and the Whitsunday Islands. We have participated in races from Sydney to Lord Howe Island and Noumea. When we won the cruising division, arriving at the Amedee Lighthouse before the racing yachts due to extremely bad weather, and were not allowed to cross the finishing line until three racing division boats completed the race. The next year we sailed the Sydney to Fiji race, and the Melbourne to Hobart.



*Beyond*

We set off around the world via South Africa and the Cape of Good Hope in January 1985, arriving in Falmouth, UK in June. We sailed up to Cowes in August to support Don Calvert's yacht *intrigue* sail in the Admirals Cup after which we sailed up the Thames to St. Katherine Docks, where the Cruising Association were well set up with club house and wonderful library. We left London on New Years Eve 1985 for the return voyage to Hobart via the Panama Canal and *Beyond* arrived at the RYCT in July 1986 to find Hobart under heavy snow.

Picton is the honorary representative of the Cruising Association, who have a brand new, purpose built club house and accommodation at Lime House Dock, London U.K. The Royal Yacht Club of Tasmania now has reciprocal rights with the C.A.

Whilst Picton was Commodore of the Royal Yacht Club of Tasmania, he acted on the suggestion of the late Dr Joe Cannon and with his support, established the Van Diemens Land Circumnavigation Cruise.

In 1993 we started to build our country house. As the pattern goes, by the time it was completed, the children had dispersed over the world and we were left with quite a big "empty nest".

Two people rattling around in "Anstey Barton" was not much fun so for the next 14 years we offered accommodation to discerning travellers. This was a most enjoyable period in our lives, but put an end to long trips on *Beyond*.

Being free as a breeze and looking forward to sailing again, we are delighted to have been invited to join the CYCT. We look forward to cruising with members and to the "happy hours" ashore at the end of the day.



### **Nautical Terminology**

Fake (n) ~ A loop of line laid out on the deck for use.

Fake (v) ~ To loosely lay out a piece of cordage on the deck ready for easy use. In practice, a seaman will lay out the line in the shape of a large figure of eight to keep the line from hocking.

Hocking (n) ~ A knob of cordage which forms when the line is twisted opposite to the lay. The knob weakens the line and makes it impossible for the line to run freely through a block.



## The Easter non-circumnavigation cruise

Once again the Easter circumnavigation of Bruny Island turned into a 'choose your own adventure' cruise.

Some boats started on Thursday while others couldn't get away until Good Friday with the consensus being to attempt an anticlockwise circuit. *Gitana*, *Westerly* and *Pueta III* dropped anchor at the Quarries while *Rusalka*, *Spirit of Freya* and later *Luff*, headed for Deep Hole. *Freedom* had good intentions of joining us but had a delayed departure and ended up in Simpsons Bay and stayed in the north Channel area.

*Pandora* and *Irish Mist*, while not part of the official fleet, were also flying the Albatross.

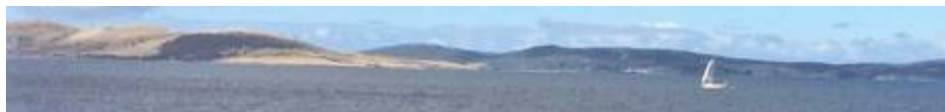
The forecast for the next few days wasn't conducive to sailing around the bottom, with 30 knot southerly winds and 5 metre swells, and as each boat seemed to have a different preference for how they would spend the rest of Easter, the official cruise was abandoned.

Despite that, there was plenty of social interaction and new members Ross and Suzanne on *Pueta III* enjoyed their induction to the social side of cruising with the CYCT.



At The Quarries

Julie Macdonald



## A Good Deal of a Cruise



*All sails set!*

the other ketch also set its MS and drew ahead - a big Carbineer 46, also motoring!

Clearing Maria Island, we had headsails winged out, heading for Cape Sonnerat, (east tip of Schouten Island). As the wind lightened the swell seemed steeper. The Nuggets were shrouded in sunset spray. Wineglass looked tempting for an overnight stop but the unpredictable swell effects and darkness negated this option.

We started the motor, sails were furled and we retired to the pilothouse for two hourly shifts. Averaging about 6 knots, we were well off Eddystone Point's treacherous rocks by 6 am to catch the last of the west flowing flood tide through Banks Strait. It was a beautiful day and we briefly explored Spike Cove for possible future use. Luckily, in Armstrong Channel we had good visibility, as distance judgement of isolated rocks in a strong flowing tidal current can be deceptive. By 3.30 pm on Monday 21st we had crossed Franklin Sound, and anchored on the north side of Trousers' Point, well down the beach.





The 2m tide was well out and the beach landing involved crossing wide sandy flats and a channel. We found our hosts, who were well south, and by phone they informed us that an ankle deep day creek crossing would be a waist deep night exercise. Back to the dinghy and a long run south where we chose a steep beach section for a landing. That night that spot became an isolated gulch accessible by a torchlight scramble over wave lapped rocks. Three men in a small bobbing dinghy returned to find the boat anchored in calm.

What a magic evening retired Dr Rob Stewart and his wife Anna gave us. Their architect designed home features internal heat retaining stone walls, glassed courtyard walls, timber beams, raised polished timber floors and eclectic artwork; classic, conservative to modern. The courtyards contained artistic groupings of natural and handmade features. The private sandy bush tracks meandered in the tea tree bush to the small rock walled sandy beaches. Fine food, wine, music and the chorusing pond frogs 'must we' a silent thought as we returned to the yacht.



A beautiful Tuesday; the skipper's kettle whistled us into wakefulness. The rattle of the anchor chain emphasised the 6.50 am departure from Fotheringate Bay. At 4pm we anchored in 10 m water, in the blue paradise of East Cove, Deal Island and in the late afternoon exercise was an uphill walk to the museum, telegraph seat and a meeting with the new Parks and Wildlife custodians.

The next morning we discovered *Star Path*, a 38 ft. S&S world travelled sloop, anchored close by and enjoyed the company of well-known Tasmanian yachting identity, John Spilsbury and his convivial mainland friends, Ian Peter and Maureen. We all went ashore and walked the 3 km road track through sheoaks to the 305 m



elevated disused 22 m tall lighthouse. The resurfaced tower, following a severe deliberately lit 1996 fire, was cracking and falling, while within, the water rusted and loosened the spiral steps. Repairs were estimated at one million dollars. Down the slope was the wreckage of the Airspeed Oxford twin radial engine WW2 plane, a crash that claimed four lives and high above the East Cove jetty were the remains of the single horse whim and J. T. Hague's tombstone, a light keeper who died in 1924.



*Minerva at West Cove*

Wednesday 23<sup>rd</sup> was another beautiful day and we motored over to anchor at the southern end of Erith's West Cove, exploring its crescent beach with the small driftwood and tin house built by Jack and Gladys Lierich, who eloped and lived there from 1958 to 1962. It's now the Deal Island museum, and is maintained by the Erith Mob.

We are indebted to Stephen Murray Smith for preventing destruction of the restored light keeper's quarters hosting the museum. On the beach lay the rusted remnants of the *St Nicholas*. Built 1945, a 45ft twin screw steel naval vessel, converted to a fish carrier, it was wrecked in 1961.

With a westerly forecast and dubious West Cove holding, we anchored for the night in the northern Garden Cove, the site of a former sealers' camp where the blue sea and white sands belie the horror of the industry once based there. In the first 30 years of the 1800s an estimated 100,000 elephant seals, sea lions and fur seals were slaughtered in Bass Strait. Today it's a beautiful anchorage and we caught a rock cod (tastefully oven baked with herbs, tomato and spices - thanks Dave!)



*Star Path* anchored further out, but overnight a green 33 ft. junk rigged catamaran, *Oryx* anchored close by. After a 'hullo' to the solitary sailor we went ashore and walked back to the Parks compound via the emergency airstrip. Steve and Martina generously made morning tea from their limited supplies and told us that future volunteer residents would have to pay all transport costs and still not be remunerated for maintenance work done for Parks!



On returning past *Oryx*, Peter Hill invited us aboard his self-built ply vessel, his compact round the world home for four years. Later he came aboard *Minerva* and our words were lost to silence as he spoke of losing his wife Carly, who fell overboard off Durban in June 2015. A two-day search was negative. He has had to sail on alone.

It was about 1.40 pm and after some hesitation, I decided that Roydon Island (38nm away) was our evening destination. Once through Murray Pass and clear of the island's cliffs all five reaching sails were set and we enjoyed 20+ knots of wind; 7-8 knots of ideal sailing, nicely heeled, white bones swishing in our teeth! We anchoring at sunset behind Roydon, well prepared for the approaching westerly front. The next day 30 + knot winds dug the anchor in well. The house batteries were all low in water and a triatic stay separation was a timely find. When re-joined and tensioned the puzzling mizzen creak was solved! What a lazy day, not even the fish were biting.

We woke on Saturday 26<sup>th</sup>, almost resigned to a day's anchorage, but the wind dropped, the sun shone and we were off - weather conned! It was a good sail to our Prime Seal lunch anchorage but later winds strengthened above 30 knots and soon we were hitting 8.8 knots. It was a wild sail with a beam sea but round the rocky shores of East Kangaroo a dead stern confused sea/wind made the motoring option attractive. With fingers crossed, *Minerva* rounded the lee shore tip of Trousers Point and anchored in a just sheltered 4.2 m site.

We were expected on the beach for dinner with Rob and Anna and so we motored through the chop in the dinghy. Again we feasted on King Island beef, cheesecake and wine before the wind began bowing the branches. Our next destination was Kangaroo Bay, Clarke Island to meet the northern bound boats; *Westwind of Kettering*, *C'est Si Bon*, *Rubicon*, *Nuage*, *Kokomo*, *Nuage* and *Willyama* for a beach party BBQ.



On Monday 28<sup>th</sup> we sailed into the rising sun for Sea Lion Passage to the NE of Clarke Island, thus avoiding distance, head winds, tidal flows and Banks Strait shallows. This northern passage relied on the echo sounder and plotter and false shallow echoes were seen on the screen, the other sounder giving true depth. We made Skeleton Bay at nightfall, anchoring on a rocky bottom in darkness, relying on the plotter for positional change along an arc, land bearings lost in darkness.



North meets south at Kangaroo Bay BBQ, Clark Island

On a windless morning we started the next part of the long journey south to Wineglass Bay. Soon a wind rose and sails were set. We dropped anchor ahead of the 30 m cruiser *Whistler* and came to grips with a slight oil leak from the raw water pump's gear housing. Tucked in the corner were catamarans *Aqualibrium*, *Sonsy* and *Absolute Waterfront*.

We were tempted to go to Fortescue Bay and through the slot, then home avoiding the canal but the extra distance and

forecast northerlies had us running for the Denison Canal transit at about 4.30 pm. A visiting yacht, *La Vida*, hailed us for guidance - OK but no promises! We both got through and headed for a Dunbabin Point raft up, socialising on *La Vida*, our final night out.

On Thursday, 31<sup>st</sup> March we were ready for our home lives again and showers! *La Vida* briefly set her spinnaker, answered by *Minerva's* MPS, which, when just set off Betsy, was blown silly by a northerly wind shift. We heeled over dramatically and it seemed like forever to get it down.

After refuelling with 339 litres, *Minerva* was berthed home, EH totalling about 80. Fuel use was about 4.2 l/hour. Our 13-day cruise was over with only one non-sailing day. What a wonderful trip. Thanks Chris and Dave. This has whetted a strong desire to cruise there again.

**Flotsam & Jetsam****Erika Shankley**

*Flotsam or jetsam? Discovered at Southerly Bight, 2011*

Flotsam and jetsam from our modern throw-away society have, these days, reached gigantic proportions and the effect on wildlife is catastrophic. However, throwing things over the side can sometimes be an essential measure to lighten the ship, as described in the journal of Captain James Cook.

*June 11, 1770*

*Shoal'd the water from 20 to 17 fa'm, and standing on a cable's length further the ship struck on some rocks. Clew'd all up and*

*hoisted out the boats, sounded round the ship, and found she was on the edge of a bank of coral which lay to the NW of her. Carried out the stream anchor with two hawsers to the southward. Hove tort meantime. Got down t'gall't yards, struck yards and topmasts. The ship still forcing into shoaler water upon the bank and striking hard, carried out the coasting anchor to the SW.*

*Hove tort on the coasting cable and employ'd all hands in clearing ship. Hove hoops, staves, empty casks, and oil-jars overboard as well to lighten her as to clear away for heavier articles. Meantime carried out the spare stream anchor to the SW and hove tort on't.*

*Started 30 tons of water, hove some of the boatswain's and carpenter's condemn'd stores overboard, got the stone and iron ballast out of the hold, with a large quantity of firewood, and hove them all overboard. At 8, found the ship had sprung a leak. Cutt off the heels of the two spare topmasts to clear the foremast pumps. Got 3 pumps to work, the 4<sup>th</sup> being chok'd. Meantime carried out the b't b'r anchor and cable to ye westward and hove the 6 carriage guns that was upon deck overboard."*

*At noon, light airs and fair weather. The ship now lays with three streaks heel to starboard. Lat'd observed, 15 45' S<sup>o</sup>."*<sup>2</sup>

HMS Endeavour was refloated 23 hours later after 40 to 50 tons of stores and equipment was jettisoned. The only items retrieved were 4 of the 5 anchors.

<sup>2</sup> Patrick Doherty, *The first recorded case of sea pollution on the coast of Queensland, Albatross, Vol 11 No 4, March, 1986.*



*Cruising Yacht Club of Tasmania (CYCT)*

## 2016 Maritime Marketplace

**Saturday 7<sup>th</sup> May,  
10:00am — 2:00pm**

**Kettering Community Hall,  
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Book a table, sell your unwanted boat bits and you keep the proceeds.

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### **Contact**

**Chrissie 0438 266 425**

**Hans 0417 511 240**

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**General Meeting held at Derwent Sailing Squadron on 5 April 2016**

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**MINUTES****1. Opening**

Commodore Andrew Boon declared the meeting open at 7:30 pm and welcomed those attending.

**2. Attendance and apologies**

Fifty three members registered their attendance. Twenty five apologies were recorded on the attendance sheet which is filed with the official copy the Minutes. There were five guests including the Guest Speaker.

**3. Minutes of the last General Meeting (1 March 2016)**

The Minutes were published in the *Albatross*. These were confirmed and signed as a true record of the meeting pursuant to a motion by Lew Garnham, seconded by Ottmar Helm.

**4. Business Arising from those Minutes**

There was none not already covered elsewhere in the agenda.

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

The following new members were welcomed to the Club by the Commodore, presented with their burgees, and introduced themselves and their boating history:

Graeme and Jennifer Birch (*Swish*); and

Picton and Christina Hay (*Beyond*).

**6. Launch of 40th Anniversary History publication**

Andrew officially announced the launch of the 40th Anniversary history publication *Fair Winds & Smooth Sailing* and introduced Erika who spoke briefly about the publication thanking the contributors and others who assisted with the publication. (Note that copies of *Fair Winds and Smooth Sailing* were made available to members prior to the commencement of the meeting.)

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

Report as published in the *Albatross*. Catrina made specific mention of the Dark Mofo event with plans for CYCT (and other clubs) boats to join the festivities by berthing at Constitution Dock over the weekend of 18-19th of June.

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

The Treasurer advised that March had been a quiet month for financial transactions. The Treasurer's Report is available on the Club website. Alex also noted that *Entertainment* books are available for sale.

**9. Vice Commodore's Report**

Report as published in the *Albatross*. Lew made mention of a number of specific items as follows.

March has been a busy months for cruises including: (a) The cruise to Port Davey led by Andrew Boon (26 February - 11 March); (b) Nubeena cruise – only 2 boats but had a good time (4 - 6 March); (c) Cruise to Victoria (22 March - 10 April) planned and led by Tony Peach - with 5 boats currently on their way back from Port Welshpool and an additional 3 boats which made the journey as far as Deal Island. (d) Bruny Island circumnavigation cruise (25 - 28 March) led by Ian and Julie Macdonald - no circumnavigation was completed with boats deciding on their own anchorages because of the weather conditions.

Forthcoming cruises include: (a) New Norfolk (16-17 April) led by Barry and Margaret Jones - Lew noted bridge clearances of 15.2m under the Bridgewater Bridge and 17.3m under the Bowen Bridge (westernmost span); (b) Southport Deep Hole for Anzac day weekend (23-25 April); (c) Donald Sutherland Memorial cruise; (d) Queens Birthday weekend (11-13 June) at Kermantidie/Franklin; and (e) Dark Mofo - Constitution Dock (18-19 June).

Lew noted that he has made new "Visitors Welcome" flags which he showed to the meeting" – with a blue albatross on white background - available for \$25.

**10. Commodore – Andrew Boon**

Report published in the *Albatross*. Specific items mentioned by Andrew included the following.

Submission to MaST for a Recreational Boating Fund grant for a recreational boat mooring at Melaleuca Inlet, Bathurst Harbour (at the same location as Deny Kings old mooring).



Various aspects related to recent Club members' participation in the *Wildcare Friends of Melaleuca* working bee and development of relationships with Parks and Wildlife, including suggestions for maintenance of 'mooring' facilities at Watering Bay.

The role of the Club in supporting improved environmental/bio security management in the Melaleuca area.

## **11. Women on Boats**

Jo Topp reported that WoBs is going from strength to strength with 130 now on the email list. The March meeting at the BOM office organized by De Deegan was attended by 30 women. Dinghy day on 20th March at Kettering with Kim Brewer and De as teachers involved hard and soft bottom inflatables, rowing and under power; and was very successful.

The April meeting will be on the art of anchoring.

## **12. Essential reports/items from other officers**

As required including:

Winter Forums: Leigh advised that there was little change from last meeting. May 24th is the first forum. Matt Orbell from Green Marine will talk about electronic navigation systems. He is prepared to talk on any specific topic in this area that members would like. The June forum will deal with tanks, September with towing, and October with marine insurance. July and August topics yet to be confirmed.

Maritime Marketplace: Now scheduled for 7th May. Ring Hans to book a table (\$30), half table (\$20) or a spot in an outside space (\$30). Whatever you sell, you keep the money. Hans distributed fliers.

## **13. Other business**

Paul Kerrison made a presentation to Julie Macdonald for winning the best photo from the Port Arthur cruise.

Dave Davey and Erika Shankley have been scanning past issues of the *Albatross* for the web site. Dave thanked to Erika for her help.

Leigh will bring all remaining copies of the history book to the next meeting but not after that. Members to take copies for friends tonight if they can.

**14. Next Meeting**

The next GM will be at 7:30 pm, 3rd May 2016 at DSS.

**15. Close**

The formal meeting closed at 8:15 pm.

**16. Guest Speakers**

Catrina introduced Malcolm Riley, a Senior Meteorologist from the Bureau of Meteorology, as the Guest Speaker. Malcolm gave an interesting and informative talk, that sparked many questions from members. He also addressed specific questions from members submitted provided prior to the meeting.

**17. Close**

The meeting and presentation concluded around 9:40 pm.



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### CYCT MOORINGS

**Nubeena:** Mooring number 9615 at Nubeena is a bright yellow buoy situated close to the jetty opposite the main town wharf. It is in a great position to row to the main wharf, boat ramp or beach. The depth at high tide was 5.7m, with about 21m of mooring tackle to the three heavy train wheels. The position is 43°06.265'S 147°44.346'E. The buoy is yellow with hooks for the pickup float. The mooring is a short row from the public jetty in the SE corner of Parsons Bay..

**Barnes Bay:** Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2 inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain. Simmonds Bay mooring is for up to 12.2 m vessels.

**Mooring guidelines::** [https://secure.cyct.org.au/mooring\\_guidelines.php](https://secure.cyct.org.au/mooring_guidelines.php)

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members (log in [here](#)).

Alternatively, email the Vice Commodore, Lewis Garnham at [ViceCommodore@cyct.org.au](mailto:ViceCommodore@cyct.org.au)

### Guidelines for Contributions to the Albatross

The Albatross thrives on members' contributions. Here are a few guidelines to assist you but please contact the editor ([editor@cyct.org.au](mailto:editor@cyct.org.au)) if you have any questions or suggestions.

- Submit articles as a Word document, ideally less than 1600 words and no more than five photos related to the article. Longer stories will either be serialised or the editor will either reduce the length or request you to do so.
- Boat names should be *italicised*, **not** in "inverted commas" or capitalised.
- Images: .jpg format, compressed to less than 1Mb for emailing and appropriately titled.
- Photos must be your own or clearly attributed and should include a caption.
- The deadline for each month is the 15<sup>th</sup> (there is no *Albatross* in January).



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