

Albatross

Volume 43 No 8 September 2017



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: *Nuage* (Gordon Armstrong and Janet Vial) under spinnaker in the Armstrong Channel. Image courtesy of Colin Crowder

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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!

Club Moorings: See p. 28

CYCT CALENDAR	
<u>September</u>	
Tues 5 th	Forum: How to use Facebook @ 6.30 pm before the AGM in the DSS training room, Presented by Sheenagh Neill Annual General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Followed by a general meeting.
Wed 6 th	Committee Meeting @ 7.30 pm. Venue: RYCT
Sat 9 th	Annual dinner @ Woolstore, Merino Room. Cruise into Constitution Dock
Tues 12 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron. Topic: Improve your VHF radio technique
<u>October</u>	
Tues 3 rd	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron
Wed 4 th	Committee Meeting @ 7.30 pm. Venue: RYCT
Sat 7 th	Opening Day sailpast
Tues 10 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron.
Tues 17 th	MOB practical demonstration and Video. Venue: Derwent Sailing Squadron
Sat 28 th	Keith Wells cruise for Canteen kids

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.

Editorial



A big thank you to Jackie Zanetti for taking over the helm for the August issue of *Albatross*. And well done. Sheenagh and I had a very enjoyable, interesting and productive time away. Whilst we did not get to sail in any of the places we visited, we did bump into a lot of sailors at different locations, and we saw a lot of varied cruising waters with an interesting variety of hazards and local conditions that differ greatly from what we are used to in Tasmania. We also visited a few marinas and harbours to check out services offered and the range of vessels berthed there.

Sheenagh and I have been CYCT members for just over a year, and what a year of cruising it has been! A very active year both on and off the water. There were so many highlights for me. On the water we had some superb sails: across Norfolk Bay into 30 knots for the VCs inaugural cruise in October was bracing; a close encounter with Damian Killalea racing upwind to Cloudy Bay; a full fleet reaching across Marion Bay towards Orford – the list goes on. On shore there were memorable gatherings: a right Polish affair on a tidal beach amphitheatre near Koonya; BBQs up the east coast and around the peninsula; the obligatory Quarantine Bay; tuna, abalone, crayfish, mussels, cockles. Swimming in Riedel Bay; the aquamarine of Schouten; sitting out blows at anchor; boules on Maria. And, thanks to your reports in *Albatross*, there is a permanent record of these cruises. They were really more than cruises – they were special occasions and life experiences, shared with good people. It has now been a year of editing *Albatross* for me, give or take a couple of issues. I have been so impressed with the efforts of cruise coordinators who not only have taken on significant responsibilities in planning and managing cruises, under sometimes quite tricky circumstances, but then almost immediately on getting home fire up their computers and write up a cruise report for *Albatross*. Keep them coming – you are the lifeblood of *Albatross*. I think next year there will have to be an award for best *Albatross* article. Maybe the best recipe.

There have been two significant innovations over the year: firstly the Facebook site and secondly the move to a bit of colour on the cover of *Albatross*. The Facebook site complements *Albatross*: it gives instant reporting of cruise happenings to those who are unable to be out on the water; it gets people thinking of and recording images of what is around them; it gives *Albatross* editor photographic resources for articles. The colour images have really lifted the cover appeal of *Albatross*. The first two cover pics have been dramatic and beautiful. The difficult thing will be trying to maintain the standard set by the first two covers. Keep your eyes open for scenes worthy of the cover and get your cameras out. Who will manage to shoot the first aurora australis with CYCT yacht in the foreground? There is a challenge. I think I will have to get hold of a decent digital camera and a few lenses.

Christian

Commodore's Report



Our Annual General Meeting is with us, marking the end of the Club year – and the beginning of a new year! The year has been a testing one in some respects, but we have still managed some outstanding Club cruises along with individual members' cruises to many parts of Tasmania, Australia and overseas.

The presentations at our monthly meetings have been outstanding: a great mix of topics including overseas cruises by members, the state of the environment in which we sail, wooden boats and an update from Marine and Safety Tasmania. The cruise programme likewise had something for everyone, with day, weekend and extended duration cruises. Freycinet Peninsula, all of the south-eastern coastline, Port Davey, the Furneaux Group, New Norfolk, D'Entrecasteaux Channel, the Huon River, Mortimer Bay and Norfolk Bay were all on the list.

Women on Boats continues to be strongly supported with talks, practical sessions, cruises and social events throughout the year.

Winter Forums were popular. Topics included towing, marine radio, passage planning, good skippering and life-raft servicing.

Albatross now has a colour picture on the front cover, courtesy of a change in printing company. A minor point but major effect, all without too much fuss.

A highlight of every second year is the Australian Wooden Boat Festival. Members with wooden boats entered the displays, many were involved as volunteers at the Festival and others manned the Club stall. We enjoyed a wonderful BBQ at, and inspection of, Government House where we welcomed many visiting cruisers. After the Festival, a relaxing cruise down the Channel ended up at the St Ayles Skiff Regatta at Franklin with many interstate visitors.

The results of the Clean-Up-Australia Day (CUAD) cruise to Great Bay generated passionate responses from members about the state of our waterways and the contribution of marine farms to the shore litter and in-water safety hazards. The Club had previously been active highlighting navigation safety aspects of marine farm operations; after CUAD, we have made a submission to the ASC Assessment of Tassal's Channel farms, corresponded with the State Premier and met with the Minister for Infrastructure about navigation safety issues. Issues have been acknowledged but change is slow and will require continuing pressure.

Relations within the Committee have been strained at times and some of the cause of this is seen to be inadequate induction of new committee members to the role. In response to this, a *CYCT Management Handbook* has been prepared which documents Club policies and outlines the roles, responsibilities and tasks required of each committee position.

One outstanding issue which the incoming Committee will have to deal with is the ongoing management and support of the Club website. Dave Davey has built the web site over the years and provided us with a platform for information access and administrative facility. In spite of stepping down as Webmaster, Dave has continued to provide very timely IT support for all of the upgrade requests, compatibility issues, mis-management by the acting Webmaster and myriad other unseen issues. I am extremely grateful to Dave for all his work; the Club does very well out of its Life Members!

Finally, I would like to acknowledge the efforts of each of the Committee. It's been an interesting ride but I think I can safely say that the incoming Committee has an excellent base to start from, in terms of both resources and awareness.

Andrew

CYCT Annual Dinner

When: Saturday 9th September

Where: Merino Room at the Woolstore

Cost: \$60 a head, with drinks at bar prices. This includes a 3 course shared platter meal with tea and coffee.

Guest Speakers: Will be Margie Beasley and Chris Wilkie from *Storm Bay of Hobart* and they will be talking about their adventures in the Falklands.

RSVP to Catrina Boon by 1st September, payment can be made on CYCT Website.

Come by boat and stay at Con Dock for \$30 a boat.

(Please mention this when you RSVP if you intend to come by boat)

Rear Commodore's Report



This is my last report for *Albatross* in my capacity as Rear Commodore. I have enjoyed my time in this role immensely. It has been a great opportunity to get to know many of you better and I've found many willing helpers for the events that have been held in the last 3 years in my role. I would like to take this opportunity to thank those who put their hands up to help me run some great events and for those that entered into the spirit of those not so conventional games! I look forward to sharing a drink and a yarn with you all both on and off the water in the future.

Our Guest speaker for August, Nepelle Crane from Natural Resource Management (NRM), gave us an insight into her role in the NRM's programs in the south of the state, focusing on the marine and coastal aspects. Nepelle was very interested in the fact that we are in the process of forming an environmental group as one of her roles is to work with community groups in this area. I'm sure we will be hearing more from Nepelle.

There will be no guest speaker at the next general meeting as we are holding our AGM before the general meeting. Instead the CYCT will be providing a light supper for members between the AGM and the GM.

The Annual Dinner for CYCT will once again be held at the Merino Room in the Woolstore on Saturday 9th September. The Woolstore is within walking distance of Constitution Dock, which gives an opportunity to spend the night on our boats in the Dock. The fee for staying in Constitution Dock for the night is \$30. The cost for our dinner will be \$60 per person with drinks at bar prices. Last year we enjoyed shared platters for 3 courses with tea and coffee provided. It was a fabulous meal, with plenty of choice and those with special diets were well catered for. We've opted for a similar arrangement this year. Margie Beasley and Chris Wilkie will be our Guest Speakers at the dinner. Margie and Chris spoke at our May general meeting about their cruising around Patagonia. They proved so popular that we have asked them to speak at the Annual Dinner about cruising in the Falklands.

RSVP by Friday 1st September by email to myself if you wish to attend this dinner. Please include any dietary requirements and whether or not you plan to bring your boat into Constitution Dock for the night in your reply. Payment for the dinner can be made on the website and the Dock entry fee will be collected from boats on the WE.

Many thanks again for all your support over the last 3 years

Catrina Boon (retiring Rear Commodore.)

The Ramadan of 2017 Phuket to Batam Island (part 1) **Richard Phillips**

June 5th 2017: *Charon* made about three knots into the steep chop generated by the 18-knot southerly. The clear-view screen did its best to outline the view ahead as there were many coloured flags marking fishing nets. A-class fishing boats and C-class trawlers came onto collision course. Superstitious Malay fishermen believe they can rid their devils by altering course to cross your bows - devils jump off their boat and on to yours. Some devils must have jumped across. Though the day unfolded slowly, we made progress towards the breakwater at Chukai to anchor for the night, before pressing on to another breakwater to the south. Then, finally, to Puloa Tioman in the South China Sea, where we would rest, before the overnight passage to the Indonesian Islands of Anambas and Natuna, and finally to West Kalimantan.

February 2017: *Charon* was well prepared after a six-month refit in Phuket Boat Lagoon. Though it rained almost daily, the excellent protection and workmanship of Mr Oh's team (four Thai craftsmen, seven days a week for ten weeks) resulted in a pristine paint job. We had a complete refit: re-rigging, interior work and antifouling.



Scaffolding set up for the covers in Phuket (all images Richard Phillips)

After six months on the hard, the 45-year-old Ford Diesel started first time and we made our way south. Too long on hardstand and marinas and not enough desert islands and pina coladas! But the realities of cruising often result in other eventualities, and as we ventured south I experienced double vision in my left eye and a hoppy left leg. I could see myself with an eye patch and a wooden leg - I was becoming a pirate! I had lived on board *Charon* for nine years and sailed out of Hobart in May 2010 under the flag of the Cruising Yacht Club of Tasmania, on a voyage of adventure and discovery. I explored the New South Wales Coast and spent two years

in FNQ. I swapped Tasmania's cold winters for cyclone preparation and crocodiles. When you take the plunge to leave Australia's shores, as Marilyn and I did in July 2015, you expect a few storms, run-ins with officials, and dragged anchors. But in the last two years we can recall none of that. We had no storms, ever-obliging officials and encouragement from the wonderful locals of Indonesia, Malaysia and Thailand. This adventure should have been no different.

Maybe it was the devils. *Charon* was in the best condition she ever had been. We planned to replace the old radar with a Raymarine Digital Radar for those night passages through the shipping lanes and monitoring the occasional squally thunderstorms that occur in the Malacca Strait. Our first destination was Penang - I had scheduled four dental implants there. I had been through the unpleasant part of drilling and screwing in the implants six months earlier. We should have been in and out of Penang in ten days, picked up a Thai Visa and then headed back to Thailand for the remainder of the NE monsoon. But I really did have double vision and a hoppy leg, and by the time we anchored off Palau Jerejak in the Penang Strait, I was convinced that there was some serious pathology happening. Once I told the physician, at Island Hospital in Penang, that I lived on a yacht he knew straight away what was happening. "Too much booze, not enough exercise and you eat too much!" I couldn't debate his assessment, but it didn't explain the leg and the eye symptoms. He prescribed a few tests and found that I was indeed a fat boozy sailor, but nothing else. The physician referred me to a reputable ophthalmologist that morning. Cataracts in both eyes! All of this was part of being an ageing cruiser. The following week the Melbourne University trained orthopaedic surgeon discovered osteoarthritis in my left knee and injected medical WD40 into the joint (after sucking out some blood stained fluid), and for good measure he injected a hearty dose of steroid into my right shoulder.

We were able to get a berth in Straits Quay Marina thanks to Commander Ferguson's flexibility in moving boats in and out of the only decent Marina in Penang. John Ferguson (RN Ret'd) ran an efficient marina and took pity on those who entered for medical treatment. We were put in the "medical row" where at least six other cruisers were having cataract surgery at several of the excellent hospitals and clinics in Penang. Every morning someone was coming or going wearing



Charon in "medical row" Penang

an eye patch, or asking how your operation went and "what sort of lens did you get?" Of course Penang was no hardship – the marina was excellent, the food the best in Asia and the people were friendly. We enjoyed the interaction with the Grab drivers who ferried you to and from the hospital, the nurses and surgeons who sucked bits out of your eye and put in replacement lenses, and the cooks and chefs who prepared inexpensive Chinese, Malay and Indian meals.

The SW monsoon was approaching and the lee of the Malay Peninsula was more favourable than the stormy and swell-bound west coast. Sail Malaysia were organising a rally to East Malaysia and Borneo, and Sail Indonesia a rally to West Kalimantan with Dyak head-hunters, blowpipes and orang-utan. I was sure to see a Dyak tribesman bite the head off a live chicken as most of my cruising friends had done! We motored south through the familiar ports of Pangkor and Port Dickson before entering Puteri Harbour in the Straits of Johor. We fitted the new radar, serviced the engine and we enjoyed meals out with those gathered to head east to Sabah or south to Kalimantan. We had briefings and took on supplies. The new radar gave us an excellent view of the marina. The transit of the Singapore Strait seemed to get easier with practice. We motored from west to east in a scrappy convoy of yachts and cruisers weaving around anchored ships and watching for the puff of smoke or dripping anchor that signalled a moving ship. We enjoyed lunch en route and made a successful passage to Seban Cove to the East. I had no premonition that we would be doing this passage under sail, with a seized engine, six weeks later.



An A-class Malaysian trawler

We motored and sailed north to various rocky anchorages in daily 60-mile passages. After three days, one small storm, a diversion by the Malaysian Navy who were firing live bombs into the South China Sea, a lightning strike at a resort, and chasing a Search And Rescue Transponder that we discovered in the net of a C-class trawler, we arrived in Pulau Tioman. Tioman is one of Malaysia's three duty free islands. Cruising life again; a decent anchorage, cheap wine, tasty seafood restaurants and a friendly harbour master. The locals provided a well-organised night of games ending in our humiliating defeat in the annual cruisers vs. locals' tug-of-war.

We spent three days at anchor in the river at Chukai where we provisioned at their well-stocked and interesting market. Our next stop was Terengganu, a three-day passage anchoring behind breakwaters and making 60-mile days. Terengganu boasted a reputable diesel injector service, so on arrival at the very casual marina ("pick any berth you like"), we arranged the Chinese mechanic to take our injectors to be serviced. Terengganu had many beautiful mosques, and calls-to-prayer were long and frequent as it was just before Ramadan, the month long festival

of fasting and reflection, culminating at the end of each day with firecrackers and more long tuneful prayers. Terengganu was an attractive city with a great market and a busy river with polluted brown water.



Marilyn provisioning in Tioman – Duty Free



Hmmmm. Which fish?

We had befriended the crew on *Restless M*, a large cruiser with a grand piano (yes, a grand piano!), and we discovered another rally member was a classical singer. The crew of the smallest boat in the rally joined the crew of the largest boat in the rally and we gave Rogers and Hammerstein a good workout.

The following morning Marilyn's mother died. We had talked about contingencies a year before and decided that we would not return to Australia for the funeral. Marilyn's mum had been in care for several years. It is one of the realities of cruising. Whose wedding do you go home for? Whose funeral? Whose grandchild? Sometimes, if you are anchored up a river and there is no safe place to leave your boat, you have no choice.

That afternoon I hastily pulled on a t-shirt in deference to the young female taxi driver who delivered a bottle of LP gas. My new prescription multifocal glasses flipped off, ending up 4 meters under *Charon* in the muddy water. They were my only pair of glasses as my prescription had changed dramatically since the cataract op. I arranged a Hookah and reluctantly dived in the muddy brown water. Within half a meter visibility reduced to zero. I grappled around for a few minutes and realised my efforts were futile. I hosed myself down, had a long hot shower and put antibiotic drops in both eyes. For good measure, I gargled some rum.



Charon at anchor at Redang

The following day Sazli, our Sail Malaysia coordinator, took me shopping and I ordered a new pair of specs (\$600 out of pocket). Sazli had other reasons to visit the shops. It was the eve of Ramadan and he was stocking up for his 4 AM breakfast before morning prayers. Ramadan is hard for those who enjoy regular meals, but it is also hard for those who enjoy regular sleep. Breakfast is about 4 AM and dinner after 7 PM followed by long prayers and family time. The mechanic returned with the injectors, stressed and preoccupied as some staff had not come to work. He rushed the refitting and broke a nut on the diesel return pipe, which we repaired with silicone. It seemed OK and we chatted amiably about boats, life, kids, and the universe.

Waiting ten days for new glasses put us behind on the rally schedule, however we managed to visit beautiful Pulau Redang, to the north of Terengganu, before returning to pick up my new glasses (now resembling Colonel Sanders more than ever) and to clear Immigration. The immigration officers were terse and belligerent and the chief interrogated us as to why we didn't have the correct paperwork. We chatted for a while and eventually he confessed that they were all tired and hungry from Ramadan. They said that our papers were fine and wished us a pleasant trip to the Anambas Islands. Which we didn't! As there was this storm.

June 5th 2017: As we motored through the choppy seas towards the anchorage behind the breakwater at Chukai, the clouds grew darker. Our ETA grew longer and our fatigue from ten hours of pitching worsened. Thankfully, the autopilot never failed and we enjoyed a light lunch

and many snacks that Marilyn prepared for our long passages. Darkness approached and I turned on the new radar to monitor the developing storm.

“Error: Scanner not Rotating”

I rebooted the radar. I reconfigured the settings. I dared not turn off the plotter. We had fork lightning and then thunder. I counted the seconds between the lightning and thunder. Eleven hundred feet per second. Ten seconds. Then eight. Then shorter and shorter. A lightning bolt hit the water behind us! The storm had our attention! The consequence of a direct hit taking out our electronics was serious. We put our laptops, iPads and phones in the oven, making a mental note to remove them before our next roast. The wind increased in strength and veered to the west, coming offshore. The seas eased but the wind increased to 30 knots. *Charon* handled the confused seas beautifully but we had a new sense of urgency.

Chukai is the base for the Malaysian offshore fleet, servicing oil rigs in the South China Sea. There were over 50 offshore service vessels anchored to the north of Chukai and occasionally some may go in and out of port. There were also small boats transferring provisions and crew. Chukai has a modest fishing fleet of A-class and big C-class trawlers. We had anchored in the river on our way north so knew a little of their movements. We were about to enter this melee, at night, in a storm, without radar and with a very tired crew. We had AIS but no ferry or fishing boat carries AIS and not all of the anchored vessels displayed AIS.



Over fifty offshore support vessels at anchor

We skirted the edge of the well-lit fleet and tried the radar again but decided this distraction was not worth the possibility of making it work. The wind continued to veer as the storm passed over and eventually came on our starboard quarter, our port quarter and finally our port

beam. The winds eased but visibility didn't improve. It was a black night with dark clouds; no moon and no stars. We approached the navigation beacons north of Chukai, passed the channel into the huge oil and gas terminal and closed in on the breakwater. We used our departure track on the plotter as a guide. We took the iPad out of the oven to use the Ovital maps app, giving us a second track and a different piece of software to minimise the risk of error. We anchored in three metres of water, playing out a heap of chain in addition to our usual 5:1 scope, and went to bed.

Passage back to Tioman was uneventful. Three more days of 60-mile passages in a 10 knot SE breeze. The passage was all motoring but not the "hobby horsing" that we had experienced on the way south to Chukai. We anchored safely on the west coast of Tioman and managed to sneak a dinner ashore with our friend Henrike, whom we met on the way north (we had technically cleared out of the country). Henrike and her partner had been taken hostage by Abu



Sayyaf while anchored in Palawan in 2014. They suffered torture and imprisonment for six months before being released. Henrike was living on her Amel ketch at anchor in Tioman and was great company despite her ordeal.

"Nobody liked your old glasses anyway!" Henrike checks out my new Colonel Sanders glasses in Tioman

We decided that repairing the radar was more seamanlike and we were well behind the rally group anyway. We learnt that the mega cruiser *Restless M* had damaged her prop on a reef and was heading back towards Singapore for repairs.

We had the opportunity to do likewise, replace the radar and then head across the Karimata Strait to Kalimantan. Two other Aussie boats were joining the West Kalimantan Rally in Nongsa Point, Batam, Indonesia, so we did a three day passage back to the Singapore Strait for our third crossing of the Strait and arranged a berth in Nongsa Point Marina. We had a chance to reversion, rest and recover.

(to be continued next month)

Cruising the Kimberley Coast

Peter and Chris McHugh

After over two years cruising and travelling in Indonesia, Thailand, Borneo, the Malaysian Peninsula and its offshore islands, *Honey Bee* and crew sailed back to Australia, clearing customs and quarantine in Darwin mid-April 2017. Returning to Australia for the first time in 15 months was a culture shock! Australia is a very different world to SE Asia.

We originally left Hobart after enjoying the CYCT New Year BBQ in January 2014. We cruised further south, headed up the west coast with stops in Port Davey and Macquarie Harbour, then along the north coast, finally leaving the Tamar River and Flinders Island in early March for NSW and beyond.

When we arrived in Darwin, the wet season hadn't quite finished, so it was still hot and humid like SE Asia, making life aboard a challenge in a hot, lock-bound marina! We timed our 2-month passage from Malaysia through Indonesia to coincide with the NE monsoon. This gave us NW winds in most of Indonesia during February and March. Once in Darwin, our plans were to prepare for an extended cruise through the Kimberleys and further south in WA.



Berkeley River anchorage (all images Peter and Chris McHugh)

The Kimberley area has a daunting reputation, even for experienced cruisers. To access the area, you must either get to Darwin or Broome first, and neither trip is short for east coast sailors. There is a large population of crocodiles, tides of up to 10 metres, many treacherous capes and narrow passes, shallow river bars, no phone reception, minimal prospect of assistance and no opportunity to restock before Broome, if then. It also has a well-deserved reputation as being one of the most magnificent wilderness areas in Australia. Our departure from Darwin was planned for the change from the cyclonic wet season to the dry, so that there would still be fresh water in the Kimberleys. We were lucky, as the last few tropical lows near Darwin didn't

turn into cyclones and it had been a particularly damp wet, so there was adequate water in the rivers and creeks. This was also the right time for the very favourable SE winds.

We spent a frenetic month in Darwin preparing for the trip. Our intention was to spend two months getting to Broome and we wouldn't be able to take on anything much after we left Darwin. We needed a new headsail, repairs to our mainsail cover, engine spares, more solar panels and new AGM batteries. Our inflatable dinghy and its 3.5 hp outboard were packaged up and put on a truck to Perth. We bought a 3.4 metre tinny, hopefully croc proof, and an 8 hp Mercury to push it against the big tides. We had to beef up our davits to handle the extra weight.

There were repeated trips to supermarkets as we loaded vast quantities of food (and beer). We finally left Darwin with 500 litres of diesel and the same of water, as well as 50 litres of outboard fuel. Samuel Plimsoll would have had a fit if he had seen our waterline.

We had a copy of Fremantle Sailing Club's Western Australian Cruising Guide and comprehensive notes from Kimberley Cruising Yacht Club. It was notable that great slabs of the charting through the Kimberley were labelled "unsurveyed". We met other people who were going or had been to the Kimberleys at some marina BBQ's in Darwin, which was great and very informative.



Berkeley Gorges

The first step in getting to the Kimberleys is to cross the 200 mile Joseph Bonaparte Gulf. While the locals call it "Blown Apart Gulf", our experience was that it cost us 80 litres of rather precious diesel. Fortunately, it was brisk sailing from then on.

What followed was 8 weeks of stunning scenery and fabulous adventure, combined with challenging sailing. Life revolved around the tide tables and the lunar phases as we worked the river entrances, the capes and the narrow passages. Getting ashore was a perpetual challenge, juggling tides to ensure that the dinghy survived and was accessible on our return, always with an eye to ensuring no croc was lurking nearby. While we had good wheels on the dinghy, they didn't help on the rocky shores or on soft sand beaches and the tinny with outboard and fuel is very heavy. Despite the remote nature of the area, there were a few other cruising boats and there is regular traffic from the mini cruise liners that ply the area. We were never lonely, but there were a few periods of a week or so with nobody around.

One of the biggest challenges on the over 300 miles of fractal coastline was deciding which bits to see and which bits to miss out. Two months might seem a long time in the area, but two lifetimes wouldn't suffice to see all of it. In a short article, it is impossible to cover such incredibly diverse cruising grounds, so we have posted many pictures to the CYCT Facebook site, which should give a sense of what the experience was like for those with access.

For us, the highlights were:

The stunning cliffs and waterfalls of the Berkeley and King George Rivers.

We spent a week in each river at the beginning of our Kimberley cruise, marvelling at the gorges as we proceeded up the river. Both areas offered fairly physical walks to reach the tops of the cliffs where there was stunning scenery, views and freshwater bathing pools. We had a social time as other cruising boats were anchored in both rivers. King George River was the busiest area as commercial cruise boats came to anchor close to the Twin Falls at the head of the river.



King George River and Twin Falls

The amazing natural sculptures and Aboriginal rock art in the Osborne Islands

A fascinating place with several fairly easy shore excursions to see rock arches, Aboriginal rock art and an area with convoluted natural passageways containing more rock art. Close by Eastern Creek provided the most accessible fresh water for us when accessed at high tide.



Rock Art

The scenery and rock art at Swift Bay, Palm and Winyalkan Islands.

Several areas with fairly accessible rock art, more beautiful Kimberley scenery, including a dry rocky gorge and one anchorage with fresh water (called Water Pipe Bay) where two sharks visited *Honey Bee*, maybe wanting us to feed them. Palm Island, a rugged, steep island, is named after the many *Livingstonia* Palms on the island.



Sharks in Swift Bay

The wildlife in the upper Hunter River.

A wide river with impressive high cliffs along most of its navigable length. Our anchorage was 4 nautical miles from the entrance and our highlight was an early morning dinghy trip with the rising tide to the river's end. We loved hearing and seeing all the birdlife when we turned off the outboard and drifted back downstream. This was the first time we saw crocodiles but they were only 2-3 metres long and soon dived when we were near them.

The amazing scenery at Raft Point and Montgomery Reef

Raft Point, another anchorage with a backdrop of spectacular high cliffs and Aboriginal rock art, is a good base to explore other nearby areas. As low tide was around mid-day, we went across to Montgomery Reef and anchored in a channel in the reef. An amazing sight at low tide was to see waterfalls cascading off the edge of the large reef from *Honey Bee* and on a short dinghy trip.



Tide cascading off Montgomery Reef

The beautiful Dugong Bay

Dugong Bay is a large, delightful enclosed waterway, accessed through a series of narrow channels. It reminded us of Bathurst Harbour. While it was very close to the manic tourist site at the Horizontal Waterfalls, we had it to ourselves for the short time that we anchored there.

There was much more and, as always, the good company and advice of other cruisers added to our experience.

All extended cruises are a learning experience and this was no exception. At 9 weeks, it was the longest time we have ever spent between restocking opportunities. Even our 1982 trip from NZ to Tahiti wasn't as long as this. Our food supplies were more than adequate, though fresh food was getting a bit scarce by Broome.

Access to water was good through the Kimberleys, but there were lots of dinghy trips to haul water by jerry can and bucket. While a water maker might have helped, it would have taken extra power and probably required the burning of more of our scarce diesel.



Collecting water at Eastern Creek

We sailed at every opportunity and consequently, when we did refuel at a fuel barge at Dog Leg Creek, we only needed 140 litres. Refuelling at Dog Leg was eye wateringly expensive (\$3.00/litre) but much easier than at Broome. The extra solar panels, combined with good wind for our wind generator, meant that there was no need to run the engine for battery charging, a great saving on diesel.

Our alloy dinghy was not as comfortable and convenient as our Zodiac, but the security amongst the crocs, rocks and oyster shells made up for that and we quickly learned to manage the tides. The large wheels on the dinghy were no use in the soft sand of the Kimberleys, but were great on Broome's Cable Beach, with its 5m + tide range and hard sand. The larger outboard gave us complete freedom to run around the rivers, but increased the weight of the dinghy and required us to carry more petrol. It was still worthwhile. Cruisers with smaller dinghies and inflatables struggled in the environment. A useful addition to the dinghy would be a depth sounder, which a few experienced Kimberley cruisers had on their tenders.

Would we recommend the Kimberleys as a cruising ground? With its benign climate, stunning scenery and endless anchorages within a relatively small area, I suspect it is the best cruising area in Australia. In our experience, the only area that compares is the SW of Tasmania. In both cases, the challenges are significant, but the rewards are enormous.

Peter and Chris McHugh, *Honey Bee*

News

2017 Tasmanian Yachting Award for David Graney

At the recent 2017 Yachting Awards presented at the RYCT, Joint winners of the Offshore Sailor of the Year award for the Bennetto Cup were Richard Grant (Cromarty Magellan) for winning the Corinthian Division in his first Sydney to Hobart Race, and David Graney for his crewing in the Clipper Round the World Race, including being one of two watch captains. David's account of his experience in the Clipper Race was presented as a talk to CYCT members at a general meeting and as a written report in *Albatross*.

2019 Australian Wooden Boat Festival – update.

The last Australian Wooden Boat Festival may have only taken place six or seven months ago, and February 2019 might seem like a long way away, but planning is already in full swing for the next Festival. We will be following the practice of the last few Festivals by inviting another country with a strong wooden boat history to take part. In 2019 the guest country will be the USA. It's early stages yet, but we are hoping to get a number of interesting smaller boats shipped over for display, and if we are very lucky, possibly persuade one or two larger vessels to make their own way here. We also plan to have a few high profile American speakers at the International Wooden Boat Symposium, to be managed by CYCT member Mike Ponsonby.

Which brings me to the main reason for this update. As the Festival continues to expand, the planning job grows with it, and our General Manager Paul Cullen is on the lookout for more people to become involved in the planning process. There currently are some twenty Team Leaders or Project Managers who are each responsible for their part of the Festival. They cover such diverse areas as entertainment, media, Maritime Marketplace, food and beverage, dock-master, boats ashore, the Symposium and a range of back-office activities. While most of these areas currently have a manager, that situation will change over time and we need to find people to under-study some of these roles with a view to perhaps taking them over one day.

There are few things more satisfying than making a large project come to life. We have one of the best major event management teams in Tasmania, possibly the country – we keep winning awards that tell us so – and we want to maintain that standard. If you think that getting involved with the Festival is something that would interest you, contact Paul at: manager@australianwoodenboatfestival.com.au or give me a call on 0402 118 548. I'd be happy to talk to you about the opportunities, and what it means to be part of the biggest wooden boat festival in the southern hemisphere. I guarantee you won't regret it!

Chris Palmer

New Members

APPLICATIONS FOR MEMBERSHIP

Tarooki
Clive Calver

This nomination 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.

Mooring For Sale \$3000

Geilston Bay, Reg No E912
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Approved Vessel length: 12 M
Last serviced JULY 2017

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Email: lalaguli01@bigpond.com

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:
Name: Cruising Yacht Club of Tasmania Inc. BSB: 06 7002 Account: 2803 5573
Please include your name and brief details of the purpose for the payment.

Minutes of 41st Annual General Meeting of the Cruising Yacht Club of Tasmania Inc., held on 6 Sep 2016 at the Derwent Sailing Squadron

Opening

Commodore Andrew Boon opened the meeting at 7:30 pm.

Attendance and apologies

Forty nine members registered their attendance. Twenty four apologies were recorded in the attendance sheet. There was one guest. (The attendance sheet is filed with the official copy of the minutes.)

Minutes of the 40th AGM

The minutes of the previous (40th) AGM were published in the October 2015 *Albatross* (and again in the September 2016 *Albatross*), and were ratified at the October 2015 General Meeting.

Business arising from those minutes (if any)

There was none.

Treasurer's Report and Auditor's Report

The Treasurer spoke to his report. A number of copies were made available at the meeting and the report has been placed on the website.

Key points made by Alex included the following:

- Overall the accounts are unremarkable and the Club's financial position remains healthy;
- Subscriptions are the primary source of income accounting for some 90% of total income;
- The *Albatross* is the main expenditure item (printing and postage);
- Postage for the *Albatross* has increase by some 50% but this increase was provided for in the budget and the 2015 increase in subscriptions;
- An accounting package is now used for the accounts which are now prepared on an accrual basis (except for subscriptions);
- The change in timing for subscriptions in 2016 (with invoices sent in July) results in an apparent one off reduction in subscription receipts for FY 2015/16.
- The introduction of a Social membership category for long standing members who no longer own a boat was noted.

The Independent Auditor's Report is included in the Treasurer's Annual Report package. This Report confirmed that the special purpose Financial Report of the CYCT for the year ended 30 June 2016: "*presents fairly in accordance with applicable accounting standards and other mandatory professional reporting requirements in Australia the position of the Club as at 30 June 2016 and the results of its operations for the year then ended.*" The Financial and Audit reports were adopted on the motion of Alex Papij, seconded by Leigh Miller.

Appointment of Auditor

The requirement for an Auditor was questioned by Erika Shankley and a number of related comments were made in relation to the recent changes in regulations pertaining to audit. The Treasurer advised that the cost of the Auditor at about \$150/year is modest and the audit process is valuable in providing an appropriate level of external governance.

It was subsequently moved by Alex and seconded by Tony Peach that the current Auditor be appointed for 2016/17. The motion was carried. The Committee agreed to give further consideration to the requirement for an Auditor in the longer term.

(Secretary's note: Incorporated Associations with a turnover of less than \$250,000 are no longer required to have an annual audit of their financial statements. They are still required to submit annual statements to the Tasmania Commissioner for Corporate Affairs. For the Club to drop the annual audit requirement requires the Constitution to be changed. A Fact Sheet explains these changes. Refer to the following link for details. http://www.consumer.tas.gov.au/__data/assets/pdf_file/0006/351870/Fact_Sheet_-_Changes_to_Assoc_Incorp_Act_-_July_2016.pdf)

Vice Commodore's Report

The Vice Commodore's Report was published in the *Albatross* and is also available on the website. Lew spoke briefly to the report highlights and thanked those who assisted with the cruising program throughout the year. Lew noted his support for the nomination of Sheenagh Neill as Vice Commodore for the coming year.

Commodore's Report

The Commodore's Report was published in the *Albatross* and is also available on the website. Andrew expressed his thanks to the many members who supported the Clubs operations during the year including the Committee, Cruise leaders, the retiring Secretary and Margaret Jones who provided Committee level back up during extended absences of the Rear Commodore and Membership Officer.

Presentation of Awards

The Commodore presented the following awards.

- **Cruise of the Year:** Matt Westland and Sally Cooper (*Alchemy*) for their South Pacific Cruise. Matt and Sally also received a Cruising Plaque for this cruise.
- **Cruising Plaques:** For the cruise to Port Welshpool – Tony Peach (*Westwind*), Ian & Chris Barwick (*Willyama*), Mike Ponsonby & Julie Marsaban (*Rubicon*). Brett Doubleday (*Kokomo*) and Gordon and Janet Armstrong (*Nuage*) also earned a Cruising Plaque for this trip but were apologies for the meeting.
- For a trip to Melbourne – Alex Papij and Jackie Zanetti (*Rusalka*).

A question was asked by David Mitchell about the eligibility for a Cruising Plaque of David Jones (*Absolute Waterfront*) for a trip to Victoria including a circumnavigation of Tasmania. The Commodore advised that the criteria for a Cruising Plaque are clear and include a mandatory requirement for an *Albatross* article or presentation to the Club at a GM, neither of which had occurred in the case of *Absolute Waterfront*.

- **Life Membership nomination – Kim Brewer:** The Commodore advised that Alan Gifford has nominated Kim Brewer for Life Membership. The nomination was supported by the required number of members (seven) and considered by the Committee. The Committee has recommended that the nomination be recommended to the members at this AGM in accordance with the requirements for Life Membership under the Club's Constitution. Andrew read the nomination statement from Alan and moved that the Committee's recommendation to award Life Membership to Kim Brewer be approved. The motion was seconded by Lew Garnham and carried unanimously with acclamation. (The statement is filed with the official copy of the minutes.)

Election of Office bearers

The Commodore handed over proceedings to the Secretary for the election of officers. The Secretary declared all positions vacant and advised of the nominations currently to hand as per the table below. He noted that no nomination has been received for Secretary and advised he cannot continue in the role as the maximum of 3 years under the Constitution has been served.

Position	Name	Clarification
Commodore	Andrew Boon	Incumbent
Vice Commodore	Sheenagh Neill	
Rear Commodore	Catrina Boon	Incumbent
Treasurer	Alex Papij	Incumbent
Secretary	-	No nomination
Editor	Christian Narkowicz	
Membership Officer	Julie Macdonald	Incumbent
Webmaster	Dave Davey	Incumbent
General Committee	Bryan Walpole, Darryl Ridgeway	
Warden	Chris Creese	Incumbent

Further nominations were invited from the floor but none were forthcoming.

Accordingly the nominated candidates as listed in the table were declared duly elected. The incoming Committee will address the remaining vacancy for the Secretary position in accordance with the requirements of the Constitution.

Any other business

There was none.

Close: The AGM was closed at 8:00 pm and was followed by a General Meeting.

Minutes of General Meeting held at DSS on 01 August 2017

Opening

Commodore Boon declared the meeting open at 7:35 pm and welcomed those attending.

Attendance and apologies

32 members registered their attendance. 19 apologies recorded. No guests.

Minutes of the last General Meeting (4 July 2017)

The Minutes were published in the *Albatross*. These minutes were confirmed and signed as a true record of the meeting pursuant to a motion by Ian Barwick & seconded by Richard Taylor

Business Arising from those Minutes

There was none.

New Members

Presentations:

- Bev & Greg Hitchens – *Mystic* – party boat
- Robert & Jillian Williams – *Rose* – sail with a Westy (our dog!)
- Jeff & Rebecca Murray – *Peter Robyn*

Rear Commodore's Report – Catrina Boon

Report in *Albatross*: but specific items mentioned as follows:

- This meeting's speaker – Nepelle Crane from NRM (Natural Resource management) providing an overview of NRM South's programs.
- AGM/General meeting next month (5 September): Instead of a speaker a supper will be provided after the meetings. Please come along.
- Annual dinner (9 September at the Woolstore) bookings are going well but payment is slow. Members were reminded to RSVP to Catrina by email and pay on-line for the dinner by 1st September. When RSVPing please include any dietary requirements and if you would like to bring your boat to Con Dock for the night.
- Great Up-side-down x-mas weekend on Friday 28 – Sunday 30 July @ Quarantine Station. There was even an up-side-down tree.

Treasurer's Report – Alex Papij

The Treasurer's Report is available for perusal after the meeting and has been posted on the website.

- Member subscription renewal: 92 payments received and 60 still to be paid, It is the first year that all subscriptions have been collected after the 1st July. Now we will be able to annually compare subscriptions received within the same financial year. Interestingly the Wooden Boat Festival year seems to have an increases in subscriptions.
- Our budget is only a few hundred dollars off. Annual dinner payments are still to come out,

Commodore's Report – Andrew Boon

Report as published in the *Albatross*. Specific items mentioned by Andrew were as follows.

- *Reminder that ALL Committee Member positions are open* and up for nomination next month. Please nominate to become involved in the Club's Management Committee 2017 – 2018.
- *Several invitations came this month:*
 - Invitation to 83rd Annual Mariner's Service, to be held at 10am on Sunday 10th September at St. George's Church, Battery Point
 - Invitation to RYCT Forum: Eco-Mooring at RYCT starting at 6:30pm this coming Thursday (free).
 - *Development Fund:* The first application to the fund since being reinstated in May.
- *E-mail Communication – Member to Member:*
 - Commodore Boon notified members via e-mail of the Committee's proposal to remove Member to Member e-mail privileges whilst continuing Committee to Member e-mails. The recent rash of e-mails swamped the normal e-mail communication pathway irritating some members. As pointed out in the discussion no incorporated club of our ilk permits e-mail communication between its members. This type of communication is always reserved for the Committee only. Commodore Boon put to the meeting a discussion to: leave this e-mail communication open or to have moderated access.

A number of points were made in discussion including:

- a mechanism is needed for Cruise Coordinators,
- moderation would be a burden and onerous,
- as the issue of rewriting the Constitution is finished things should settle down and normal e-mail traffic should resume,
- other e-mail lists could be set-up for members to opt into or out of,

A vote was called "*to restrict access to office bearers and their delegates*": Moved by Mike Ponsonby, Seconded by Bryan Walpole. The motion was adopted unanimously. Members requiring a general e-mail notice to all members can approach a Committee member for forwarding to the all members list when appropriate. Cruises will be notified to all members and the Cruise Coordinator will set up a list for each particular cruise.

- *Terms of Reference for CYCT Environmental Sub-Committee/Working Group/ Special Interest Group:*
 - Commodore Boon sent an e-mail to members outlining the Committee's suggestion to establish a CYCT Environmental Working Group to:
 - formulate a statement which can be adopted as Club policy on minimising the environmental impact of our activities,
 - document relevant regulations which apply to our on-water and related activities,
 - identify practices, beyond the mandatory requirements, which can be adopted by individual members to minimise their impact on the environment.

The working group should be small (maximum of 5 people) and include a current CYCT Committee member so that monthly updates could be received. The anticipated time for completion of the tasks is one year.

A vote was called “*To establish an Environmental Working Group with a program based on the above three policies and completed in one year*”. It was proposed by Erika Shankley and Seconded by Mike Ponsonby. The motion was carried with one against.

Women on Boats – Kim Brewer

Kim was not present. Her report was presented:

- The next Women on Boats session will be held at DSS next Tuesday 8 August at 5:30pm. The topic this month is: Marine Engines. This session will give a very basic introduction to marine engines (petrol and diesel); how they work, what can go wrong and what maintenance is required. DSS offers a much more detailed course on this topic and women are invited to take the RYA Marine Diesel Course in October. Contact Kim for more information.
- In September there will be a change to the calendar. Instead of the advertised topic "Chartplotters", WoBs will hold a practical VHF night. Women will be able to operate a VHF and practice correct radio technique. As usual we will get together for a meal afterwards.

Items from other officers

- Forum: Bryan Walpole:
 - The next forum on Tuesday 22 August @ 6pm – 7pm will be on Life Rafts. A look inside several dismantled life rafts. This will be at Life Raft Solutions, 111 Howard Rd. Goodwood (Prince of Wales Bay) An e-mail notice to members will be sent out.
 - The posted Facebook presentation may be rescheduled for September.
 - 17 October – MOB drill at DSS inner dock. Video to follow.
- Acting Membership Officer – Richard Taylor:
 - No new membership: 3 resignations.

Next Meeting

The next GM will be at DSS on Tuesday 5 September 2017 following the AGM which commences at 7:30 pm.

Close

The formal meeting closed at 8:00 pm.

Guest Speaker

Nepelle Crane from Natural Resource Management (NRM) provided an overview of NRM South's programs, focusing on their coastal and marine work in threatened species conservation (e.g. shorebirds, seabirds, handfish, coastal woodland species, saltmarsh etc). Nepelle also works on water quality improvement in the Derwent Catchment and manages the D'Entrecasteaux and Huon Collaboration where she has been reporting on marine debris and water quality.

Contact details: www.nrmsouth.org.au www.ncrane@nrmsouth.org.au

Close

The meeting and guest speaker presentation concluded around 8:30 pm.

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

**** When on a club mooring please fly the CYCT burgee ****

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](#))

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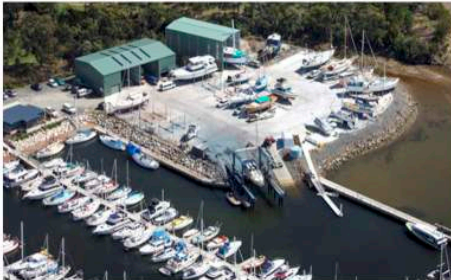
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