



Albatross

Volume 46 No9 October 2020



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006
cyct.org.au
Committee Members

Commodore Val Nicholls	0404 825 310	Aziza
Vice Commodore		
Rear Commodore David Bowker	0418 136 493	Duet
Treasurer Paul Peacock	0466 184 809	Pacific Haven
Secretary Allison Peacock	0448 41 007	Pacific Haven
Editor <i>Albatross</i> Fiona Tuxen	0419 550 118	Ocean Swan
Committee Ian Barwick Andrew Perkins	0419 007 606 0419 375 500	Willyama Amodet
Membership Officer David Mitchell	0419 565 786	
Warden Chris Creese	0400 520 588	Neptune
Webmaster Paul Kerrison	0429 999 911	Irish Mist
Quartermaster Elizabeth Helm	6229 3932	Intrepid

Life Members

Erika Shankley Dave Davey Chris Creese Kim Brewer Andrew Boon

Guidelines for Contribution to the Albatross

The following are guidelines to assist members prepare articles for the *Albatross*. However, members should contact the Editor (**Fiona Tuxen – editor@cyct.org.au**) with any questions.

- Submit articles as a Word document, ideally less than 1600 words and no more than 5 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 not be *italicised*, **not** “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 caption.
- The deadline for each month is the 20th (there is no *Albatross* in January)

Table of Contents

Table of Contents..... 1

Editorial3

CYCT Calendar.....4

Commodore’s Report.....5

Vice Commodore’s ReportCruising Calender.....8

Rear Commodore's Report8

Membership Officers Report.....9

Esperance River Cruise - Tony Peach..... 12

August Technical Forum - Andrew Perkins.....16

The Great Yoghurt Battle - Robert Locke18

Make your Own Soft Shackles - Dorothy Darden.....19

Women on Boats - Tracey Taylor.....21

Cruising Tasmania Updates.....23

General Meeting Minutes.....26

Annual General Meetng Minutes.....29

CYCT Members Buy & Sell & CYCT Buyers Group.....32

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. 33

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:

Name: Cruising Yacht Club of Tasmania Inc. **BSB: 067 002 Account: 2803 5573**

Please include your name and brief details of the purpose for the payment.

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 crew or persons.

Skippers are encouraged to keep Tas Maritime Radio informed of their location, destination and plans during any Cruise.

SAFETY • All participants to any cruise will have acknowledged the Club 'safety recommendations' when they indicated their intention to join the cruise. The Club's 'safety recommendations' should be reviewed by the cruise contact prior to departing on any cruise. These can be located on the club website under the Member

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

Editorial – Fiona Tuxen



Just a reminder to members to consider a position as Editor for the Albatross, maybe to begin with as a shared position. Happy to discuss the position with any interested parties.

Cheers
Fiona

The following is a Note from a member Gus Vans Colina

Hi Fiona

Could you please include In the next issue, this BIG thank you to the two club members who came to my rescue.

Manoeuvring to pick up the club mooring 7786 in North Simmonds Bay, I managed to get the sunken pickup line around my prop and rudder, Ian Barwick “Willyama” who was on his boat, was straight away on scene to help me set my anchor, and then contacted Michael Way, “Serenity” another local who dropped what ever he was doing and arrived with his wet suit to free drive and clear the mooring. This is what makes our club very special, thanks guys

I’ve added another float to the pickup line.

Gus

S/v StormFisher

A reminder to members that we have a “For Sale Section” this is available to anyone within the club to advertise.

CYCT CALENDAR	
<u>October</u>	
Sat 3 rd	Opening Day – Combined Clubs, followed by cruise to Richardsons Beach
Tues 6th	CYCT General Meeting 7.30pm upstairs RYCT Rob Thomas "Adventures of STV Lady Nelson" Rob will share stories of her rescue from Westernport, the trip to Paynesville and some of the challenges that face her Volunteer crew.
Thurs 8th	Winter Technical Forum RYCT 6 – 8pm Subject: Dyneema Rope and Refit Furlers
Mon 19th	Women on Boats Meeting RYCT Board Room 7.30pm
Tues 20th	Committee Meeting RYCT Board Room 7.30pm
<u>November</u>	
Tues 3 rd	CYCT General Meeting 7.30pm RYCT upstairs
Thurs 12th	Winter Technical Forum Forum
Tues 17th	Committee Meeting RYCT Boardroom 7.30pm

Commodore's Report – Val Nicholls



Many thanks for supporting my nomination as Commodore. The competition was tough! Richard has left some big sea boots for me to fill.

As I settle into the role and get familiar with Committee procedures, processes and resources I particularly welcome the opportunity to get to know club members; to yarn and engage with the wealth of sailing and life experience within the CYCT. For me, this is the great benefit, the especial reward for contributing to a club committee. Please bare this in mind later in the report when I am asking for nominees for vacant spots!

Much appreciation to Richard and his Committee members for bringing the Club into such fine shape; healthy finances, a growing membership and retention rate and an upgraded website.

Going forward, the Committee elected at the AGM is as follows:

Commodore	Val Nicholls	New Appointment
Vice Commodore		Vacant
Rear Commodore	David Bowker.	Re elected
Secretary	Allison Peacock.	New Appointment
Treasurer	Paul Peacock.	New Appointment
Editor		Vacant
Membership	David Mitchell.	Re elected
Webmaster	Paul Kerrison.	Re elected
Committee	Andrew Perkins.	Re elected
Committee	Ian Barwick.	Re elected
Warden		Vacant
Quartermaster	Elizabeth Helm.	Re elected

Much appreciation goes to re-elected club members who continue to give of their time and lend continuity and stability to Committee workings as newly elected members settle into the team.

You will note the gaps, I hesitated to omit the names of Fiona Tuxen and Chris Creese who generously and temporarily are maintaining their respective roles of Editor and Warden. With a view to discouraging complacency within the membership I have left the gaps, a visual reminder that we need members to put up their hand and join the team to keep the metaphorical wind in the sails and diesel in the CYCT tank. Previous experience not required, a team spirit and willingness to learn more than qualifies. Even with my brief experience of CYCT Committee I can assure that the team is supportive and welcoming. Mentoring to get you started will be there if needed/desired. Heavens its even enjoyable! Give me an obligation free call about any of the roles any time, preferably soon!

Given that the August General Meeting was cancelled due to horrendous weather and power shut downs the AGM provided a second opportunity for the CYCT to consider extending a helping hand in terms of financial assistance to the Port Esperance Sailing Club having sustained demolition of their premises as a result of a severe fire.

Moved by Richard Taylor, seconded by Paul Peacock and almost unanimously supported by the CYCT membership it was moved that a sum of \$10,000 be placed in a new CYCT bank account with the name 'CYCT/Port Esperance Sailing Club New Building Fund and that Funds would be made available to the Port Esperance Sailing Club when the new building project commenced. The funds will be available for a period of three years. The trustees of this account are to be the CYCT Commodore, Vice Commodore and the treasurer. The use of the funds are to assist in the construction of an external deck, a barbeque facility, a dinghy storage area, a bar facility, or any other suitable projects, structures or facilities that may be further identified and mutually agreed, and subject to a suitable reciprocal written agreement regarding access by CYCT members to PESC facilities. Any of the selected projects are to be visibly acknowledged as a donation from the CYCT. We look forward to helping the rebuild and in doing so forge a closer, mutually beneficial and enjoyable relationship between the two clubs.

Our Annual Dinner on 5th Sept was a fine affair. 61 members turned out in style to enjoy good company, delicious food and presentations by our guest speakers Lia Morris, and local Ian Johnston. As CEO of MAST, Lia presented an engaging overview of the scope of MAST. Recent legislation requiring certified servicing of PFD's was met with mixed enthusiasm. Ian shared luscious images and provocative accounts of his exploration of Tasmania's Westcoast.

The presentation of Cruising Plaques and Cruise Award of the Year at the AGM and Annual Dinner is a clear expression of the Clubs' respect for effort and spirit of adventure. Less about destination and more a celebration of the comparative physical, intellectual and emotional journey it took to get there, they represent a solid pat on the back and "Good You!" Congratulations to all recipients.

Get your flags out! The Combined Opening Day is not far away: Saturday October 3rd. This colourful, traditional day is a coming together of all yacht clubs from Southern Tasmania participating in a sail past convoy style where we take a salute from our Governor and VIP who are aboard the official ship of the day which is holding station off Sullivan's Cove on the Derwent river. Typically, it is very well attended and certain protocols are followed. Richard Taylor is coordinator for the CYCT fleet. He will email times and logistics to all members a week before

the event. CYCT will probably gather off the regatta grounds an hour or so prior, awaiting the call to proceed. Easting Down will fly our banner and lead the fleet. All CYCT boats will line up alphabetically behind " Easting Down " who will fly our banner and lead the convoy past the Governor and the official party. As a guest of the RYCT Board of Directors and Management I will be representing the CYCT onboard the MONA vessel *Excella*. I know I will be puffed up with pride as you pass. It is likely that on the day, through radio contact to all members we may drop anchor after the event at a nearby beach or further afield to Richardson Beach and overnight. More details from Richard closer to the day.

Spring is definitely in the air. Daylight is lengthening, the daffs are up, and the heater more off than on. The mind turns to cruising. Getting the Cruising Calendar out in timely fashion is a key concern of the Vice Commodore. Many thanks to Tony Peach who, on resignation in September, passed on a sturdy Cruising Calendar scaffold, to which Richard and Shona Taylor generously gave their time and experience to create a Cruising Calendar for the upcoming season. There is much to enjoy and appeal to members long standing and new. Please take a look and get excited. Offers to co-ordinate a cruise is appreciated and a welcomed contribution to the club. It is not an arduous task. Get in touch to find out more.

Needless to say, whilst the Committee can cover the Vice Commodore role for a while, this vacancy of this position is a significant concern having a calendar already to go would give any nominee a great start.

Don't forget: Daylight Savings Time starting 2am Sunday October 4th

"Land was created to provide a place for boats to visit." —Brooks Atkinson

Val entertaining at the Annual Dinner



Vice Commodore's Report – Yet to be appointed

PROVISIONAL - CYCT CRUISING CALENDAR 2020-2021 SEASON																																					
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
2020	September																																				
	October																																				
	Richardson's Beach																																				
	Great Taylor's Bay Cruise																																				
November	New members cruise @ Quarantine																																				
	Rigging Specialist aboard demo boat																																				
December	Great Bay - Missionary/Simpson/Lt Fancy																																				
	Southport then Quarantine for NYE																																				
January	Quarantine for NYE																																				
	Australia Day LW - Dover Port Esperance																																				
February	Combined event CYCT/RAID/LBT Barnes Bay																																				
	Clean Up Australia Cruise																																				
	Norfolk Bay cruise																																				
	RYCT VDL - if it happens??																																				
March	Cygnets Regatta Cruise																																				
	Extended West Coast Cruise - Port Davey																																				
	RYCT VDL - if it happens??																																				
April	Circumnavigate Bruny Island																																				
	Dover / Port Esperance																																				
May	Norfolk Bay cruise																																				
	Circumnavigate Tasman Peninsula																																				
June	Circumnavigate Tasman Peninsula																																				
	Franklin - Cygnet																																				
	DARK MOFO																																				
July	Winter Cruise Barnes Bay																																				
August	NIL																																				

Rear Commodore Report David Bowker



David is Still overseas but back early October

Thought you might be interested in this article in the Times a few days ago. Especially the sub heading of “The Tasmanian’s threw parties which kept us there for 6 weeks”.

It is from the obituary section and records the death of a man who sailed around the world with no navigation instruments. A remarkable achievement. Have you already heard of him?

Enjoy the season opening which I am sorrowed to be missing but the weather here is glorious.

David

Register
Marvin Creamer
 Sailor who circumnavigated the world without a map, watch or compass and was detained by the British in the Falkland Islands

In August 1981 the crew of the fishing world were on the American ship of navigation in the western off Newport, Rhode Island. On the other side of the world a remarkable sea voyage was under way. Marvin Creamer, a retired scientist from New Jersey had set out in the spirit of his hero, Columbus, to make his first circumnavigation of the world without circumnavigating instruments.

Creamer, who would be 48, had a cold and a history of seasickness. On the 26th of October 1981, he left his home in Raleigh, North Carolina. "This wouldn't be a trip, but it was perfect."

After the next 17 months he "was" back in his home in Raleigh, North Carolina. He had sailed the world in 17 months, 15 days and 15 hours. He had sailed the world in 17 months, 15 days and 15 hours. He had sailed the world in 17 months, 15 days and 15 hours.

Wolfgang Uhlmann
 Chess grandmaster regarded as East German's best player who studied the game while ill with TB and lost his leg

Donald
 Influential academic

Students always remember a distinguished teacher as the one who has the most influential academic contributions. Donald was a graduate and graduate who included over 1000 students in future High Court and Court of Appeal judges. He was a member of the Judicial Committee of the Privy Council. He was a member of the Judicial Committee of the Privy Council.

Marvin Creamer, sailor, was born on January 24 1933 in Easton on August 12, 2020, aged 87.



Creamer with food he baked on board Globe Star during his circumnavigation

Membership Officer's Report - David Michell



Well it looks like you will have to continue to put up with my scribbles for the next twelve months as your trusty membership officer, following on from the recent AGM. Mind you (a) I don't mind having this role on the committee in giving back something to the club and (b) no one else yet was wanting to take on the role. Mind you come the next AGM I will relinquish this position given I will have done it for the past 3 years then. But more on that closer to the time (next year).

Ok, so firstly I wanted to do a quick review of where membership levels are at this time, given that recently Erica Shankley let me know of some historical data. The first thing to note is that up until very recently, since 1975 when the club was formed we have had 841 members join the CYOT over the past 45 years. Obviously, given current membership numbers, 333 members, that means some 508 members for a huge range of reasons have left the club. Over this past year, and in one which we have been restricted as to what we could do, its encouraging to note we have had 21 new members. My overall assessment is that the club would appear to be in a pretty stable condition re membership. In my view the key to remaining a vibrant club is that we encourage not only new members to join the club, such that they can benefit not only being able to cruise in company but as well contribute to the growth and development of the club, and individual members knowledge of sailing/boating and the maintenance of their boats. There is so

much knowledge and experience in a recreational activity organization such as ours, and this can be imparted to others to learn from.

Hopefully, now this is also a good Segway into my next discussion point. As an annual event on the club's calendar, there is a particular cruise dedicated to the welcoming of new members over the past year. Over the past few years, this cruise has been held to the Quarantine Station (Bruny Island) and has been hugely popular not only for new members but existing members as well and a great social occasion. At this stage, we have programmed in this cruise to the Quarantine over the weekend of the 21-22 November. All new members who attend will receive a free lunch on the Saturday (in the past this consisting of a bowl of seafood chowder, roll and a bbq) while all other members pay a small charge for the lunch. It's a BYO drinks, seats and cutlery event. The only small proviso at this stage re it being held at the Quarantine and over this weekend is governed by the club gaining approval from Parks and Wildlife to hold it here. Richard Taylor (past Commodore) will keep the committee up to date re approval being gained.

If it is approved, the event will be listed on the website and we will ask members to register. This being especially important from the perspective of catering for the lunch. Traditionally, on the Saturday night we have held a bbq ashore on the foreshore, which is a BYO everything event. In the event we cannot hold the event at the Quarantine and over this weekend, we will need to reschedule the event but more details on this will be provided once we have a clear understanding of the situation.

As mentioned in my September Albatross report, the last thing I wished to mention and remind all members of is the Annual Membership Directory. This publication provides to all members, a range of information including members details: contact information, boat names, boat class, Radio call signs (Tas RG numbers etc). Can I please ask all members who may have moved address, changed ph numbers, email addresses, or even boats over the past year to update all such relevant information in the club's web database. If your unsure how to do this don't hesitate to contact me, via my details in the front of the Albatross. I will do my best to ensure the information is correct in the Directory as of when published in November, but I can only do this if you help me. Thanks.

APPLICATIONS FOR MEMBERSHIP

These applications for membership will be automatically ratified within 14 days of the date of the scheduled General Meeting immediately following this publication of the *Albatross*, subject only to any member lodging an objection, in writing, to the Secretary no later than that date.

Midnight Passage
Keyran (Cas) and Rosalind Pitt

WELCOME TO NEW MEMBERS

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.

Nautilus III

Steffen & Sally Koltoft

New Member Directory from Nov 2019 – 2020

<i>Halcyon II</i>	Brett & Janet Rutherford	0409 940 973
<i>Mawson</i>	Biswah Oakes & Mischi Sigrist	0408 626 166
<i>Whisper HR</i>	Kevin & Mei Landman	0458 148 326
<i>Life of Crime</i>	Steven & Julia Chopping	0418 126 326
<i>Storm Fisher</i>	Gus Vans-Colina	0414 934 750
<i>Cantabria</i>	Rowan Wylie and Magdalena Birtus	0412 431 983
<i>Carpe Diem Infinity</i>	Bob and Emily Dundabbin	0418 384 194
<i>Gypsey Rose</i>	Jeffrey Reeve and Sonya Tegg	0418 319 728
<i>Sequoia</i>	David V Mitchell & Jannine Chin	0427 054 867
<i>Brambletye</i>	Prof.Rupert MacLean & Michiko Innoue	0478 655 335
<i>Nautilus III</i>	Steffen & Sally Koltoft	0407 700 204

Esperance River Cruise August – Tony Peach

A few days prior to this cruise, the numbers had swelled to thirty-four (34) vessels registered and some seventy-four (74) persons. Extra gluhwein and pear crumble supplies were obtained to meet the challenge. Then the actual wind forecast was released, and the fair-weather boaters scurried for cover.

The final tally was seventeen (17) vessels and I believe thirty-six (36) members and guests.

Vessels attending:

<i>Blade Runner</i>	<i>Carpe Diem</i> ∞	<i>Cirrus</i>	<i>Dalliance</i>
<i>Easting Down</i>	<i>Entourage</i>	<i>Irish Mist</i>	<i>Julienne</i>
<i>La Vie Nouvelle</i>	<i>Lemaris</i>	<i>Pandora</i>	<i>Sequoia</i>
<i>Serenity</i>	<i>Stormfisher</i>	<i>Westwind</i>	<i>Willyama</i>
<i>Wundor</i>			



A few ships set off earlier in the week to avail themselves of the “warm” winter conditions. By Friday there were near a dozen boats in the greater Port Esperance area. *Westwind* travelled across the mouth of the Huon on Friday and experienced a constant 22-25 knots with a few gusts to 30 knots. The

direction was mainly WSW which placed it almost on the nose from Gordon.

We rafted with *Lemaris*, enjoyed some superb beef cheeks and a bottle of red coloured cordial, and went to bed reasonably early, thankfully. Around 04:00 we had a visitor, well at least a neighbouring boat bump a couple of times due to the wind change and near 40 knots of late evening breeze.



It was interesting to view the conditions to the East of Rabbit Island in strong NNW winds. With the current flowing into the river at the time, it caused boats only 10-15 meters away to hang



beam on to the wind. With a cheery “We were here first, your turn to pull the pick and move elsewhere”, “please” all was settled. By the time anchors were retrieved, then re-deployed, the wind had dropped to below 15-20 knots and the problems had self-repaired.

An impromptu barbeque ashore at Hawkers Green was arranged for Saturday afternoon. After the appetites were satisfied our learned guide for the Esperance River sortie, Tolly Jaworsky handed round copies of his ‘Mud Maps’ and a discussion relating to the forecast wind and safety was conducted. The crowd was a little unruly and the Cruise Contact employed one of the profanities that he had overhead during his time in the underground construction industry to re-engage the crowd. It worked! Although the solution may have been somewhat severe for the sensibilities of yacht club members. All became deathly quiet. However, the crowd was immediately re-focused, the safety briefing continued and the decision to bring forward the river inspection for Sunday was altered from 10:30 start to 09:00 based on wind forecasts. This was a very fortuitous decision.

On Sunday the dinghies gathered in the lea of Rabbit Island and as instructed, formed into a series of trimarans. How the earlier club members formed a steerable quinmaran for a similar voyage many years ago is beyond my imagination. Steering was an interesting process. The port or starboard dinghy provided the turn power, and the central dinghy the motive power. This all worked wonderfully until arriving almost at the destination when some of the half-filled outboards were exhausted of fuel and the round and round process began! Amusing for the spectators.

We passed under the bridge at Raminea, and due to river levels and the impending wind forecast our guide judiciously recommended a retreat to Rabbit Island. This was an incredibly wise decision, because the flotilla was about 5 minutes away from the destination when the next low-pressure front hit and it was a wild couple of hundred-metre ride back to the safety of the Rabbit Island Anchorage





Now the process of moving the members by dinghy from the protected anchorage zone to the scheduled afternoon barbeque at Tolly and Jo Jaworski's was assessed in light of the extremely boisterous prevailing wind conditions. It was considered potentially hazardous to have all the small vessels negotiate the one nautical mile from Rabbit Island to the Pottery Road location. Our Commodore kindly offered to tow the entire dinghy fleet the distance, with members aboard *Easting Down*. Once anchored in the protection of the lea of the Pottery Road shore, the dinghy fleet scurried ashore to begin the festivities. The afternoon barbeque resulted in mostly fine conditions with temperatures well above the mid-teens for the duration of the afternoon.

Many thanks for the generous hospitality offered by Tolly and Jo Jaworsky for opening their Dover property to the CYCT for this event and Tolly's provision of innate knowledge of the Esperance River.

Tony Peach

Vice Commodore 2019-2020



Bob, relaxing on *Carpe Diem* with HRH Winston on anchor at Rabbit Island



Dinghies under tow to Torys.....

August Technical Winter Forum – Andrew Perkins

Protecting your vessel from damage caused by Galvanic Corrosion and Electrolysis presented jointly by Andrew Perkins and Chris Davies.

The August winter technical forum was the first of only two forums planned this winter due to the Covid 19 restrictions the second is planned for 7 pm on October 8 at the RYCT presented by Mitch Ranson and Ben King from Almajests Australia who will be giving a talk with two main subjects;

- Reefit Headsail Furling/Reefing systems, a quality Tasmanian made product
- Dyneema rope, discussing types, uses and splicing techniques.

The August forum was well attended by about 60 including CYCT, RYCT members and non-members which confirmed my suspicion that there is a lot of interest in the topic both from people with a corrosion problem and others curious to learn more about the topic and that there is a need to improve the corrosion protection of vessels generally.

The forum was planned around the most common issues encountered over many years in the marine engineering industry and recreational boating but with over 65 years' experience in the industry between us the hard part was condensing it all into two hours. We starting out by attempting to dispel some of the myths we hear frequently like the confusion between electrolysis and galvanic corrosion and that electrons simply float around in the water looking for something [to](#) attack followed by a discussion about the composition of the various alloys used to make anodes and their relationship in the galvanic series. [We emphasised the importance of using anodes of the correct metallic composition.](#)

This was followed by a description of methods of protecting the various materials commonly used in different types of vessel construction including the [essential](#) internal bonding of the underwater metal components.

Chris went on to explain the function of Galvanic isolators or Electrolysis Blockers in protecting vessels connected to shore power from damage and demonstrated the use of a Silver - Silver Chloride Reference Electrode to measure the electrical potential between it and other metals commonly used for underwater components of vessels to determine the optimum level of protection required including : 316 Stainless Steel, 2205 Duplex Stainless Steel, Admiralty Bronze, Gunmetal, Manganese Bronze (modern propellers), Aluminium and Z1 Milspec (zinc alloy anodes).

I briefly discussed an investigation into the corrosion of a Yanmar sail drive prop where it was found the prop was made of an Aluminium /Magnesium marine grade alloy and was fitted with a synthetic rubber bush which electrically insulates the prop from the drive shaft and as there is no provision for connecting an anode to the prop it is completely dependent on the surface coating to insulate the aluminium from the surrounding sea water , although there is no dissimilar metals attached to the prop to cause galvanic corrosion it can be caused by varying oxygen levels in crevices formed under marine growth such as oysters and barnacles if the surface coating has been damaged.

Some static displays were set up including an example of internal bonding (electrical connection) of anodes, rudder stock, skin fitting and keel bolts etc, various used and unused anodes, continuity testing, Electrolysis Blocker and Reference Electrode.

[For those who would like help with this dark art on their boat Chris can be contacted](#) by mobile on 0438652166 or Email cdaviescorrosion@gmail.com

Many thanks go to:

Chris Davies from Marine Cathodic Design and Survey for his assistance presenting the Forum and [John Brierley from Brierley Marine for the loan of equipment for the display.](#)

[John Brierley from Brierley Marine for the loan of equipment for the display.](#)

The RYCT for setting up the room.
Andrew Perkins



Anode 1



Anode 2



Yanmar Prop



CYCT October Technical Forum

A presentation on:
The use of Dyneema rope and Reefit Furlers

Thursday October 8th 6-8pm, RYCT

Presented by Ben King and Mitch Ranson
from Almasts Australia Pty Ltd.



All welcome to attend, registration through
the CYCT website or RYCT office is essential.

The Great Yoghurt Battle – Roger Locke

You don't need a yogurt maker to make yogurt; nor do you have to go out and get powdered milk, unless you want to. I make it in a 1.1 litre Tupperware container which I found unloved in the back of a cupboard; 1 litre of milk, 50 ml of yogurt and 50 ml freeboard so I don't spill it. I have used an old yogurt container, but they have a short life. Something with a lid is good. I use fresh milk, my preference being Ashgrove full cream. It produces a good creamy Greek style yogurt. The original starter was probably Farmers Union Greek yogurt, but that is a long time ago.

Heat the milk to near boiling; this gets rid of any stray yeasts in the milk. It takes 10 minutes on my stove, stirring continuously to prevent the milk sticking. Place a lid on the pot, again to avoid any stray yeasts and retire to read the paper for about an hour and 10 minutes. In this time the milk will cool to about 45 degrees.

The bugs which make the yogurt like an environment of about 38 to 45 degrees.

Stir in the 50 ml, 2 tablespoons. of yogurt and pour into the container. Place the container in a warm place. I have access to the hot water cylinder in the kitchen and sit the container on that. I used to wrap it in a towel but decided that was an unnecessary complication. I'm told that some stoves and microwaves have a yogurt setting but I haven't tried one.

Then comes the tricky bit, remembering to transfer the yogurt to the fridge before going to bed. Anything over 8 hours seems good, but overnight doesn't hurt. The yogurt tends to separate a bit and is supposed to sour more if left too long.

No doubt you could dispense with the heating and cooling if you don't mind the possibility of stray yeasts. It has all been pasteurised anyhow, unless you are dealing directly with the cow. Just warm the milk to around 40 degrees.

Roger Locke

Making Your Own Soft Shackles – Dorothy Darden

Dorothy Darden, sailing catamaran ADAGIO
August 2020

My late husband, Steve, and I and three friends were 10 days into a 23-day passage from Hawaii to New Caledonia. It was a beautiful day under sail, and two of us were sitting in the cockpit. Former CYCT Commodore, Leo Foley, was sitting out of the sun, under the coach roof, in one corner of the expansive cockpit. I was enjoying sitting in the center of the cockpit seat, the best location for viewing the circling Albatross. Unbeknownst to me, I was sitting in the “Dangerous zone”, inside the 90 degree angle made by the Reacher sheet as it passed around the turning block between the clew of the sail and the winch. The turning block, located in one corner of the cockpit, broke loose from its fitting and the released line instantly whirred across the cockpit, lifting me up and carrying me across to the opposite corner of the cockpit, where it put me down, unhurt but feeling pretty shaken up. It could have been much worse for me. After that incident is when we began to back up our metal hardware with home-made Soft Shackles.

I encourage you to walk around your yacht and locate all the metal shackles and turning blocks which would cause damage or injury if they were to break. The purpose of these metal fittings is to enable a line to change direction. This hardware undergoes tremendous forces, and if one of them should break or break loose, someone aboard might get hurt, not to mention the broken boat. The loaded line on the turning acts like a Bow and Arrow, and you don’t want to be the target.

So much for the Warning. Now we will have a Solution.

Why Soft Shackles?

1 – Versatile

Soft Shackles can be made of almost any diameter or length of Dyneema or Vectran line. For more than 10 years, we used a Soft Shackle to attach the anchor bridle to the anchor chain. We replaced it when it began to chafe..

2 – Strong

Dyneema line is said to be stronger than steel. The design of the Soft Shackle prevents its coming loose. Dyneema is abrasion-resistant.

3 – Inexpensive

You can make your own tools, like the splicing fids that I made from wire coat hangers, or purchase a splicing fid from a chandlery.

You can purchase Dyneema line at Peter Johnston’s Chandlery in Hobart, for \$8 per metre of 6mm Dyneema).

4 – You can make Soft Shackles yourself.

5 – Increase the safety and reliability of your yacht’s hardware.

6 – Eliminate unpleasant noises made by metal hardware aboard. (“Squeak, Squeak”)

I want to share with you a workbook, Making Your Own Soft Shackles in Dropbox, that I wrote for use in a workshop that I taught to 33 women sailors, during which each keen learner made her own Soft Shackle.

Soft Shackle made from 6mm Dyneema.



Soft Shackle installed to secure a turning block to a pad eye on deck.



Women on Boats.**Making Friends with Fear.**

Stepping into the unknown, may cause trepidation but that's where Adventure is.

Our September WOB was held in the RYCT. Our first session together since March, it was great to see so many familiar faces and quite a few new ones as well. Val presented a topic which we can all relate to one one or another.

Friend or foe, fear, in whatever guise, is an inevitable part of life. Val's low key and light hearted workshop explored some of the ways in which fear may be triggered, expressed, managed and utilised as a powerful positive force within the sailing context. WoB shared personal experiences and a few anecdotes which we could easily relate to.

Ideas to help included:-

- * Rearranging negative thoughts.
- * Become curious about Fear, what does it tell us about ourselves, how does it communicate?

Although we can often be judged for expressing Fear, it is innately a warning system, we are hardwired, it's automatic. It is our internal alarm system.

If we can make friends with these feelings of anxiety and observe how we react both physically and physiologically, we can grow. Fear often disguises itself, think of the image of an Iceberg, there's quite a bit going on below the surface! Try to work out what it is that you are actually concerned about?

Is it a Traffic light situation!

GREEN : Normal nerves, excitement may mean GO.

ORANGE : A few concerns, which are real, PROCEED WITH CAUTION

RED : Several major concerns, which are real issues. STOP.

Changing shape: as we learn new skills, we can "grow".

Through facing anxiety in a supportive environment, we actually change our shape in the metaphorical way. Therefore those around us may also need to adapt to our new shape and manage theirs slightly. That could mean changing expectations and allowing us to navigate through our new skills in a practical situation.

Allow yourself "compassionate courage". Don't pay attention to "The itty-bitty shitty club"! Who needs negative voices in their head? Positive self talk is a great support in Stressful situations.

Consider what is the worst that can happen?

It's a powerful thing to consider what is the real risk and what is the perceived risk?

A suggestion was made to look at a TED talk by Tim Ferriss "fear setting " organising an operating system.

We ended the night with a large gathering of ladies going to dinner at all Thai in Sandy Bay. Many more stories were shared about situations that have caused individuals to have a sense of anxiety or fear and how they managed this in real terms.

Our next meeting will be at the RYCT on 19th October

5:30 pm to 6:45 pm

In the meantime hope to see you on the water.

Cheers Tracey T

September saw our WOB long awaited return to RYCT meetings, face to face.

A happy reunion with a great roll up.



Cruising Southern Tasmania Edition 5, Updates and errata at 23 Sep 2020 (Ver 1.7)

Page 24 BOWEN BRIDGE (Information only) Skippers of recreational vessels should be aware of Regulation 54, sub-regulation (2) of the Marine and Safety (Pilotage and Navigation) Regulation 2017:

“The master of a recreational vessel, when passing under the Bridge by day, must use a span other than the navigation span wherever practicable.”.

The recommended track shown on p. 25 uses the navigation span; the adjacent span on the NE side crosses the deepest channel and the closest span to the SW shore has the greatest vertical clearance.

Page 45 (Information only) The green rectangles donate areas which have been excluded from the Marine Conservation Area; they are Marine Farming Zones.

Page 53 Marine farm. Delete the 4 lit special marks around the marine farm lease N of Brabazon Point. This lease is no longer occupied (MaST M058-20).

Page 56 DOVER, Anchorage, add: ‘The Port Esperance Sailing Club hosts the annual Port Esperance Regatta over the Easter Weekend. The club is 200 m from the public jetty and is open on Friday nights from 1730. Visitors welcome.’ Unfortunately, the clubhouse was burned down in April 2020. The Club plans to rebuild as soon as possible.

Page 57 Marine farms. Delete the 16 special marks (8 lit, 8 unlit) around the four marine farm leases N and W of Hawkers Point. These leases are no longer occupied.

Page 64 Partridge Island. The picture shows a keelboat tied up alongside the jetty. The jetty has since been renovated and berthing is limited to vessels of less than 6 m LOA.

Page 72 Righthand column, line 13: change ‘Aus795’ to ‘Aus796’.

Page 74 DODGES FERRY, Facilities, replace ‘(scheduled for rebuilding 2019)’ with ‘(rebuilt in 2020)’.

Page 76 KING GEORGE SOUND (MURDUNNA), paste the following block over the existing 'Facilities' clause:

Facilities: A community pontoon jetty extends into the bay halfway between the boat ramp and the shop. This is open to the public and has been designed to enable infirm or disabled sailors to embark/disembark their vessel. It caters for boats up to 15 tonnes. Depth at jetty is 1.6 m at low tide and 2.6 m at high tide.

Walk a kilometre east along a path to the highway to find a general store, public phone, public toilets and fuel (petrol and diesel). There is limited Telstra reception.

Page 77 Add the Murdunna jetty on the south shore of King George Sound, 10 mm to the right of the boat ramp icon and extending north to almost touch the anchor symbol. Add a jetty in the south-east corner of Sommers bay, heading north-south.

Page 83 Lower chartlet: Add a third pair of pile marks (port and starboard with topmarks) between the existing two pairs on the southern entrance (ie Hobart side) of the Denison Canal. MAST Notice M084-20.

Page 114 These anchorages were omitted (unintentionally!). Paste this text into Page 112:

WOMBAT COVE (P. 115 W of May Point)

A small anchorage is available on the north side of Bathurst Channel, sheltered from SW-NW. The Cove is excluded from the no-anchoring area (as are all the anchorages which follow). Check your chart for the actual boundary.

In strong winds, 'bullets' tend to funnel up and down the Cove. In these conditions take a stern line ashore – two eye bolts have been installed on the rocky shore for this purpose.

VHF coverage from Tas Maritime Radio is marginal. Mt Stokes and Mt Berry can be climbed from the ridge starting at the head of Wombat Cove. Again, make sure your boots and other gear are clean before you get into your tender (both ways).

SCHOONER COVE (P. 115)

This popular anchorage provides reasonable shelter from the S to N but strong westerlies can cause uncomfortable conditions. The western corner near the beach may not be as good as the northern shore. Holding is good in 3-5 m. A stainless steel rod in the centre of the Cove marks the position of a rock (charted) with a shallow area south of the mark. There is a kayakers' camp behind the beach and, if exploring in a dinghy, you can see the benchmark used by HMS Geranium during hydrographic surveying and, along the southern shore, an ochre cave.

VHF radio coverage is poor.

Page 118 ROWITTA HARBOUR, 4th line, change 'western side' to 'eastern side'.

OLD RIVER, 5th line, change 'W' to 'E'.

Page 122 MOULTERS INLET, last two lines, change to read "weather on channel 68 (from Maatsuyker Is), try channel 67 (Elliot Range base station).".

Page 124 Appendix – Fuel. Add the following to the table:

Derwent Sailing Squadron 6223 1977	Diesel	Fuel dock, credit card and EFTPOS
Kettering Marine 6267 4727	Diesel	West of public jetty, credit card operated
North West Bay Marina 6267 9600	Diesel and ULP	Fuel pontoon, credit card operated

MAST: Marine and Safety Tasmania.

N2M: Notices to Mariners issued by the Australian Hydrographic Service.

Updates and omissions: please email details to cst@cyct.org.au

General Meeting Minutes Tues 1st September 2020

1. Opening

The Commodore Val Nicholls opened the meeting at 8:15pm.

2. Attendees and Apologies

Forty-six members registered their attendance plus one guest, Brian Wilson, introduced by Rupert Maclean. Thirteen apologies were recorded on the attendance sheet, which is filed with the official copy of the minutes.

3. Minutes of the last General Meeting (7 July 2020)

Due to power failure the August meeting had to be cancelled.

The minutes of the previous meeting held on 7 July 2020 was published in the August 2020 Albatross.

It was moved by Richard Taylor and seconded by Lee Millar that the minutes be signed as a true and accurate record of the meeting.

Carried

4. Business arising from Minutes

There was no business arising from the minutes.

5. Introduction of New Members and Presentation of Burgees

The Membership Officer introduced new member David Mitchell. The Commodore welcomed David Mitchell and presented him with his burgee then invited him to tell the members about his boating experience.

David has a Swanson 38 called *Sequoia* that he sails with partner Jannine Chan. David encouraged members to call him Mitch to distinguish him from David Mitchell, the Membership Officer. David had his bio published in the August *Albatross*.

The Membership Officer introduced new members Steffen and Sally Koltoft. The Commodore welcomed Steffen and Sally Koltoft and presented them with their burgee then invited them to tell the members about their boating experience.

Steffen and Sally have 3 years sailing experience and purchased their boat *Nautilus III* in January 2019. Steffen had his bio published in the September 2020 *Albatross*.

The Membership Officer introduced new member Rupert Maclean. The Commodore welcomed Rupert Maclean and presented him with his burgee then invited him to tell the members about his boating experience.

Rupert's boat is a Huon 36 called *Brambletye*. His previous boat was a H28. Rupert enjoyed the recent cruise with the club to Dover. Rupert had his bio published in the August 2020 *Albatross*.

The Membership Officer introduced new members Bob and Emily Dundabin. The Commodore welcomed Bob and Emily Dundabin and presented them with their burgee then invited them to tell the members about their boating experience.

Bob and Emily have been sailing on other people's boats for most of their lives. They recently purchased their own boat a Dufour Grand Large called *Carpe Diem Infinity*. They sail with their cat Winston, a Russian Blue.

6. Treasurer's Report

The outgoing Treasurer reported that the club's books have been audited and the club has returned a profit of \$4000.00 for the year.

The incoming treasurer, Paul Peacock, introduced himself. Gave a brief description of his background as a banker in transaction and corporate banking. Advised that he will be moving the clubs electronic banking platform to Combiz so payments can be authorised by Committee members from different locations.

7. Vice Commodore's Report

Report from the outgoing Vice Commodore as published in the September *Albatross*.

The Commodore encouraged members to consider taking on the role of Vice Commodore for the coming year.

8. Commodore's Report

Report from the outgoing Commodore as published in the September 2020 *Albatross*.

The incoming Commodore, Val Nicholls, thanked all previous Committee members for their contributions to the club.

The Commodore introduced herself and said that she had gained much from being a member of the club and wants to give back by taking on the role of Commodore.

The Commodore invited members to consider joining the Committee in the roles of Warden, Vice Commodore or Editor.

The Commodore introduced the incoming Secretary, Allison Peacock, incoming Treasurer Paul Peacock, and thanked the members that were re-elected. She encouraged all Committee members to embrace their roles.

9. Women on Boats

Report as published in the September 2020 *Albatross*.

10. Other Business

Josephine Jaworsky held up a red towel that was left at Dover following the recent cruise. She asked if anyone was missing it. Shona Taylor claimed the towel on behalf of Caroline Dutton.

Josephine then relayed a sad story of a couple who had a boating accident and spent 11 hours in the water of Wallace Lake. Sadly, due to exposure, without a life jacket, one person passed away shortly after reaching the shore of a heart attack.

The moral of the story being ensure you wear your life jacket properly.

11. Next Meeting

Tuesday 6 October 2020, 7.30 pm at the RYCT.

12. Close

The meeting closed at 8.35pm.

**45th Annual General Meeting
of the Cruising Yacht Club of Tasmania Inc
held on 1 September 2020 at the Royal Yacht Club of Tasmania**

MINUTES

Opening

Commodore Richard Taylor opened the meeting at 7:30 pm.

Attendance and Apologies

Forty-seven members registered their attendance plus one guest, Brian Wilson. Thirteen apologies were recorded on the attendance sheet, which is filed with the official copy of the minutes.

Minutes of the 44th AGM

The minutes of the previous (44th) AGM held on 3 September 2019 were published in the August 2020 *Albatross*.

It was moved by Duncan McKenzie, seconded by Andrew Boon that they be signed as a true record of the meeting.

Carried

Business arising from those Minutes

There was none.

Treasurer's Report and Auditor's Report

The Treasurer reported that the Club's Profit and Loss Statement and audited Annual Report were available to members, and that the year-end profit was over \$4,000, mainly as a result of Club inactivity due to the COVID pandemic. For that reason, a 50% remittance in fees had been provided to members for the current year.

It was moved by Shona Taylor, seconded by Leigh Miller, that the Club's current auditor, Max Peck and Associates, be re-appointed for the 2020-21 year, for a fee of \$230.

Carried

The Treasurer thanked the outgoing Committee for their support, and also those members who had nominated for the current Committee.

Awards – Vice Commodore

The Vice Commodore advised that the joint winners of the competition to guess when the first cruise would be held following the enforced COVID lockdown (19 June) were Darren and Kris Schmidtke (*Karm*) along with Robert Buchanan and Joelle Legoux (*Dianne Johnson*). Robert and Joelle were apologies for the meeting, but the Vice Commodore presented the prize to Darren and Kris.

The Vice Commodore announced that the winner of Cruise of the Year was Mick Way (*Serenity*) for his cruise to the Gippsland Lakes. Mick was an apology for the meeting.

Special Resolution – Constitution Revision

The following proposed constitutional revision had been communicated to members during the revision process and their comments had been incorporated in the final revision documents, which had also been forwarded to all members:

Clauses 3 and 7 to be amended as follows:

3. The objects for which the Association is formed are to:

- (a) Promote and encourage cruising in Tasmania and beyond.
- (b) Organise cruising of boats and disseminate knowledge relating thereto.
- (c) Encourage and support on water activities, boat building and maintenance and impart knowledge related to boating activities.

7. (a), (d), (e) and (f): The word “Ordinary” would be changed to “Full”.

(b) Life Membership – sentence 2 would be changed to read: “The total number of Life Members in the Club at any one time is limited to ten.”

The following Special Resolution was moved by Richard Taylor, seconded by Judith de la Mare and passed unanimously on a show of hands.

“That the changes to the Club’s Constitution as emailed to members on 31 July 2020, noted in the July and August *Albatross*, published on the Club’s website and tabled at this meeting be accepted and transmitted to the Department of Justice (Consumer Building and Occupational Services -CBOS) for approval.”

Carried

Commodore’s Report

The Commodore’s Report was published in the *Albatross*.

The Commodore thanked the existing Committee and departing committee members and wished the incoming Committee success. He gave a special thanks to the Club’s outgoing Warden, Chris Creese, for his 21 years on the Committee and his service to the Club.

He reported that the current Committee had left the Club in a very strong position and listed the following as major achievements – the Club Express website, the Lease Agreement with the Royal Yacht Club of Tasmania, a very strong membership with a high retention rate, strong financial position, updated Management Handbook, Media Policy and Media Statement, the Cruising Calendar and interesting guest speakers.

Port Esperance Sailing Club

The Commodore reported that the Port Esperance Sailing Club’s facilities at Dover had sustained a severe fire, which had resulted in the premises being demolished. That Club was therefore now in the process of planning a rebuild, and the CYCT Committee had proposed that the CYCT offer financial assistance for the project, on the proviso that some reciprocal access would be available to CYCT members.

It was therefore moved by Richard Taylor, seconded by Paul Peacock that the sum of \$10,000 be placed into a new CYCT bank with the name ‘CYCT/Port Esperance Sailing Club New Building Fund’. These funds would be available to the Port Esperance Sailing Club when the new building

project commenced and be available for a period of up to three years. The trustees of this account would be the CYCT Commodore, Vice Commodore and the Treasurer. The use of the funds were to assist in the construction of an external deck, a barbecue facility, a dinghy storage area, a bar facility, or any other suitable projects, structures or facilities that could be further identified and mutually agreed, and subject to a suitable reciprocal written agreement regarding access by CYCT members to the PESC facilities. Any of the selected projects would be visibly acknowledged as a donation from the CYCT.”

Carried

Election of Office Bearers

The Commodore declared all positions vacant and advised of the nominations currently to hand as per the table below. He advised that no nomination had been received for the positions of Vice Commodore, Editor and Warden and welcomed nominations from the floor for those three positions.

Position	Name	Clarification
Commodore	Val Nicholls	Elected
Vice Commodore	No nomination	
Rear Commodore	David Bowker	Re-elected
Treasurer	Paul Peacock	Elected
Secretary	Allison Peacock	Elected
Editor	No nomination	
Membership Officer	David Mitchell	Re-elected
Webmaster	Paul Kerrison	Re-elected
General Committee	Andrew Perkins Ian Barwick	Re-elected Re-elected
Warden	No nomination	

Further nominations were invited from the floor, but none were forthcoming. Accordingly, the nominated candidates as listed in the table above were declared duly elected. The incoming Committee would address the remaining vacancies on the Committee. It was also noted that the current Quatermistress, Elizabeth Helm, had agreed to continue in that role and the Commodore thanked her for her continued contribution to the Club.

The outgoing Commodore introduced the new Commodore, Val Nicholls, to the meeting and presented her with the Commodore’s burgee, name tag, the “21 Year History of the Club from 1975 until 1996 by Erika Shankley” and the meeting bell. Val then accepted his invitation to preside over the remainder of the meeting. Val thanked the outgoing Commodore and Committee members and welcomed the new and returning Committee members. She expressed her wish to be actively involved in all Club activities and encouraged members to nominate for Vice Commodore (to formulate the cruising calendar), Editor of the *Albatross*, and Warden (moorings and trophies).

Any other business

There was none.

Close

The Commodore thanked everyone for attending the AGM and closed the meeting at 7.55 pm. A light supper was provided, and the September General Meeting then followed.

FOR SALE!



Members Buy and Sell

CYCT Members Buyers Group.

Steadfast Insurance Brokers
David Page. 62313360

Wattyl Paints
Scott Jarvis
62728533

Island Batteries
Kayne 62722943

These companies provide specialist goods and services and are certainly worth a phone call, genuine savings can be made to Club Members, just present your Club Membership badge to receive best prices.

CYCT MOORINGS

Nth Simmonds: Mooring number 7786 at Nth Simmonds is a bright yellow buoy with hooks for the pickup. The Mooring is suitable for a vessel of up to 12.0 mts
Mooring is located at position 43.07.14.88',S, 147.21.28.368' E.

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 ****

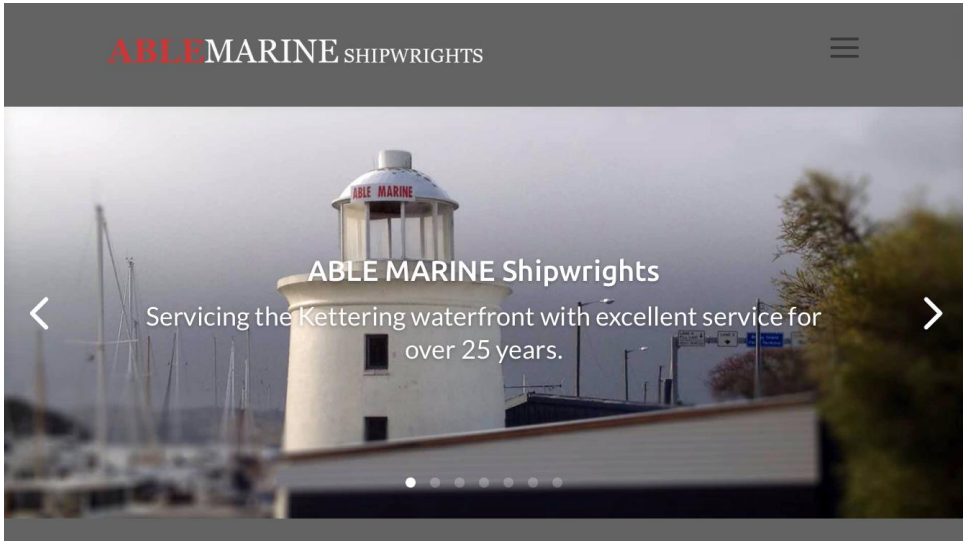
The Committee would appreciate it if you noted your visit / intention to visit a club mooring by informing a member of the Committee

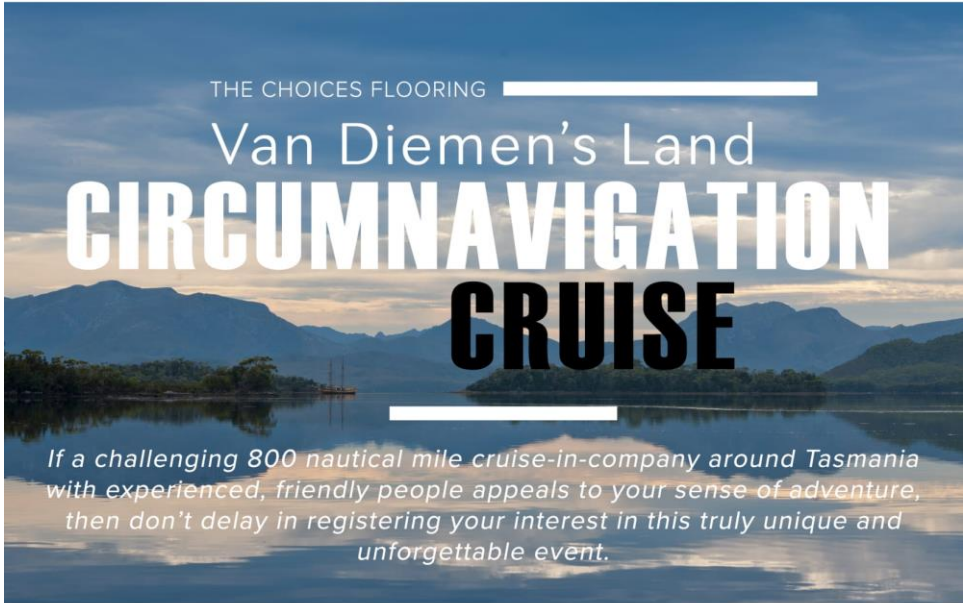
When the Club is running a Cruise the correct listening channel Ch.16 and then move to Ch.77 for further conversation.

Able Marine – Quality Shipwrights in Kettering.

61 Ferry Road, Kettering, TAS (0429 174 168 or 0418 301 929)

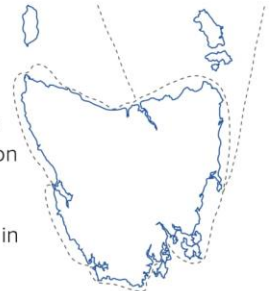
Visit our website: www.ablemarine.com.au





10 February to 16 March 2021

The spectacular coastline of Tasmania is a superb natural environment for birds and sea-life, as well as for people who enjoy sailing and motor cruising. The Van Diemen's Land Circumnavigation (VDL-C) cruise includes beach barbecues, visits to friendly fishing ports and yacht clubs along the way, with plenty of time to explore scenic inlets, rivers and harbours. Relax in uncrowded anchorages in some of Tasmania's most remote and beautiful national parks and world heritage areas.



For further information about the cruise, including the Expression of Interest Form, background information, a cruise plan and more visit www.ryct.org.au/vdl2021



STRAHAN HOLIDAY RETREAT

Phone
64717442
Special
Winter Deals

- 8 Acres of tall trees and meandering Platypus streams
- Very Central. Easy walk to Cruise Boats
- 19 Retreat Cottages from studio to 4 bedroom.
- 40 Retreat Cabins plus budget cabins
- On-Site Café , Bottleshop, Tour Desk, Free Wifi

bookings@strahanretreat.com.au www.strahanretreat.com.au

OYSTER COVE MARINA BOATYARD

Tasmania's premier private marina offers state-of-the-art boatyard facilities to the boating public. Our fully sealed, 26 site hardstand is serviced by a 50-tonne capacity Marine Travelift able to lift boats up to 6.1 metres beam and 18 metres in length. Very competitive lifting and hardstand pricing with discounted long-term winter rates. All marine trades on site.



Services include:

- Powerful 3 phase pressure wash
- On site Chandlery
- Boats supported in cradle and adjustable boat stands
- Fully qualified Travelift operators
- Innovative keel-pit for topsides work
- 15 and 20 metre undercover sheds
- Crane and forklift hire
- Mast and Engine lifts
- 24x7 self-serve fuel – ULP and Diesel
- Quality 24x7 amenities block
- Coin operated laundry

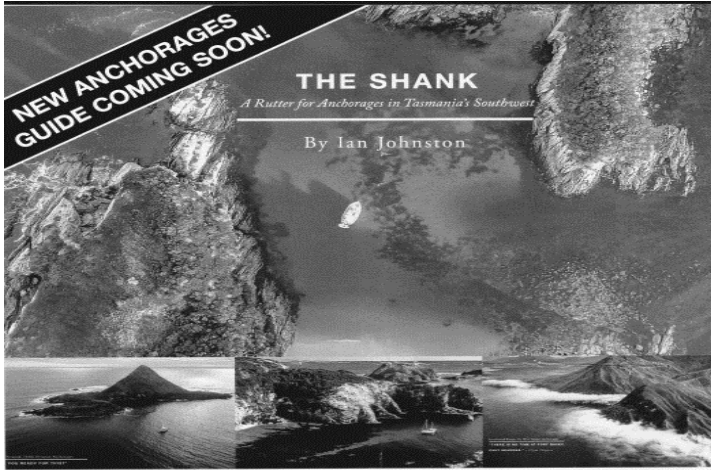


For bookings or
more information

62674418

7 Ferry Road

Kettering



"IAN JOHNSTON HAS BEEN NAVIGATING THE OCEANS FOR MORE YEARS THAN HE'LL CARE TO ADMIT. HE HAS A PENCHANT FOR THE WILD PLACES WHERE FEW PEOPLE GO, AND IN 'THE SHANK' HE DESCRIBES SOME OF THE WILDEST."

— Paul Cullen, Director, Australian Wooden Boat Festival



**COMPETITIVE
BERTHING RATES
UP TO 50% LESS**

www.princeofwalesbaymarina.com.au



0400 927 510

powmarina@gmail.com

20 Bender Drive, Derwent Park, Tasmania 7009





Mooring & Marine Services

Look for the Green Boat 'Indian J'

Servicing and installing moorings in the
Derwent, Channel and Huon.

Ewen Mickan

Ph. 0457 811 070

moorings345@outlook.com



BOAT SALES

TASMANIA



Challenger 36 "Cleo"

\$74,950

The Challenger 36, Australian designed and built has a well-earned reputation as a comfortable, sea-kindly cruiser. These sought after cruisers are efficient under sail and under motor. "Cleo" is set up for short-handed cruising with a Leisurefurl in-boom furling main, furling headsail and electric halyard winch. She has undergone a major refit including...

*Hull re-paint

*New standing rigging

*Electrics/electronics update

*New anchor winch and ground tackle etc.

The 3YM30 Yanmar engine has only done 864 hours and a new sail-drive was installed in late 2015.

The work has been done and the money spent, "Cleo" is ready for you to step aboard and go cruising.



- Leisurefurl in-boom furling main
- 30hp Yanmar diesel (NEW saildrive 2015)
- Construction: Fibreglass
- Standing rigging replaced in 2018
- Sleeps 5

www.boatsalestas.com.au

03 62248288

'Muirs Boat Yard' 44 Napoleon St, Battery Point

Paul Nanscawen 0418385866



Your Link to Adventure.

Take in the amazing views across the D'Entrecasteaux Channel with SeaLink's car and passenger ferries.

Operating 7 days a week from Kettering to Roberts Point on North Bruny, the ferry crossing takes just 20 minutes.

SeaLink – your link to Bruny Island.

For timetables, fares and bookings visit sealinkbrunyisland.com.au



© Geoff Robinson/Tasmania & Rob Burnett

