



# Albatross

Volume 47 No 9 October 2021



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

PO Box 605 Sandy Bay TAS 7006

[cyct.org.au](http://cyct.org.au)

Committee Members

Commodore - Val Nicholls	0404 825 310	Aziza
Vice Commodore - Mark Stephenson	0438 854 380	Crown Venture
Rear Commodore - David Bowker	0418 136 493	Duet
Treasurer - Jean-Pierre Corgnet	0478 144 650	Vivante
Secretary - Rachel Poulter	0408 949 632	Gradiva
Editor - Julie Macdonald	0417 385 719	Westerly
Elected member 1- Ian Barwick	0419 007 606	Willyama
Elected member 2- Andrew Perkins	0419 375 500	Amodet
Membership Officer-Scott Poulter	0419 565 786	Gradiva
Warden David Mitchell	0419 565 786	
Webmaster Paul Kerrison	0429 999 911	Irish Mist
Quartermistress - Elizabeth Helm	6229 3932	Intrepid

Life members

Erika Shankley   Dave Davey   Chris Creese   Andrew Boon   Kim Brewer  
Paul Kerrison   Rosemary Kerrison

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**Guidelines for contributions to the Albatross**

These guidelines are to assist members prepare articles for the *Albatross*. Please contact the Editor (**Julie Macdonald** – [editor@cyct.org.au](mailto: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 may be serialised.
- Boat names should be *italicised*.
- 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 19<sup>th</sup> (there is no *Albatross* in January)

Cover Photo: Apollo Bay 2019 - Julie MacDonald

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### Not a CYCT Member?

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!

### 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 in 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 menu.

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

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**Editors Report – Fiona Tuxen**

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Well Hello again. Julie is taking a long awaited holiday, so I have stepped in to assist. During the long COVID Autumn and Winter Quentin and I have been preparing for the future. Ocean Swan now has new Sails and cockpit awning and also davits for the Dinghy, all ready for some cruising during our summer months. Also we now have a Slide-On Camper for the Ute for River and land trips. We have

had several land trips during the winter and had the pleasure of all our free campsites up and down the coast all to ourselves.

Julie has left me with some great photos and stories, so I do hope you enjoy this edition.

Cheers

Fiona

***Long Shot***

*An occurrence that would take a great deal of luck. Early ships' guns tended to be inaccurate. If a shot made impact from a great distance or a "Long Shot" it was considered out of the ordinary.*

*www. <https://oceanservice.noaa.gov/>*

	<b>CYCT CALENDAR</b> .... <i>Check the website for more details</i>
<b><u>October</u></b>	
Sat 2 <sup>nd</sup>	Combined clubs Opening Day
Tue 5 <sup>th</sup>	General Meeting
Sat 16 <sup>th</sup>	Safety Day, Barnes Bay
Mon 18 <sup>th</sup>	Women on boats
Tue 19 <sup>th</sup>	Committee Meeting
<b><u>November</u></b>	
Tue 2 <sup>nd</sup>	7.30 General meeting
Sat 13 <sup>th</sup>	New Members Lunch
Mon 15 <sup>th</sup>	WOB Meeting
Tues 16	Committee Meeting
Sat 18 <sup>th</sup>	Overnight cruise to Adventure Bay
Mon 20 <sup>th</sup>	Women on boats
Tue 21 <sup>st</sup>	Committee meeting
Sat 27 <sup>th</sup>	WOB Sailaway
<b><u>December</u></b>	
Sat 4 <sup>th</sup>	Family and Friends Cruise
Mon 6 <sup>th</sup>	WOB Xmas Party.
Tues 7 <sup>th</sup>	General Meeting at TasMaritime Radio

Sat 11th	At home with Al and Dinah - Margate
Tues 21st	Committee Meeting
Thurs 23rd	Huon Valley Christmas Cruise
Fri 31st	An Evening on the Attenuator.

## Commodores Report– Val Nicholls

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What a great turn out for the AGM/GM. It was reassuring to see so many of you attend this most important of CYCT meetings. I suspect many were lured less by the joys of governance and more by the opportunity to listen to our presenter Jay Lawry give an interesting account and lovely film footage of his journey from Cairns to Hobart. Many thanks Jay.

I would like to reiterate my appreciation of the commitment and contribution of the outgoing committee. It has been a pleasure to be part of this respectful and congenial group. Collectively they leave the club in a strong financial position, a growing membership and healthy retention rate. Especial thanks, best wishes and “Fair Winds” go to Allison and Paul Peacock our outgoing Secretary and Treasurer. Not to be forgotten, is the ongoing support of Quartermistress Elizabeth Helm, and CYCT Facebook Moderators Tracey Taylor and Erika Shankley.

I doubt I can express how satisfying it felt to receive nominations for all Committee positions. We go forward with the following strong and skilful team:

	<b>Name</b>	<b>Clarification</b>
Commodore	Val Nicholls	Re-elected
Vice Commodore	Mark Stephenson	Re-elected
Rear Commodore	David Bowker	Re-elected
Treasurer	Jean-Pierre Corgnet	Elected
Secretary	Rachel Poulter	Elected
Membership Officer	Scott Poulter	Elected
Webmaster	Paul Kerrison	Re-elected

Editor	Julie McDonald	Re-elected
Warden	David Mitchell	Elected
Committee Member No.1	Ian Barwick	Re-elected
Committee Member No.2	Andrew Perkins	Re-elected
Quartermaster	Elizabeth Helm	Re-elected

We welcome David Mitchell in his new role as Warden; Rachel and Scott Poulter as Secretary and Membership Officer, and Jean – Pierre Corignet as Treasurer.

As explained at the AGM, in recent months the Committee has given considerable energy to researching ways in which we might make our accounting system more contemporary, streamlined, straightforward and in all, less arduous for incoming Treasurers. A very considered decision has been made to migrate from MYOB to Xero. What a gift it is that our new Treasurer Jean-Pierre brings extensive experience with the use of Xero.

An especial pleasure at the AGM was the honouring of Paul and Rosemary Kerrison with Life Membership for their 35 years of significant contribution to the CYCT. Life member Erika Shankley has written a short piece about Paul and Rosemary in this edition of the Albatross. Please read and enjoy.

I will leave it to Vice Commodore Mark, elsewhere in the Albatross, to reminisce on the Anniversary Dinner and entice with upcoming events and publication of the 2021-22 Cruising Calendar.

14 members attended the last of our Winter Forums to complete their training in CPR and Defibrillator training. The online learning was clear and engaging and our practical session gave us all opportunity to practice on adult and baby mannequins. Participants commented with surprise how easy it was to use the live saving Automatic External Defibrillator (AED). I will bring Daphne (thank you Lew and Julie), our club AED, to the next GM for those who have wondered what “those machines behind the glass” really look like. If there is sufficient demand we are able to run an additional course.

In closing, we must thank Fiona Tuxen for stepping in as Editor whilst Julie takes a break somewhere warm.



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## Vice Commodore's report – Mark Stephenson

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### MARITIME MARKETPLACE

The sun shone. The clouds stayed away. People arrived in droves, bearing all sorts of wonderful ware, marshalling was easy and the parking area eminently suitable for the occasion. Very welcome to see many CYCT members participating and lots of “stuff” was sold, and bought by vendors who promised not to buy anything else coz they had so

much “stuff” at home already.

There were 21 vendors and maybe about 100 shoppers, with me selling three of 6 items and taking \$105 to then spend \$30 on a book, so I was in front. I bought Jay Lawry's story called 'The scenic route to paradise'. Can't wait to finish my current book and get into it.

The venue worked well, despite through traffic being a bit disrupted at times, vendors started arriving at 0840, customers at 0930 with the bulk of shopping finished by 1230, and the site emptied by 1330. Next time I suggest wider reaching advertising, a short and sharp opening time, to concentrate the



shoppers, of say 1000 to 1200. Saturday seemed like a good day to hold the event too, with many having obligations on a Sunday.

My thanks to Oyster Cover Marina for allowing us to use their land free of charge, to Shona, De and Bev for arriving with clip board in hand to aid in marshalling cars and collecting QR check-ins and to Val for the well received coffee.

Responses to me were very positive with people wanting to see another Maritime Marketplace next year. Having no entrance fees made arranging the event very easy.

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## Rear Commodore's report – David Bowker

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I write to you from my cell in the Mercure Welcome in the centre of Melbourne. I have done one week of quarantine and still have another week to go. Then plan the “transit” the red area of Victoria to catch a plane to green Tasmania.

International travel is very spacious these days and there were a total of 20 passengers on the A350 which brought us into Melbourne. I am looking forward to returning to Tasmania now.

Jay gave a very good presentation at the AGM. Thanks to the wonders of modern technology and Val's resourcefulness I was able to stream the AGM and presentation to my hotel room. I was also able to meet Jay virtually.

In October, we have Matt Wardell from the Port Esperance Sailing Club. His clubhouse was burnt down over a year ago and CYCT have offered the club some assistance in rebuilding. Matt will give us an update on the progress.

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are still limited and they seem to be popular meetings. RYCT are offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 6.00pm.



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## Membership Officer's Report –Scott Poulter

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### Membership Officer's Report – Scott Poulter

I would like to take this opportunity on behalf of everyone to thank my predecessor, David Mitchell for all his work as Membership Officer and wish him well in his new role as Warden.

While I have been a member, on this occasion, for just over two and a half years, Rachel and I have only recently moved ashore, after living aboard and cruising full time for the last five years. This move has given us the opportunity to participate more actively in club events. Through this role, I am not only looking forward to meeting, talking to, and introducing our new members, but also getting to know our existing members. The "cruising group" at our previous yacht club in Brisbane formed a large part of our lives for the past 25 years with many great friendships, mentorship, knowledge sharing, cruises, sundowners, lots of fun and I am sure I will have similar experiences with the CYCT. Please come and introduce yourself and have a chat.

### 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.

**Philip Meyer & Mary Anne Keady    Neilma-G**  
**Suzanne Crowley    No Boat**  
**Carlos, Kerry & Alessandro Plottier    No Boat**

### WELCOME TO NEW MEMBERS

On behalf 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, both on and off the water.

**John Braakhuis & June Hutton    *Gypsea***

Life members - Erika Shankley

*Paul and Rosemary Kerrison receiving their life memberships*



## LIFE MEMERSHIP - ROSEMARY & PAUL KERRISON



At the 46th Annual General Meeting of the Cruising Yacht Club of Tasmania, I had much pleasure in moving a motion to nominate Paul and Rosemary Kerrison as the Club's 6<sup>th</sup> and 7<sup>th</sup> Life Members.

Paul and Rosemary are both quintessential members of the CYCT.

As a couple, they became members of the Club in 1985 and as a couple they have been part of the Club scene for over 35 years.

Between them, they have served on almost all positions on the Committee – Commodore, Immediate Past Commodore, Vice Commodore, Secretary, *Albatross* Editor, with Paul currently being the Club's Webmaster.

As a couple they have joined in Club cruises, firstly in their 9.9 metre *Cuddles* design motor boat *Wayaree II*. They then purchased the motor-sailer *Obsession*, a steel John Pugh 10.8 metre *Windhover* design<sup>1</sup> and later, *Irish Mist*, a *Challenger 39 Pilothouse* in which they cruised

further afield.

As a couple, they took *Irish Mist* to northern Queensland in 2012 and in 2015 to the Louisiades.<sup>2</sup> And, in 2019, an abortive trip towards New Caledonia.<sup>3</sup> In between they have cruised extensively in Tasmanian waters.<sup>4</sup>

At barbecues, cruises in company, annual dinners and other social events, Paul and Rosemary are always there - Paul was a jovial Santa Clause at the Club's Christmas celebrations in 2009.

<sup>1</sup> *Albatross*, Vol 30 No 11, December, 2004

<sup>2</sup> *Albatross*, Vol 37 No 8, September 2011; *Albatross*, Vol 37 No 11, December 2011; *Albatross*, Vol 38 No 3, April 2012; *Albatross* Vol 41 No 4, May, 2015; *Albatross* Vol 41 No 5, June, 2015;

<sup>3</sup> *Albatross*, Vol 46 No 11, November 2019; *Albatross* Vol 46, No 12, December 2019; *Albatross* Vol 47 No 4, May 2020

<sup>4</sup> *Albatross* Vol 39 No 4 April 2013

And they have shared their adventures through articles in *Albatross* and were awarded Cruise of the Year on three separate occasions.

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## New Member directory from November 2020 – David Mitchell

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<i>Distant Sun</i>	Rob and Nicola Boyce	0448 876 655
<i>Snug</i>	Jonathan Ross and Natalie Amey	0423 497 176
<i>Freebooter</i>	Geoffrey Hooke	0418 421 085
<i>Turn the Page</i>	Steve and Lynne Logan	0409 970 609
<i>La Vie Nouvelle</i>	Noel Cook and Sharon Elliston	0418 421 085
<i>Sequel II</i>	David McKay and Andrea Jupp-McKay	0418 211 098
<i>Rubicon</i>	Andrew Fyfe	0409 216 386
<i>50 50</i>	Tanya Ronaldson & Trevor Thrale	0432 486 47
<i>Picnway</i>	James Burbury	0418 328 619
<i>Commocean</i>	Callum, Alexandra & Andrew Macaskill	0457 549 953
<i>Perfect Escape</i>	Phillip & Mary Tomney	0433 114 223
	Alex Hirsch & Ateve Tripkovic	0414 600 139
<i>Fairwinds</i>	Kelly & Mark Woodward	0409 553 572
<i>Gypsea</i>	John Braakhuis & June Hutton	0402 377 601

## Women on Boats report – Bev Hitchens

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There was no Report for WOB August 16th 2021.

This month, I volunteered my limited expertise to speak on 'All Things Ropey', an attempt to explore the place of these often undervalued components in our boating lives. I confess that the attraction was an opportunity to analyse the roles of the multitude of 'ropes' on our own boat 'Mystic', a Cavalier 43, and also to have a look at their history in terms of use and terminology.

The presentation looked at the roles, qualities, construction and materials, both historically and in modern terms, of every 'rope' used on a typical sloop-rigged yacht. Also included was a small section on rope maintenance, and essential knots for the sailing woman. The attentive audience was invited to contribute when inspired, as always, and there was some entertainment to be had in that. The full presentation has been uploaded on the WOB site on the Club website, for those interested. We retired to 'All Thai' after the presentation, for a tasty local meal.

At our September gathering, our esteemed Commodore, Val Nicholls, will be addressing the topic of the single-handed manoeuvring of your boat in and out of marinas and on and off jetties. We look forward to welcoming a large, enthusiastic audience.

Also, please reserve Monday 6th December for the WOB Christmas party, to be held at my home. More details are to be found on the CYCT calendar, but urge you to get your creative caps on for the dress theme "the elements"

## Aquaculture Debris - Sheenagh Neill

*At the June General Meeting of the CYCT one of our members raised the issue of fish farming and the associated marine debris. He wished to make members aware of the TAMP (Tasmanian Alliance for Maritime Protection) organisation.*

*A former member of the CYCT, Sheenagh Neill, is the marine debris contact person for this group and has submitted this update on the progress of the organisation. -Ed*

There has been a lot of talk about the salmon industry. One area not being discussed, silent and hidden, lurking in our waterways, is aquaculture debris. The continuing issues around debris are worth talking about. We are, after all, a community of water lovers: sailing, swimming, canoeing, rowing, fishing, cruising etc.

In 2017, as Vice Commodore of a local cruising yacht club, I organised a cruise to Great Bay, Bruny Island, to clean up the shoreline as a Clean Up Australia Day activity. Each boat's crew selected a section of the shoreline and picked up what rubbish they could. At our post-clean up get-together we had filled all supplied sizeable bags with rubbish. There were minimal objects that might have come from recreational boating activities. These were things such as a few drink containers, food wrappers and lost hats. More than 90% of the bulk was clearly identified as coming from fish farms. This included salmon company ropes (black and grey or blue and white), black pipes, cut off pieces of black plastic and salmon feed bags. Unfortunately, some of the fish farm debris had to be left behind on the shore. Some was simply too large to carry, some was old and deteriorating and too small to pick up effectively and some was tangled and partly buried and could not be removed. We speculated on what volume of fish farm debris may be hidden underwater and what effect all that deteriorating plastic might have on birdlife and other marine animals let alone the risk to the boating community of Tasmania.



That clean-up was the start of a journey for me. I took a huge, tangled ball of aquaculture rope into Hobart, and spoke to the media and my yacht club, expressing my concerns about the salmon industry debris in the marine environment.

The ball of debris collected on a half hour walk on the rocky shore in the Channel opposite Gordon.  
Photo taken by S Neill 2017



I met with 3 other women who shared my concerns. We took a boat out to Frog Point, near Nubeena, and landed ashore. The amount of fish farm debris washed up there was simply staggering. I was enraged. We posted a video on FaceBook and it had many views. People started to send me photos of debris that they found washed up on their local shores. There were lengths of large diameter poly pipe over 5m long, sections of plastic walkway from fish pen installations, large cardinal marker buoys, and vast amounts of rope. Clearly there was a problem with fish farms containing their infrastructure within their lease boundaries and managing day-to-day activities of their workers.

*Lease Marker at Chuckle Bay, Bruny Island*

In 2016, Peter Hopkins of Marine and Safety Tasmania, stated that there is a real risk of death associated with a boating incident involving fish farm debris. A group of concerned citizens met the then Premier, Will Hodgman, to discuss issues around the aquaculture industry. I raised the debris issue. I spoke of the boat incidents I was aware of and the growing risk and possibility of death from debris floating just near the surface. I showed the premier photos of debris and he was genuinely shocked.



As a result of representations to government, Will Hodgman implemented the zero-tolerance of fish farm debris policy following the 2018 state election. This policy was implemented not just because of the unacceptable pollution of our waterways with plastic fish farm rubbish, but because this debris poses a significant threat to Tasmanian boaters who use these public waterways.

A number of community professional and recreational organisations started talking and sharing their frustrations with the industry and their failure to listen. We all came together to form the Tasmanian Alliance for Marine Marine Protection (TAMP) in 2018. TAMP includes surfers, fishermen, scientists, business people, many community groups and caring individuals: all interested in protecting the marine environment that they love. We are word



growing in numbers as the word gets out.

I am the marine debris person within TAMP. I have been informed of many boating incidents due to fish farm debris. These have included a well-known yacht being damaged in Storm Bay on its way to the start of the Sydney-Hobart race, a runabout colliding with a large section of black pipe near Nubeena and almost coming to grief, a well known fishing identity having engines fouled by rope in Mercury passage, a moored yacht at Bruny Island being hit by a loose fish pen at night, and many other incidents and near misses. They keep happening despite the Government's zero-tolerance policy.

Over the past three years TAMP representatives, including myself, have met with the heads of DPIPWE, Marine Farming Branch and the Environmental Protection Agency (EPA), the previous Premier Will Hodgman, respective responsible ministers and fish farm industry representatives. We have worked with members of the Marine Farming Branch and MAST on ways to better implement the zero-tolerance policy, particularly for improving the reporting of marine debris. Many suggestions have been implemented. We are pleased with the positive outcomes of these constructive meetings.

Since the introduction of zero-tolerance for marine debris, there are two systems working. Either the industry will find and collect their debris without fines or consequences, or the community reports debris and DPIPWE investigates and potentially instigates fines and, where possible, demerit points. Over the past three years the salmon industry has received 40 fines, mostly for equipment found outside of their lease areas. Each fine usually is associated with the loss of 1 to 4 demerit points, valued at \$173 per point. Debris reports have increased dramatically since TAMP has worked with DPIPWE and encouraged the public to report directly to the marine farming branch ([mfops@dpiipwe.tas.gov.au](mailto:mfops@dpiipwe.tas.gov.au)) or MAST (0418 145 439 or VHF Ch 16).

In financial year (FY) 2021, Tassal employees, with pakana workers, according to the Tassal dashboard, spent 2635 hours cleaning up shorelines. In FY 2021, Huon employees spent 336 hours cleaning up shorelines. The Huon clean ups resulted in the removal of 12.6 cubic metres of fish farm debris that accounted for about 61% of the volume of rubbish collected. DPIPWE reported that 90 cubic metres of fish farm debris were collected from shorelines in 2020 (DPIPWE Salmon Portal). This amount of debris would fill a semitrailer.

Aggregated Aquaculture Marine Debris State Wide 2020

Area and Company	Aquaculture Debris Volume m3	Total Volume m3	Percent of marine debris attributed to fish farms	Infringements
Huon and Channel region Huon and TASSAL	19.49	51.66	37.73	9
Storm Bay Huon only	0.78	1.40	55.71	9
Tasman Peninsula and Norfolk Bay TASSAL only	7.98	19.93	40.05	0
Lacquerie Harbour Huon TASSAL and Petuna	58.15	66.97	86.83	0
Okehampton TASSAL	2.96	16.20	18.28	
Tamar Estuary Petuna	0.19	0.53	35.98	0
<b>Totals</b>	<b>89.55</b>	<b>156.69</b>	<b>57.15</b>	<b>19</b>

taken from Salmon Portal DPIPW, July 2021

So, whilst the Government’s zero-tolerance policy has resulted in fish farms taking their debris seriously, they are still losing far too much infrastructure outside of their lease areas for the community to be at ease. No matter what your view on this industry, it is not acceptable for it to pollute and create hazards. The industry has a responsibility to the environment and the community to do a better job.

TAMP will continue to lobby for more accountability from industry, will work with Government, and suggest improvements around aquaculture debris.

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## Introducing new members

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Carlos Plottier

My boating interest goes back to early 2000 when my twin brother (Arturo) asked me to help him build a steel yacht for his plans to sail Tasmania and further abroad. He ended up building a total of 3 yachts to hull and deck stage, each time changing his mind. Unfortunately, he never finished any of them and life took a turn and he no longer could pursue his dream. However, my experience in helping build 2 of the 3 boats is what got me interested in sailing. I had a young family and the usual commitments and I too paused my interest and life went on.

Just under 2 years ago, I had an opportunity to sail with a CYCT member, staying overnight at Bruny Island. This re-invigorated my passion for sailing. Another friend of

mine also gave me the opportunity to sail his 38ft sloop, and I learned a lot about sailing (doing most tasks such as raising/lowering sails, sail trimming, reefing, tacking, helm controls, anchoring etc).

At present I do not have a boat, and I don't intend to purchase a boat until I have gained more experience to know what I want. I therefore would like to volunteer as a crew member should any CYCT member require more hands on deck, from day sails to multi day offshore trips. I am very much a hands-on person and my ethos is to participate (best way to learn) in all aspects of sailing. I would also love to learn more from members to gain experience and knowledge in boating, particularly sailing.

I am also quite mechanically minded, I have worked on diesel engines (have 3 diesel vehicles) and marine diesels are no different aside from obvious changes to marine environments. I have rebuilt an old Land Rover Series 4x4 from the ground up, again I am very much a hands on DIY type of person. Happy to assist if anyone has a need for a helping hand with diesel issues, although I am not a qualified mechanic.

I very much look forward to meeting CYCT members and participating in sailing activities with the club.

We are John Braakhuis and June Hutton, residents of North Bruny Island these past two and a half years. Our prior home was in Melbourne, but on reaching retirement in 2015 we waved goodbye to the City and hotwheeled into the outback with our trusty caravan in tow. We spent almost five wonderful, adventurous years travelling around Australia, quite happily living the life of greying Nomads, before finding Bruny, where we slipped easily into quiet Island lifestyle. We thought. Trouble is, we have a view of the Channel and up the Derwent, and we developed a new hobby of watching boats come and go. Well, as hobbies go, that wasn't very interactive, so we jumped in the deep end as it were, and bought one! Whilst some friends thought we were crazy, others encouraged us noisily from the sidelines – we'd never owned a boat, and had never sailed one. Complete novices, we'd bought a 39' Jeanneau, renamed her Gypsea as a nod to our travelling years, and have spent the last year learning the sheets. See! – a year ago I'd have called them ropes!! We hope we're now at a stage when other sailors may come within Cooe of us, and look forward to joining in adventures, on and off the waves.

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## Anniversary dinner – Mark Stephenson

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After receiving quite an amount of positive feedback, it seems that members and guests enjoyed themselves quite well on the 28<sup>th</sup> August - an evening of colour at the RYCT. The stand up drinks and south Asian nibbles were a good starter for the evening, time for checking out who had crafted together their colourful attire and allowing catch ups and chats. Moving to the Dining Room and then having the Bollywood Dancers dazzle us with colour, movement and music, then for diners to be asked to join in, with the difficult “change the light bulb” dance move, while seated, was really something. The dancers asked for our participation and were surprised how much participation they received. So many whistles, yahoos and cheers. Best ever we were told!

The Indian buffet looked good, was plentiful and tasted almost like we were in India eating street food at a road side stall. Apple strudel and sticky date pudding followed and whilst not of Indian origin, we noted their origins were far away, from places we currently can't go to, so can't experience the variety of flavours and cultures we often did in the past when travel abroad was easy.

Veem and Shanti Adhikari changed into their Nepalese national costumes and performed 3 delightful Nepalese dances, about love, about boy meets girl, about girl who is not allowed to meet boy, about unrequited love, about village life regarding young love. Yes, beautiful performances from a loving couple who looked so comfortable dancing together.

When the Commodore, the Vice Commodore and the Editor moved onto the dance floor and joined the dance troupe, it all became a bit of fun with the boys wooing the girls.

The formal part of the evening announced the Cruise of the Year Award, presented to Scott and Rachel Poulter onboard Gradiva for their circumnavigation of Tasmania from the Tamar River via South Australia, Port Davey, Queensland, New Caledonia, Lakes Entrance and back to the Tamar River. The Donald Sutherland Memorial Navigation Rally award was presented to Marion and Derek Stoneman onboard Ariadnes Clewe. The Commodore's Cup (of coffee) Award was announced, Commodore Val received the lanyard with shackles for her efforts in joining a yacht - with crew - and sailing to Lord Howe Island. Primarily awarded to Val as she is a solo sailor and had joined the cruise without tension, mutiny, death or even a TV mini-series being filmed.

As the arranger of the evening I was very pleased that 75 members and guests were encouraged to come along for the night knowing it was going to be very different to previous Anniversary Dinners. I felt the chance to dress up a bit and relax and be entertained at a quality venue was going to be worth it. Judging by responses, it was a winner !!!



## **An Act of Kindness – Richard Taylor**

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Our annual Donald Sutherland memorial navigational trial was recently held with more than 20+ skippers and budding navigators all using their local knowledge and navigational skills to take out the coveted awards.

Our vice Commodore Mark Stephenson successfully negotiated with local merchants some very generous prizes for the winners and runners up .

The awards were duly presented much to the envy of the remaining entrants ,all vowing to improve in next year's event , the rewards are certainly worth the effort .

The winner of the major prize discreetly approached me at our anniversary dinner and mentioned to me that he had no need for the \$500 voucher at the Oyster Cove Marina, and would I know anyone who would. He passed me an envelope with the voucher enclosed.

I was indeed humbled to accept this, he relied on my discretion in handing that voucher on.

I had knowledge of a deserving and dedicated timber boating enthusiast who had fallen on hard times, I passed on the voucher to him, from the response and the gratitude from him it was very obvious that the right choice was made.

I can report to the anonymous donor that you made a fellow boatie very happy and reassured him that this random act of kindness will never be forgotten.

Richard Taylor

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## Cruise of the year and cruising plaques

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And the Winners are:



Scott & Rachael Poulter - Cruise of the Year Award



Marion & David Stoneman - Navigation Cruise Award



Winter Forum CPR - Mark Stephenson





## INFLATABLE PFD SELF CHECK PROCEDURE

*TO BE COMPLETED EVERY ALTERNATE YEAR TO THE BI-ANNUAL SERVICE*

- Visual Check for wear and cuts on PFD Cover, Straps, Zips, Buckles, Studs, Belts and Velcro Fastenings
- Remove the CO<sub>2</sub> Cylinder, check the cylinder is not corroded and the top is intact. If corroded or the top is pierced replace the cylinder. Set aside.
- Inflate Bladder using a pump via Oral Tube (do not use your mouth). The bladder should feel firm. Test the pressure by pressing your finger into the inflated bladder. Leave overnight in constant temp. If pressure drops send to Life Jacket Servicing for professional attention. Do not attempt to repair the Bladder.
- Fully deflate the PFD Bladder by inverting the black cap from the oral tube and pressing down on the valve at the top of the tube while pressing down on the Bladder.
- If the PFD has an Auto Firing Mechanism, check that the tab on the Mechanism is still green. If the bottom tab is red replace the Auto Activator cartridge.
- Replace the CO<sub>2</sub> cylinder and screw in firmly.
- Now check the following: Whistle, Green Clip or tab on the Firing Mechanism, Auto Activator expiry date, Reflective Tape is intact, Light expiry date.
- Record the Self Check date on the Service Grid inside the PFD with indelible ink as SC-MMYY.
- Repack the Jacket using the instructions on the PFD Cover or other suitable instructions from relevant website or YouTube.
- Ensure that the Inflation Toggle is accessible and unlikely to be caught when being worn.
- Remember to rinse or wash your jacket in warm soapy water after exposure to sea water. If the jacket is an Auto Activation PFD remove the Auto Activation cartridge first.
- Do not store the jacket wet.
- If you need any of the parts identified above, check with your local marine retailer or chandler.

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phone: 0450649434

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**Quiz**

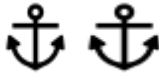
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1. A vessel's propellers became fouled with a fishing net at sea. After clearing it, when she got underway the master could hear a chattering sound. This may be due to:
  - a) A damaged cutlass bearing
  - b) Chipped blade
  - c) Bent blade
  - d) Bent rudder post
  
2. A submarine cable fouled in a vessel's anchor may be freed by
  - I. Cutting it
  - II. Steaming up and down
  - III. Steaming in a circle
  - IV. Sacrificing the anchor
  - V.
  
3. The buoyage system in Australia is:
  - a) IALA system A
  - b) IALA system B
  - c) Pre-IALA system
  - d) None of the above
  
4. To join two ropes of unequal thickness, the knot that should be use is:
  - a) Sheep shank
  - b) Reef knot
  - c) Bow line
  - d) Double sheet bend
  
5. A vessel's draft (draught) is:
  - a) Her loading capacity
  - b) Her trim
  - c) The vertical distance from keel to waterline
  - d) Her freeboard
  
6. In relation to varnishing, which of the following statement is correct:
  - a) Do not seal the end grains and edges of plywood prior to varnishing

- b) Do not wash the surface prior to varnishing
- c) Dilute the first coat with thinners
- d) It is best to coat fresh wood in rising temperatures

Answers on page 39



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## Water Contamination in Diesel Fuel Systems –Tony Peach

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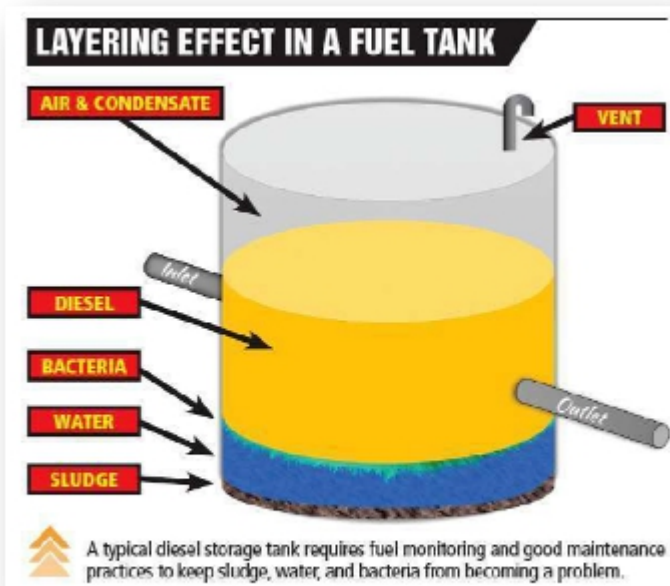
Have you ever experienced water entering your fuel tanks and subsequent damage to your engine injectors? How did that water arrive in the tank? Many are quick to jump to the conclusion that the fuel was contaminated during the filling process. This is always possible, as the fuel arrives in bulk tanker ships from the mainland then stored in large tanks that are subject to the local weather conditions, then transferred to road freight tankers, then decanted from the road tanker to the holding tank adjacent to the marine fill pump. At each transfer or hold tank the possibility of water ingress by low diligence, rain or condensation could occur. However, now it has arrived into the tanking aboard your vessel, and you have securely tightened the fill cap, can you now relax? No, there now exists the possibility of entry of sea water, rainwater, and condensation.

The sea and rainwater entry can occur via the “securely tightened” fill cap. The majority of fill caps aboard boats sit on horizontal surfaces. Some up-market power boats have the fill cap located on an inclined surface enabling rain or sea to run away from the fill area. The horizontal surface mounts still pose a possible problem, especially if the seal ring or gasket has perished. Ultraviolet light is very aggressive on elastomers (rubber, cork, etcetera). It would be highly recommended to replace these gaskets/seals every two to three years in the tropics and the same in Tasmanian waters as we experience similar durations of ultraviolet light.

To assist with the tightening of the filler cap it is prudent to lubricate the gasket. A caution, unless you are certain that the gasket is neoprene or silicone, do not use mineral oil or Vaseline as this can cause degradation of the gasket. Use a lubricant such as silicone grease or a proprietary rubber grease.

Well, now the gaskets/seals have been replaced can you relax? Not really. Every diesel engine, including the more modern "common rail" injection systems, have an excess fuel return to tank line. Because the fuel travels from the injectors which are mounted on the engine block, the injectors acquire the engine's convected and radiated heat and that in turn is transferred to the fuel that is circulating. The heat is transferred back to the fuel tank(s) and gradually heats all the fuel in the tank. At the end of your day of cruising, and with the diesel engine placed at rest, the warmed diesel in the fuel tank(s) returns gradually to the ambient surrounding air temperature. During this cooling process, the

diesel fuel contracts and this reduction in volume will draw air into the tank via the breather. If the air is moist (high humidity in the tropics for example) the air will condense on the exposed internal surfaces of the tank and form water droplets.



This water will now gravitate to the bottom of the tank because fuel is less dense than water. You have all seen how oil floats on the surface of any water.

Water in diesel fuel is a serious problem that should be addressed immediately. The high-pressure pump that supplies the injectors employs very precise and low clearance

dimensional tolerances. Any contaminant, especially water, can cause catastrophic damage.

Water present in your fuel tank is harmful as it destroys the lubrication properties of fuel and can quickly scour or blow injector tips/pumps or, if droplets are present after engine shut-down, can corrode the injector galleries. Bacteria and fungus breed in water, which over time can produce acids that affect fuel quality, plug filters and if your tank(s) are constructed of steel and not correctly painted internally can cause them to corrode.

If there is a "striping" valve or stop cock at the bottom of your tank, a monthly check by drawing some fuel into a clear glass container is a good practice. Leave the contents of the glass container in a dark location for 24 hours to "settle". If after inspection there is a narrow dark line between the water and the diesel, this is an indication that microorganisms have started to grow. Now, is it time to add a biocide to your fuel tanks?

Be careful.

There are:

- Fuel stabilizers
- Cetane boosters
- Fuel injector detergents
- Corrosion inhibitors
- Anti-gel additives

If you select the incorrect additive, you may not actually eliminate any biocide that has been occurring. Even if you do select an appropriate "additive", you should ask yourself what happens to the product of the chemical reaction? Is it deposited to the bottom of the fuel tanks? Does it homogenise with the remainder of the fuel in the tank? If it does homogenise, are the lubricating properties necessary to operate the high-pressure pump compromised?

I offer no comment here, either for or against additives, other than to advise that I have observed that ten (10) micron primary filters reach their undesirable differential pressure (plug rating) in about one third (1/3) of the normal operating time when additives are in the fuel.

### **CONCLUSION**

If you anticipate having to re-fuel from suspect supplies (say small islands in the Pacific) then a fuel polishing system is advisable or an in-line disposable fuel/water separator between the re-fuel supply hose and your deck fill point.

Generally, most marine based pumps within Australia provide good quality fuel with sufficient lubricating properties to keep engines operating satisfactorily.

Regular stripping of a small quantity of fuel from your fuel tank low point and subsequent inspection is the least expensive option.





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**46<sup>th</sup> AGM of CYCT held at RYCT on Tues 7<sup>th</sup> September 2021**

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**1. Opening**

The Commodore Val Nicholls opened the meeting at 7:30 pm

**2. Attendance**

Members asked to register their attendance on the sheet provided for the Club records and check in via CheckInTas for Covid compliance.

There were 61 members in attendance plus four guests: Jay Lawrey, Helen DeGaris, Carlos Plottier, M. Vaughan.

**3. Apologies**

There were 17 apologies: Ian Johnston, Russell Wither, Wendy Le Cornu, Josephine Jaworsky, Tolly Jaworsky; Andrew Boon, Judy Boon, Brendan Boon, Rupert McClaren, Tanya Ronaldson, Trevor Thrale, Bronwen Eberhard, Stefan Eberhard, David Jones, Chris Heath, Alex Hirsch, Stan Pickering

**4. Minutes of the previous AGM held on 1 September 2020**

***Motion* - The minutes of the previous Annual General Meeting held on 1 September 2020, as published in the *Albatross*, be signed as a true and accurate record of the meeting.**

***Proposer:*** Richard Taylor

***Secunder:*** Paul Kerrison

***Carried***

**5. Business arising from those Minutes (if any)**

There was no business arising from the minutes.

**6. Treasurer's Report and Auditor's Report for financial year 2020-21**

The Treasurer reported that a copy of the Auditors Report, Profit and Loss Statement and Balance Sheet will be made available on the Clubs website.

That this financial year, the Club recorded a loss of \$3313.91 compared to the previous year profit of \$4053.62. This was predominantly due to the previous committee's decision to reduce the annual membership fee by 50% (to \$55.00) due to the enforced Covid 19 lockdowns. The Club should return to profit next year because the membership fees have been restored to \$110.00 for 2021-2022.

Advised of a few changes to the financial management during the year including:

- Introduction of CBA's CommBiz electronic banking platform, replacing Netbank. This was done to allow payments to be authorised from separate locations (eg one in Bicheno, one in Hobart). Previously, Netbank required both authorisers to be physically present at one computer to authorise.
- A new Expense Claim Form so that member expenses were recorded more clearly.
- Changes to entering transactions into MYOB as "bulk" transactions instead of each payment being recorded individually, saving time and reducing input and keying errors.

Advised that an ongoing review of the accounting system had identified more modern methods for account reconciliation (including bank data feed and automation of transaction allocation).

## 7. Appointment of Auditor

*Motion* – That the club's current Auditor Max Peck and Associates be re-appointed for the financial year 2021-22.

*Proposer:* Paul Peacock

*Seconder:* Erika Shankley

*Carried*

## 8. Commodore's Report

The Commodore thanked the current committee members for their commitment, contribution, time and effort at keeping the club running.

Thanked Erika Shankley and Tracey Taylor for their moderation of the Club's Facebook page.

Presented Elizabeth Helm with flowers for her years of quiet service as Quartermaster with Ottmar Helm acknowledged for his supporting role.

Advised that research and consultation had been ongoing since May into a simplification of the accounting system and the Committee had decided to move to Zero with the support of Joss Fenton and his accounting firm.

Reported that depending on whether a Treasurer can be found paying for outsourcing of the accounting at a fee will be necessary.

Advised that David Mitchell will leave the Committee as Membership Officer and Paul and Allison Peacock as Treasurer and Secretary.

## 9. Presentation of Awards

Nomination of Life membership proposed by Erika Shankley.

*Motion* - that Paul and Rosemary Kerrison be granted joint life membership.

*Proposer:* Erika Shankley*Secunder:* Sue Powell*Carried*

Paul and Rosemary were presented with their life membership badges and certificates.

#### 10. Election of Office Bearers

Committee positions were declared vacant at the meeting and re-filled by election:

<b>Position</b>	<b>Name</b>	<b>Clarification</b>
Commodore	Val Nicholls	Re-elected
Vice Commodore	Mark Stephenson	Re-elected
Rear Commodore	David Bowker	Re-elected
Treasurer	Jean-Pierre Corgnet	Elected
Secretary	Rachel Poulter	Elected
Membership Officer	Scott Poulter	Elected
Webmaster	Paul Kerrison	Re-elected
Editor	Julie McDonald	Re-elected
Warden	David Mitchell	Elected
Committee Member No.1	Ian Barwick	Re-elected
Committee Member No.2	Andrew Perkins	Re-elected
Quartermaster	Elizabeth Helm	Re-elected

#### 11. Any Other Business

No other business

#### 12. Close

The meeting closed at 8:10 pm.

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## General Meeting Minutes, Tues 7<sup>th</sup> September 2021

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### 1. Opening

Commodore Val Nicholls opened and chaired the meeting at 8:10 pm

### 2. Rear Commodore

The Commodore introduced Guest Speaker Jay Lawry.

Topic: *Cairns to Hobart: turn right or left for the Australian Wooden Boat Festival?*

- thank Guest Speaker and present plaque
- announced Matt Wardell will be the Guest Speaker next month he will talk about the Port Esperance Sailing Club rebuild.

### 3. Secretary

*Attendees and Apologies*

Reminded people to sign the attendance sheet.

There were 61 Club members in attendance plus four guests and 17 apologies.

*Minutes of the last General Meeting (3 August 2021)*

Confirmed and signed as a true and accurate record of the meeting.

***Motion - The minutes of the previous General Meeting held on 3 August 2021, as published in the Albatross, be signed as a true and accurate record of the meeting***

***Proposed: David Graney***

***Secunder: Lyn Peach***

***Carried***

*Business arising from the Minutes*

There was no business arising from the minutes

### 4. Membership Officer

Membership Officer David Mitchell advised that the following people were new members: Tanya Ronaldson and Trevor Thrale; James Burbury; Callum and Alexandra Macaskill; Philip and Mary Tomney; Alex Hirsch and Steve Tripkovic; Kelly and Mark Woodward; Andrew and Cathy Fyfe

The following members were in attendance to receive their Burgee from the Commodore Val Nicholls and new Membership Officer Scott Poulter: Kelly and Mark Woodward; Andrew and Kathy Fyfe; Phil and Mary Tomney.

## 5. Vice Commodore

Report from Mark Stephenson

### What happened during the month of August:

- Anniversary Dinner (28 August RYCT Bruni Room)

### What is coming up:

- 11 September Maritime Market Place
- 18 September Adventure Bay the Cruise Contact will be Tracy Taylor
- 2 October Combined Clubs Opening Day Rally in Sullivans Cove, further details will be available closer to the date
- 2021/22 Cruising Calendar asked for further volunteers to be Cruise Contacts for scheduled events on the Cruising Calendar

## 6. Commodore

Report from Val Nicholls

### What is coming up:

- *Winter Forum*
  - o 9 September Winter Forum: Cardiopulmonary Resuscitation Course. Sixteen people have enrolled

### General business:

- Women on Boats - Sue Powell spoke about the success of Women on Boats particularly over the winter months. Thanked Bev Hitchens for her talk in August about *All things Ropye*. Announced the next speaker will be Val Nicholls about *Taking the Pain out of Berthing*. New female members to the club will welcomed to Women on Boats by Kelly Woodward
- Reminded that the deadline for submissions to the October *Albatross* is 11 September 2021

## 7. Other Business

Richard Taylor talked about the difficulty in attracting committee members. Mentioned that several Committee Members were traveling long distances to attend meetings.

*Motion* - Committee members who travel more than 50km be reimbursed for their out of pocket expenses

*Proposer:* Richard Taylor      *Seconder:* Allison Peacock      *Carried*

It was suggested by a member that Zoom be used so committee members do not have to travel all the time.

**8. Next Meeting**

Tuesday 5 October 2021 commencing 7:30pm at the RYCT

**9. Close**

Invited members to socialise downstairs at the bar

Meeting closed at 9:02pm

**Quiz Answers : 1 a), 2 a), 3 a), 4 d), 5 c), 6 c)**

Questions and answers take from *The Australian Boating Manual* (third edition) by Captain Dick Gandy

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***Members' Buy and Sell***

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*Club members may advertise marine items free of charge in Buy and Sell. Contact the Editor.*



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