

# Albatross

Volume 48 No 5 June 2022



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

**PO Box 605 Sandy Bay TAS 7006**  
**cyct.org.au**

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**Life Members**

Erika Shankley, Dave Davey, Chris Creese, Andrew Boon, Kim Brewer, Paul & 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**) 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 16<sup>th</sup> (there is no *Albatross* in January)

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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 newsletter) 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.**

**Editorial – Julie Macdonald**



What marine VHF channel is reserved for ship to ship general communications?

For how long should an EPIRB operate once switched on?

When would you use the urgency signal and what words would you use?

If these questions have you scratching your head and reaching for Google, it might be time to update your knowledge and enrol in a marine VHF radio course. These courses are run by various yacht clubs in Hobart and the AMC in Launceston. Courses cover the regulations governing radios and their use, correct operating

procedures, distress, urgency and safety messages, digital selective calling, EPIRBs and basic radio maintenance.

All operators of marine VHF equipment are required to possess the Short Range Operator Certificate of Proficiency (SROCP).

The radio operator's certificate gained from this course is internationally recognised and valid for life.

\*

An apology to new member Michelle Alderson. In the last Albatross I inadvertently listed her boat name as *Elysian* when it should have been *Elysium*.

\*

Note that the Club's two moorings in North Simmonds Bay were serviced in May.

\*

And the Easter Bunnies on the cover of the April issue? Liz and Lew Garnham of course!

***By and large***

*For the most part or on the whole.*

*By and large is a nautical term from the late 17th century, which stems from the practice of sailing by (which means close to the line of the wind) or sailing large (which means with the wind on the quarter). These sailing techniques were sufficient to keep the ship heading in approximately the right direction, but they were not very accurate.*

[https://www.grammar-monster.com/sayings\\_proverbs/by\\_and\\_large.htm](https://www.grammar-monster.com/sayings_proverbs/by_and_large.htm)

<b>CYCT CALENDAR</b> .... Check the website for more details	
<b><u>June</u></b>	
Tues 7 <sup>th</sup>	4.30 Committee meeting, 7.30 General meeting
Sat 11 <sup>th</sup>	June long weekend in the Huon Valley
Thu 16 <sup>th</sup>	Forum. Main engine, fuel and lubricant filter replacement
Sat 18 <sup>th</sup>	Dark MoFO in Constitution Dock
Mon 20 <sup>th</sup>	WoB meeting
<b><u>July</u></b>	
Tue 5 <sup>th</sup>	4.30 Committee meeting, 7.30 General meeting
Sat 16 <sup>th</sup>	Winter cruise, Barnes Bay
Mon 18 <sup>th</sup>	WoB meeting
Thu 21 <sup>st</sup>	Forum. Topic to be advised
Sat 30 <sup>th</sup>	WoB Christmas in July
<b><u>August</u></b>	
Tue 2 <sup>nd</sup>	4.30 Committee meeting, 7.30 General meeting
Mon 15 <sup>th</sup>	WoB meeting
Sat 27 <sup>th</sup>	47 <sup>th</sup> Anniversary dinner
<b><u>September</u></b>	
Tues 6 <sup>th</sup>	4.30 Committee meeting, 7.30, AGM, 8.00 General meeting
Mon 19 <sup>th</sup>	WoB meeting

## Commodore's report – Val Nicholls



I have been thinking a lot about marine debris lately. In the pack up of the CYCT Clean Up Australia cruise, there was much talk about a marked reduction in the amount of large litter items compared to that of the previous year. In contrast, sombre reflections were shared about the amount of scraps of synthetic rope washing up on the sand and settling between rocks; filaments perfectly sized to fill the gullets, stomachs and airways of marine life. Earlier this year I had the pleasure of sailing with friends to Lord Howe Island. Many will know of the tranquil beauty of this stunning volcanic remnant. However, one of my

strongest memories of this NSW paradise was a visit to its museum. I confess to being very surprised and impressed by the calibre of the collection and interpretative materials. An image that has stayed with me, was that of a dead sea bird with its gullet and abdomen split open to reveal a space literally stuffed full of a smorgasbord of macro and micro plastics. Who didn't weep to see it? What could one do? I learnt that in 2012 this small community formed a volunteer citizen scientist project to monitor beach plastic in a systematic and coordinated way. The project continues to this day. Plastics from the beaches and the islands are regularly collected and categorised in line with a consistent and standardised methodology. This data is uploaded to the national Australian Marine Debris Initiative, Tangaroa Blue. Started in 2004 Tangaroa Blue has more than 7 million pieces of data, inputted into the Australian Marine Debris Database to create a comprehensive overview of what quantities and types of marine debris are impacting on beaches around the country. Lord Howe Islanders have been part of this knowledge growth and solution finding.

As fate sometimes has it, as I was learning about Tangaroa Blue, and pondering on personal responsibility, I heard that the Tasmanian Alliance for Marine Protection (TAMP) has just launched an innovative and eye-catching sticker for boat, bag, car or bar, to both draw attention to the issue of marine debris and to remind us of what, many would say, is a civic responsibility to report. It may not seem much, but as the song says: "From little things, big things grow."

As a closing thought, and in similar vein, should you find yourself groaning about the chill factor, and disinclination to go out for a sail, spare a thought for Lisa Blair as she completes her solo circumnavigation of Antarctica. Check out her blog; it makes the Channel seem tropical. Throughout her great adventure and to fulfil her role as Citizen Scientist for Southern Cross University, Lisa collected ocean samples for later analysis and what they might reveal about the prevalence and impact of micro plastics on marine health.

*"I hope that someday we will find evidence that there is intelligent life among humans on this planet"*

Sylvia Earle, Oceanographer



See you on the water!

## Vice Commodore's report – Mark Stephenson



Writing today, with only a few days to go before the Donald Sutherland Memorial Navigation Rally, there were 12 boats set to compete for some great prizes from our sponsors T42, Muirs, Peter Johnson's Chandlery, Stoneman's Garden Centre and Oyster Cove Marina. These sponsors all seemed to jump at the chance of providing prizes and I thank them for their interest in the Club and hope our members will respond by using their services.

The June long weekend cruise to the Huon Valley is about to happen. There will be three really interesting events showcasing traditional wooden boat building activities and a chance to have a good look around the Wooden Boat Centre to see how progress is being made on their work in hand. Not to mention the wonderful aroma of the wood shavings! The booking deadline is 7 days before so the caterers can start their work. Remember that if the weather isn't so inviting for a sea trip it's not that far to drive there and back. Or invite yourself onto a friend's boat and camp out in the saloon.

The next weekend brings Dark MoFO to the Hobart waterfront, a midwinter cruise is set for 16<sup>th</sup> July and the Anniversary Dinner 27<sup>th</sup> August. Details will be available soon for these memorable events so ensure you put the dates in your diary now.

You'll see that nominations for Cruising Plaques and the Cruise of the Year Award are being sought. I know of a few boats which would qualify, and I am sure there would be more I don't know about. Check out the requirements and submit a nomination for consideration.

I intend to put my hand up at the Annual General Meeting in early September for another year in this role. Will you be putting your hand up for a position on the Committee? There is a lot of pride and pleasure working as a team running the Club and I encourage everyone to think hard about how you could contribute at the Committee level. Please consider. Elections are at the AGM early September.

MAST has advised that the Bridgewater bridge is back in operation again. Don't think I would want to be the first one heading up the river to find it has broken down again then disrupting the trip back down the river! Good to know that a trip up the Derwent is again an option for local cruising.

Fair winds

**DATE FOR YOUR  
DIARY**

**Saturday 27<sup>th</sup>  
August  
for the  
47<sup>th</sup> Annual  
CYCT dinner**



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## Rear Commodore's report – David Bowker

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I hope you enjoyed our speaker in May. I certainly learnt an enormous amount about cruising amongst coral and there were lessons there for me which I would probably have learnt the hard way without Scott's experience.

This month, the speaker will be Barry McCann, who manages Tas Maritime Radio.

### Tas Maritime radio: What's it all about?

Tas Maritime Radio (TMR) provides a very valuable service to the cruising community and all shipping around Tasmania. Barry's talk will cover a brief history of how it came about and the various phases it has been through. Then he will explain to you why you should join TMR and maybe become a volunteer and help provide the service.

There will also be some technical talk on the TMR's coverage and the services they offer. Finally, there will be an opportunity to ask Barry questions and if he doesn't know the answer, nobody does.

Mark the July meeting in your diary because photographer Richard Bennett is coming and you won't want to miss his presentation.

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 600pm.

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## Membership Officer's report – Scott Poulter

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It was great to see our new members attending the general meeting and participating in club activities. I encourage everyone to take the time to introduce yourself and have a chat. I really enjoy meeting people, understanding their experience, listening to their stories and sharing mine. While it does require a little bit of effort, this is one of the fundamental benefits of being actively involved in a club like the CYCT.

I would like to take this opportunity to give an early reminder that **membership fees** for the coming year become due on the 1st of July. Keep an eye out for the club email with the details! It will make the Treasurer's and my job easier by paying these as soon as possible after this date. Also, please remember to use your surname and initials as the reference.

There were no new applications or provisional members at the time of preparing the report.

### APPLICATIONS FOR MEMBERSHIP & PROVISIONAL MEMBERS

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.

### 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.

**Michelle Alderson** *Elysium*

#### *New membership directory from November 2021*

<i>Sant'ana</i>	Mick Hawes & Julie Cassar	0409 176 148
<i>Manana</i>	Brett & Elizabeth Harrison	0408 178 640
<i>Exodus</i>	Andrew & Gail Blakney	0400 711 812
<i>Katherine Scarlett</i>	Marshall & Trish Kimber	0415 902 453
<i>MV Southern Explorer</i>	Rick & Lesley Allen	0419 304 500
<i>Andromeda</i>	Dennis Pashen, Victoria & Dan Sheedy	0418 771 441
<i>Kapala 5</i>	Will, Felicity, Hugo & Jack Allison	0419 366 885
<i>Stardust</i>	Blair Bryant	0488 701 000
<i>Giovanna</i>	Kevin & Sharon Donovan	0429 053 846
<i>Red Rackham</i>	Tim & Fiona Hopkins	0422 263 096
<i>Elysium</i>	Michelle Alderson	0417 717 763

### Introducing Michelle Alderson

My name is Michelle Alderson, New Zealand born but raised in Papua New Guinea.

As a family, we spent every Sunday either racing on my parents' Fireball or cruising on our Red Jacket. I have no idea how all four of us fitted as we are all tall and it is a little yacht. Our sailing grounds were firstly: the beautiful area around Madang with its black and white sand beaches with overhanging palm trees then Lae and Port Moresby, as we moved around a lot.

We left PNG in 1979 and I didn't sail much until I moved to Tannum Sands up near Gladstone where I ran a small catamaran hire business.

My next base was Brisbane and I made some friends in Manly and joined the WAGS (Wednesday Afternoon Go Sailing) races, sailing a Jeanneau 45 Sun Odyssey. When the owner said I could take the boat out any time I liked by myself, I thought it was about time I purchased my own.

Two years later, I purchased *Elysium*. A 1999 42ft centre cockpit Jeanneau Sun Odyssey. We have had an amazing adventure together so far. I left Brisbane in 2018 to begin four years full time cruising, visiting every place between Brisbane and Hinchinbrook Island. So many friends were made, experiences had and my crew member Gypsy the Jack Russell joined me at Christmas 2019. She is an absolute joy to have on board.

From Hinchinbrook Island, I sailed south back to one of my favourite places, Maryborough, to prep for the journey south to Hobart. Gypsy and I left on November the 4<sup>th</sup> and due to Covid restrictions, did not touch land until I got to Flinders Island where I cleared in. It was an interesting sail. At one point I was surfing down a wave at 15 knots!! My usual cruising speed is 6 to 8 knots. I arrived in Hobart on the 5<sup>th</sup> of December last year quite exhausted from the trip and felt like I had returned home.

My plan is to stay for a couple of years exploring what Tasmania has to offer and sail this wonderful coastline.

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## Women on Boats – Sue Powell

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The Month of May is usually a time for celebrations in the northern hemisphere but down south it heralds the onset of winter so no celebrations for WoBs this month.

Our April meeting clashed with Easter Monday and the RYCT was closed, so we organised an impromptu meeting before Easter (sadly with no guest speaker), but we did get the details for the Sail Away crews sorted.

Mother Nature reigned supreme for the May Sail Away event. The cancellation call out was regrettable, but with an East Coast low predicted and severe weather warnings issued it was the prudent thing to do.

At the May meeting the ladies made it quite clear they did not want to miss an opportunity for a Sail Away so we are hoping to gather for a Christmas in July event on 30<sup>th</sup> July. Details to be advised on the web page. (Sorry for any confusion, as indicated by Mark's email it would be May 28/29<sup>th</sup> but we did not have enough skippers for that date).

Our guest speaker this month was Barbara Frankel of Australis Knots. She has worked with the CSIRO Antarctic Division for 24 years and her story was both fascinating and informative. The evening became a hands-on



Rope making with Barbara Frankel



experience learning how to make rope for the knot work. The historical rope machine was a work of art in itself made from rare Tasmanian woods and fun to use.

We look forward to future workshops with Barbara.

Our next meeting is scheduled for June 20<sup>th</sup> and the evening will be co-ordinated by Val (our beloved Commodore) in my absence and the topic will be Lists.

I look forward to our July meeting when both Bev and I will be back on deck.



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## Documenting WoB: A call for assistance

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A plan to document the Women on Boats history as well as its current and projected topics and activities is in early stages of development.

A proposed data base will include information such as:

- Date and venue of sessions
- Details of topics and presenters
- Numbers of attendees
- On-water activities



© Can Stock Photo

Hopefully this will make record keeping easier for the Co-ordinators.

We hope to get this completed prior to the AGM September 2022. Please get in touch with Christine Barwick at [chris.barwick@bigpond.com](mailto:chris.barwick@bigpond.com) if you have any relevant information or documents. Comments, questions and offers of assistance are invited and welcomed!

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## MAST Small Project Fund

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Do you have a small project in mind that would enhance boating safety or convenience in an anchorage you are familiar with and you'd like MAST to pay for it? Yes? Then read on or visit the MAST website <https://mast.tas.gov.au/about/small-boating-fund> for application information and forms.

In addition to the projects funded through their Infrastructure Plan, MAST will also provide \$300 000 per annum to fund smaller projects to up to \$50 000 which the public may apply for under the Small Boating Fund (SBF) and applied criteria.

Examples of such projects include navigation aids, fendering, small walkway, single ramp overlay, re-decking a pine walkway, solar lights etc. The Small Boating Fund is an open fund all year round, with no specific end date for applications.

Through this process stakeholders may also suggest larger projects to be included in the Infrastructure Plan.

Small Project Fund application forms are available on the MAST website by clicking on the appropriate pdf file, emailing [admin@mast.tas.gov.au](mailto:admin@mast.tas.gov.au) or by phoning MAST on (03) 6235 8888. These applications can be submitted now.

A full list of projects approved for funding in the past is available on the MAST website. If you have any concerns regarding the suitability of a project please contact the Recreational Boating Team at MAST on (03) 6235 8888 or email [admin@mast.tas.gov.au](mailto:admin@mast.tas.gov.au)

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**Cruise of the Year and Cruising Plaques**


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**Cruise of the Year**

The premier cruising award of the CYCT is the Cruise of the Year award. This is a nominated award and is not necessarily awarded each year. The Cruise of the Year sub-committee has recommended the following guidelines when considering nominations for the CYCT Cruise of the Year. ***Nominations should be with the Secretary by June 30<sup>th</sup> 2022.*** The guidelines are:

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered.
2. It is not essential that an award be made in any year if no cruise is considered worthy.
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee.
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed unseaman-like.
5. The crew capability should be sufficient to undertake the cruise in a seamanlike manner but it is envisaged that providing this criterion is met then a weaker crew be more favourably considered than a stronger crew.
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc.
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member.
8. A portion of the cruise should have been taken during the current Club year which is from 1<sup>st</sup> July to 30<sup>th</sup> June.
9. The crew should (preferably) have lived on board for the period of the cruise.
10. The plaque is only awarded after the owners have submitted an article(s) for the Albatross or committed to a presentation about the cruise at a Club meeting.
11. Nominations should be sent to the Secretary. Policy approved 02/08/2017.

**CRUISING PLAQUES**

It is proposed that Cruising Plaques be awarded to Club boats doing significant cruises. The plaques will be awarded for cruises completed during each Club year namely from 1<sup>st</sup> July to 30<sup>th</sup> June. The requirements under item 4 below must be completed by 31 August of the following Club year. It would be an automatic award to those who fulfil the following criteria.

1. The boat must cruise beyond the state boundaries or circumnavigate Tasmania.
2. The plaque is only awarded when the boat returns to her home port. (Note: plaques will not be awarded for delivery voyages to Tasmania).
3. Only one plaque is awarded for any particular cruise irrespective of the length of time taken to complete the cruise or the distance sailed.
4. An article for the Albatross should be encouraged as a sequel to the award, NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared.
5. The plaques are not awarded for events organised by other clubs, nor are they awarded retrospectively. It is feasible that a boat winning the Cruise of the Year could also be eligible for a cruising plaque. Policy approved 02/11/2016.

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**Easter cruise – Sally Schofield and Paul Strong, Phase Three**


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*Port Arthur*

It was advertised as a circumnavigation of Bruny Is and the Tasman Peninsula. That sounds like fun we thought. We hadn't done an extended club cruise in a while for various reasons and were looking forward to catching up with some friends. However as the date drew closer it appeared there was little interest in the proposed cruise so we decided instead to go to Port Arthur with friends on another boat. The forecast was for a light norwesterly which sounded perfect. At Mark's suggestion we made contact with the other three registrants, whom we did not know, letting them know of our plans and inviting them to join us if they were able.



*Tasman Island*

*Red Rackham* was at Nubeena and contacted us to say they would meet us at Port Arthur. Drinks were enjoyed on *Red Rackham* with everyone getting to know each other on Thursday evening. Due to a SW change the next day (Good Friday) it was decided we would stay put and go across to Cloudy Bay the

next day. As it turned out the next day delivered a 6 m swell round the bottom of Bruny so plans changed again. We stayed a further day at Stewart's Bay before leaving for Lagoon Bay. We found plenty to do at Port Arthur. There were walks ashore, coffee enjoyed together, more drinks on board and the obligatory fire ashore.

There was a decent swell as we left the confines of the harbour on Easter Monday and turned east towards Tasman Is. We decided to go around rather than through the gap. The swell was only 2 to 3 metres on the east coast as we sailed up to Cape Huay with its iconic Totum Pole and Candlestick. The dying breeze lasted until Deep Glen Bay where we remember the survivors of the *Blythe Star* who finally got ashore here after an almost unbelievable journey that took them back and forth around the south and south east coasts. We motored up to Lagoon Bay which is private land and still owned by the original family. It is the site of a bay whaling station and a top westerly anchorage. There's a monument to the landing of Tasman further north in Tasman Bay. The next morning we said goodbye to *Red Rackham* who continued on to Wineglass Bay while *PhaseThree* completed the circumnavigation of the Peninsula. The canal was busy as we traversed into Norfolk Bay. Here we met up with friends and with a NW forecast stayed the night together at Dunbabin's Point. After a quiet night there we decided to sail over to Monk Bay the next morning to wait out the forecast for a strong SW change.

We thoroughly enjoyed our trip away. Initially we joined the CYCT to meet new people and to share our experiences and love for sailing and this trip did not disappoint. Although we have sailed around the Tasman Peninsula many times in the past we haven't done it in a while and we haven't done it in our present boat. So overall, this cruise ticked some boxes for us!



Cape Huay



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**Where is Nares Rock? And why do I need to know? Chris Palmer**

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First, we need to know which Nares Rock we are referring to - there are two in Tasmania (plus one in Queensland, but that's not our problem). There is a Nares Rock (Nares Rocks, plural, actually) which is part of Tasmania's Hunter Island Group and lies between north-west Tasmania and King Island. Its location is well known largely because it is never submerged, thus making things much easier.

The other, singular, Nares Rock is in Port Davey, situated roughly half-way between Big Caroline and the southern end of the Breaksea Islands. But there are three problems. One is that it is not named as such at its location on the chart – you have to drill down to the 'Object Information' info on the AusENC (official) chart, the second that it is always submerged and the third is that it is not where it is marked on the chart – a fact well known to regular visitors to this area who transit over its supposed location and never see their depth sounder show less than 20 metres. Which prompts the question – where is it?

In March this year, Andrew Boon, skipper and owner of *Juliet*, decided to include establishing the location of the rock on his list of things to do while visiting the Port Davey/Bathurst Harbour area. For crew, Andrew had invited Gary, a friend from Launceston, your scribe, and Chris Creese, who was to be collected at Melaleuca. The log for the first few days shows –

Day 1 – Hobart to Drip Bay, near Cygnet, where we spent time with the crew of *Sequoia* who had just returned from Melaleuca.

Day 2 – A good sail to Mouldy Hole, just south of Recherche Bay.

Day 3 – A rather lumpy passage from Mouldy Hole to New Harbour on the South Coast via a lunch stop at De Witt Island.

Day 4 – Calm and sunny passage to Spain Bay via Faults Bay and the catching of an Albacore tuna off S W Cape.

Day 5 – To Melaleuca in rather murky weather - although we were able to sail most of the length of the Bathurst Channel – to collect Chris and allow Andrew to fulfil his 'test and tag' duties at the Rangers' hut.

Day 6 – Melaleuca to Clayton's to top up with water and inspect the new long-drop installed by Parks with the aid of a small excavator brought in by helicopter. You read that right.

Day 7 – A leisurely start, motor to Bramble Cove in wet conditions.

Day 8 – Originally the plan was to head north to the Mulcahy River, but a discussion over coffee at Hobbs (Green) Island resulted in us heading south again so as not to get trapped further north with a forecast change of weather.

It was on the way back from Hobbs that we made our first attempt to locate Nares Rock. Others had indicated its rough position, and as luck would have it the weather was perfect for the exercise – no white water from wind waves, but enough swell for a break to show over the rock. So as

we approached and went past the break at a safe distance we took a series of running fixes, noting our location on the GPS and the bearing from each of them to the break. This information was shown on the chart plotter, giving us an area within which the rock existed. See Fig 1, where the triangles are the positions of the boat and the arrows the direction of the bearing.

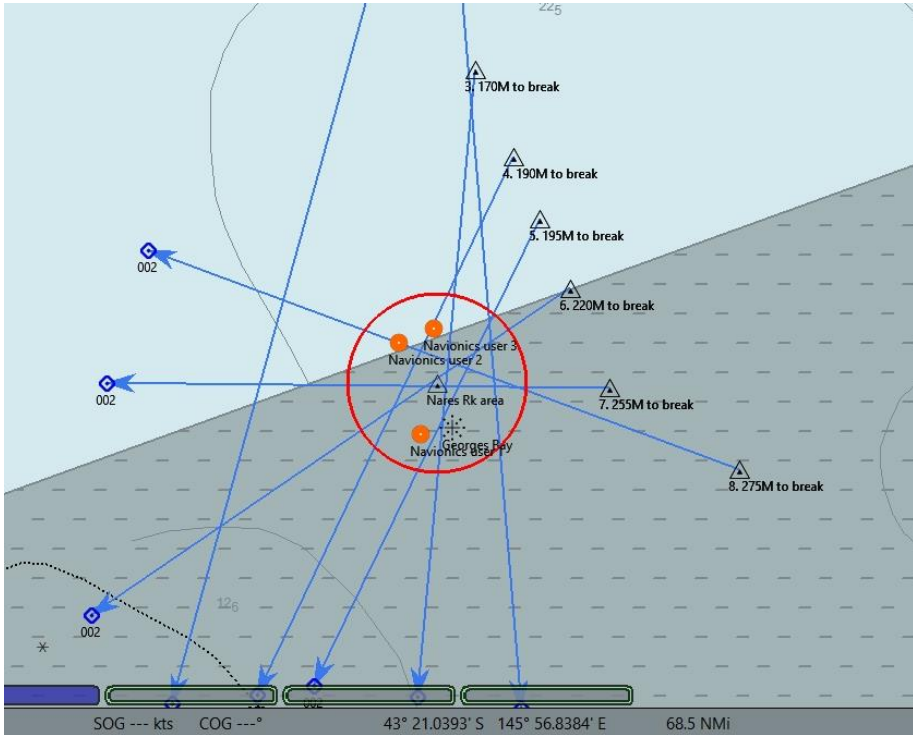


Figure 1 Running fixes

Day 9 – After a night in Hannant Inlet, we embarked upon stage two of our investigations. This involved motoring the boat directly at the breaking swell marking the rock, veering off when the complexions of the crew matched the colour of the breakers. This was done from two different directions and the boat’s course extrapolated to give another indication of the location of the rock. See Fig 2.



Albacore tuna

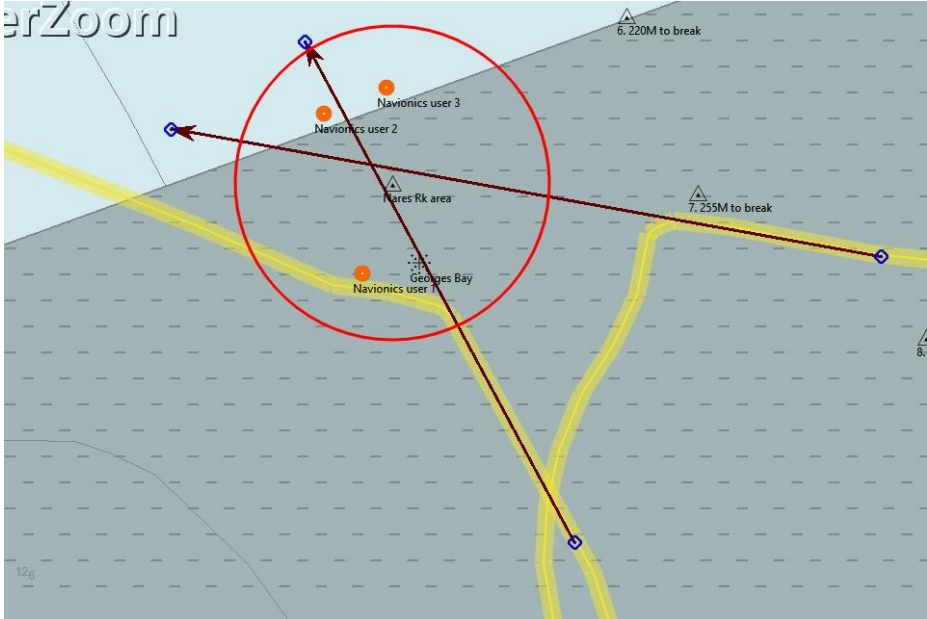


Figure 2 - Course extrapolation

It was comforting to find that this reinforced the running fix calculation, and we spent a relaxed evening in Spain Bay.

Day 10 – Dawned sunny and windless, with virtually no waves or swell. The weather gods were doing everything they could to assist our project and we were able to float directly over the rock in the dinghy, using Andrew’s cunning depth sounder/GPS combination to accurately chart location and depth as the dinghy travelled in a grid pattern. The result is shown in Fig 3.



Looking down on Claytons Corner

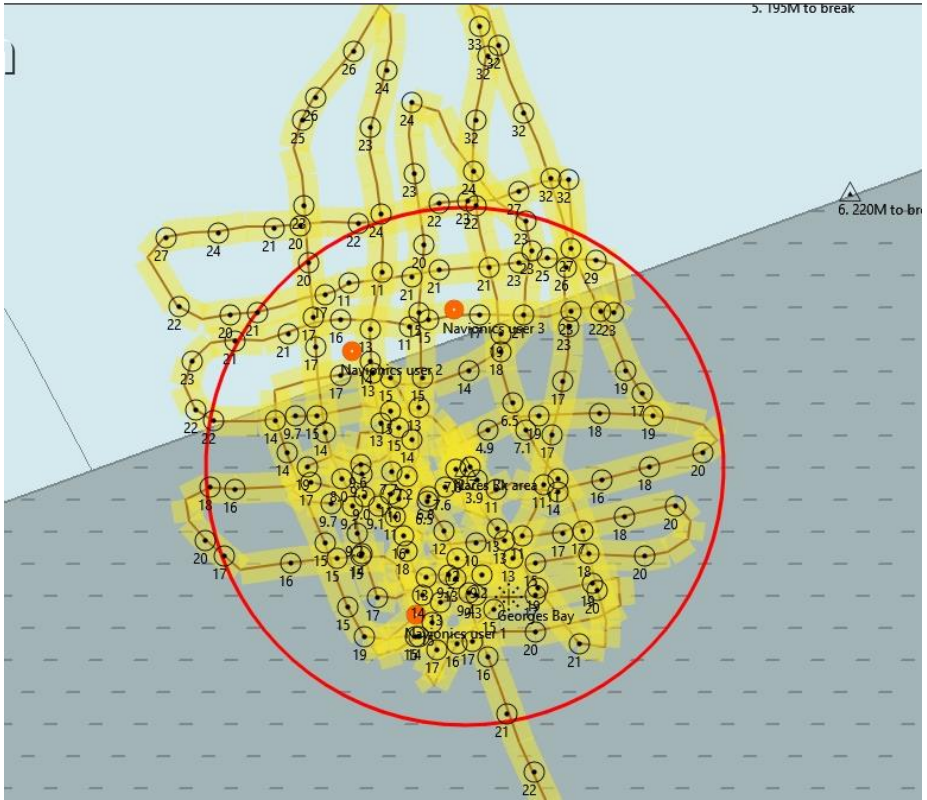


Figure 3 - Dinghy soundings

Now, sadly, it was time to leave Port Davey and make our way back East, so after investigating Faults Bay again (going ashore this time) we anchored for the night in McKays Gulch, just north of S W Cape.

Day 11 – A long day round to Recherche Bay, catching a Bluefin tuna just off S W Cape – which is proving to be a great spot to catch tuna!

Day 12 – Cool and damp, motor-sailing to Kettering where your scribe left the ship and the rest of the company had a night at the public jetty, followed by an uneventful passage to Hobart.

So, Nares Rock has been found. What’s more, the Hydrographic Office has accepted Andrew’s observations (not for the first time, by the way) and within a couple of days published a Notice to

Mariners advising everyone of the new location. Fig 4 shows how it looks on the official digital chart – the actual position is shown by the 2.7 metre depth mark in the centre of this picture, while the original position is shown as an area enclosed by a dotted line some 700-800 metres to the SW.

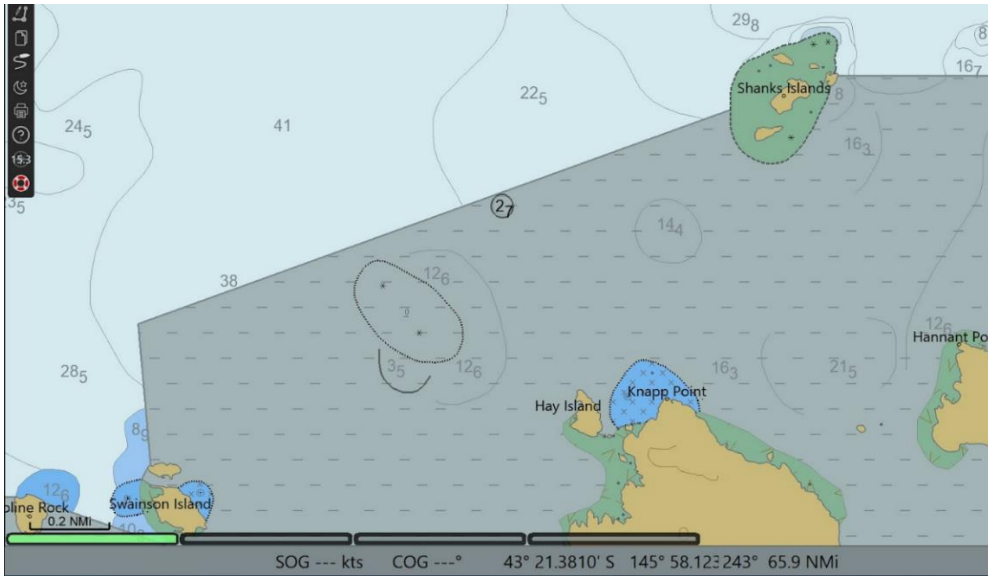
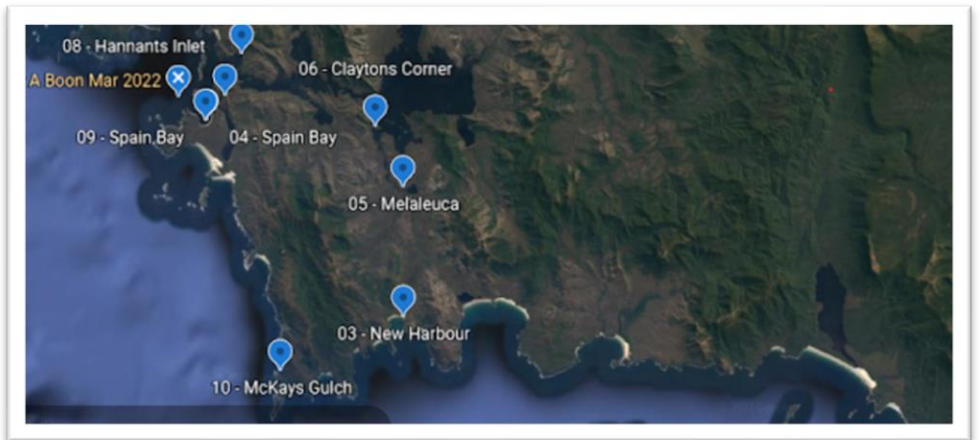


Figure 4 - Updated chart

So, if you're planning a trip to Port Davey area, make sure your chart is up to date!



The location markers show overnight anchorages



What's a **wobbler**??

This wobbler (as opposed to the fishing variety) will help you to remember your check list before leaving the marina. (Thanks to Val for this one).

**W**ater **O**il **B**ilge **B**elt **L**ines/**l**eaks **E**lectrics **R**adio

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### House rules for visiting other boats – from the CCCA magazine

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Here are some protocols for social gatherings, whether on other people's boats or a happy hour on the beach.

- Bring everything (food, drinks etc) and take everything back to your own boat when you leave.
- Prepare food on your own boat beforehand – don't expect your host to prepare it.
- Be aware of Covid restrictions.
- Plastic is preferred for cups, glasses, plates.
- Keep it simple.
- Use common sense.
- Where appropriate, let your host know when you are safely back on your own boat.



Quiz

1. Is channel 16 a working channel or a calling channel?
2. What should you do next if your distress call and message have not been acknowledged?
3. What is the definition of the urgency priority signal?
4. What should you do if you accidentally set off your EPIRB?
5. Does TasMaritime cover Macquarie Harbour?

There are no answers supplied with the two scenarios.... You decide what you and your crew would do in each situation.

Scenario 1

Heading homeward from a cruise, with a crew of three, and your boat with some rigging issues, you hear a Tas Maritime Radio call for assistance to a stranded motor boat, asking for a tow to the nearest jetty. The motor boat is not far from you and there are no other boats in sight. What do you need to consider?

Scenario 2

You are refuelling at dockside after several days cruising. It is hot and the crew is happy but weary. After a few moments of refuelling a large quantity of diesel suddenly gushes back at the operator delivering several litres over the boat and the operator, with her face and head in direct firing line. The nozzle shuts off when released in shock. What to do now? Possible causes and how to avoid in the future?

Reference – Marine VHF radio operator's handbook, AMC

Answers

1. A calling channel.
2. If no answer is received on distress channels the message should be repeated on any other available channel where attention might be attracted eg a relevant VHF marine repeater channel.
3. The urgency signal consists of the words PAN PAN and indicates that the caller has an urgent message to transmit concerning the safety of the vessel, aircraft or person.
4. The Rescue Coordination Centre should immediately be advised by phone 1800 641 792, or if at sea via a Coastal Radio Station, a Limited Coast Station or another vessel, if the owners of an EPIRB discover that it has accidentally been activated.
5. Yes  
There is no penalty for advising of accidental activation of an EPIRB.

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**Cruising South Australian waters in Storm Boy II – De and John Deegan**

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In our last article we were still undecided about continuing on to Western Australia. In the end, border COVID closures were still indefinite and we were enjoying Spencer Gulf and the Port Lincoln area so decided to take advantage of the unsung treasures of South Australia. Over the last 3 months we have had the time and ability to not only get to know a fabulous cruising ground not too far from home, but to also do some land travel. The trip from east to west in the summer is made easy with the long days and south east winds, which rarely stop. The return trip is best made from mid to late April as the high moves north but before winter sets in.

Our first port in SA was Robe, which is a tourist and fishing destination. The harbour has limited space and most berths are privately owned, so it pays to ring ahead. The entrance has one shallow spot. I did see a large trawler come to a halt and then nudge across; with our 1.5 draft it was not a problem. There are near by walks, beaches and a town that has everything you need. We will mention here that for everyone who enjoys fishing (fish, squid, and rock lobster) SA waters are abundant, and Robe, as well as most other SA harbours, has a constant flow of trailer boats and some commercial trawlers coming and going. What this means is from November through April there are fishing floats to watch for, and in some places there are many to dodge. We were very reluctant to move at night in this area to avoid a fouled prop.



*Robe, South Australia*

The next leg of the trip to Kangaroo Island was a long day at 114nm which we were able to do in daylight (just). Antechamber Bay was recommended to us but on arrival it was untenable. In the end we kept going to American Beach in rain and wind and were glad to anchor down. There was worsening weather forecast and the best anchorage was to tuck up into American River. This bay has a huge current flow and picking up a mooring is a challenge unless you can pick the brief slack water. Our wonderful SA contacts had arranged a mooring for us close to the dinghy dock and strong enough (just serviced) for our size boat. I believe moorings can be arranged through the Oyster Farm shop or the rebuilt Independence Group. The lagoon is a haven for bird watching and nature walks.

We had a week exploring various anchorages on Kangaroo Island, including the town of Kingscote and Emu Bay where dolphins come to play, before it was time to move on.



Cruising is interesting - an absolutely perfect day can occasionally turn upside down without any warning. We had flat calm conditions on a beautiful day to travel to Wedge Island, at the entrance to Spencer gulf. We arrived in time to go ashore and enjoy a snorkel. Just as we were cleaning up from dinner we noticed huge black clouds forming; checked the forecast and nothing that set off alarm bells. The radar showed a storm cell over Port Lincoln but it looked like it would miss us. Still, we prepared to go to sea. Well, 30 minutes later a 180 degree wind shift at 30+ knots put us on a lee shore, so it was time to move. We had wind, hail, thunder and lightning (I hate lightning ) but there were no safe alternatives near by so we set off east, dodging storm cells, to finally get the anchor down in Spalding Cove at 2:00am.

Locals all use a fisherman or marsh anchors but our 37 Rocna did not let us down.

Pages can and have been written on cruising Spencer Gulf, and the best information is provided through the Royal South Australian Yacht Squadron (RSAYS). We found everyone around the waterfront of Port Lincoln extremely helpful and friendly. The marina, yacht club and fishing harbour are located about 4km out of town with limited facilities. The town anchorage on the other hand is fantastic as long as the wind stays in the south. We enjoyed a month exploring the Sir Joseph Banks Group, Boston Island and Spalding Cove by walking, swimming and snorkelling. One of the highlights was swimming with the seals at Blyth Islands, with no one else around. We also took the opportunity to rent a car and drive as far west as Streaky Bay, exploring both the coast and inland..

The Adelaide Writers' Festival was about to start in early March and we decided to arrive in time to enjoy festivities. The decision to base ourselves at The Cruising Club of South Australia (CYCSA) was through two contacts, and now friends, who are members. This has to be the best club/marina almost anywhere we have travelled. It is located north of the city with a train within a 10 minute walk. The club is welcoming to not only the boating community but the entire community. There is a strong racing fleet as well as an excellent training division for young and old. All the facilities are superb. There are 2 other good options north of the city: the RSAYS marina at Port Adelaide and the North Haven marina in Outer Harbour. Our stay extended well past the Writers' Festival while we explored the area. We took the opportunity to drive inland to the Flinders Ranges and then down to Victor Harbour and The Coorong.

It was now mid April, with shorter days and lighter winds and the feeling it was time to move east. This time we enjoyed a stop in Antechamber Bay on KI. The weather was too perfect to hang about, so we had a smooth trip to Robe, where we enjoyed Easter weekend with other visiting yachts. To break the trip to Portland, Victoria, we decided to have a night in the fishing port of Port MacDonnell. We were able to pick up a mooring behind the seawall and out of the swell. A final night in South Australia was perfect if not a little close to the seawall.

*From SA, Storm Boy II cruised to Eden. -Ed*



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**2022 CYCT Donald Sutherland Memorial Navigation Rally – Marion and Derek Stoneman**

---

On a perfect still and sunny late autumn day, ten boats set off from Oyster Cove on the 2022 Navigation Rally. The course was set by Derek and Marion Stoneman of *Ariadne's Clew*, although due to engine issues they were unable to attend in their own boat. Instead, Vice Commodore Mark kindly invited them on board *Crown Venture*. Using Mark's dinghy they handed out clue booklets to participating boats and set them on their way, then ensconced themselves up on the flybridge whilst the crew below took part in the rally. This vantage point it was a delightful way to enjoy the glorious weather and to watch participants make their way around the course.

The instructions included some fairly challenging navigation tasks, questions requiring keen observation, compass bearings, depth and distance readings as well as a smattering of historical knowledge and landmark recognition. Added to this was a section for nature-lovers requiring identification of common (and not so common) birds and fishes, and anchorages from aerial views and even a not-so-popular maths challenge.



The event took around 2.5 hours for most crews to complete, with the last boat home the gaff-rigged *Heather Belle* which managed to sail the entire course despite the light winds. After quickly marking the entries and tallying the results Derek and Marion joined all the crews on board *Southern Explorer* to hand out the prizes.

First prize, a \$500 voucher from **Oyster Cove Boatyard**, went to Scott and Rachel Poulter of *Gradiva*, who won the event with an impressive 94.5 points out of a possible 102.5. *Juliet* (Andrew and Judy Boon with Margie Benjamin and Chris Palmer on board) gained second place with 87.5

points, winning a \$200 voucher from **Peter Johnson Chandlery**. Close behind with 85 points was *Trim* (Alan Braddock and Dinah Jones) who were awarded the third prize of a \$100 voucher from **Mures**. There were also two 'Encouragement Awards' offered. A \$100 voucher from **Stonemans Garden Centre** went to *Heather Belle* (Julie Porter, Charles Burns and Roger Druce for having the gumption to sail the course without motor, GPS or chart plotter, and arriving at the end before sundown. A final prize of \$50 **T42 Restaurant** voucher went to *Southern Explorer* who kindly hosted sundowners and the prize-giving.

Our grateful thanks to everyone who took part and of course to all the generous sponsors. We hope all members will support them in future.

For those who missed the event here are a few sample questions. How would you have gone?

	<b>Proceed south into Rat Bay</b>
23	What yellow road sign can you see from the water?
	<b>Come to a stop abeam of the road sign in Rat Bay</b>
24	What Point is 1.1 nm from here?
25	What is the bearing (magnetic) to Cathedral Rock?
26	Which points are on a bearing of approx. 242 true?
27	Around 3nm on a heading of 220T what activity occurs?
	<b>Proceed towards Woodcutters Point</b>
28	Woodcutters Point is so named because: A) Thomas Gunn established his first sawmill here in 1875 B) Governor Sir John Franklin ordered it to be cleared so that Lady Franklin could hold a picnic here in 1841

- C) George Augustus Robinson cut wood here in 1829 for Governor Arthur to use in the building of the new Government House.
- D) James Jordan and several woodcutters built huts here to distribute rations to the aboriginal inhabitants of Bruny Island in 1828
- E) A large stand of eucalypts was felled here for boat-building timber in 1832

Here’s the most difficult nature question. Only one team answered correctly.  
Can you identify this cute little bird?



**Answers:**

- 23: Left turn 25km/h
  - 24: Woodcutters Point
  - 25: 310 to 320 M
  - 26: Simmonds Point and Oyster Cove Point
  - 27: Vehicular Ferry crossing
  - 28: D
- Bird in photo: Red Necked Stint



Crown Venture's course

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**Great Oyster Bash, Lodge Bay 22<sup>nd</sup> May – Dinah Jones**

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Gathering ashore at 9am (low tide) the crews were quick off the mark, banging, bashing and destroying with a vengeance. The molluscs didn't stand a chance. With Callum the Wonder Dog keeping us safe from curious seals, the team crushed oysters along about 300 metres of shoreline. And picked up a couple of buckets of rubbish too.

Directly in front of the picnic area, a 10 metre wide landing strip was established, with oyster shells cleared to the side, and as many oysters as we could see being bashed and their sharp, upward poking shells scraped off. The edges of the landing strip are now delineated by 2 piles of old shells (the leads), high on the beach.

Some of the larger shells were over 20cm long, often pointing straight up, very nasty things indeed.

We found a few native oysters, *Ostrea angasi*, in amongst the Pacifics, their round, flat shape and lack of razor sharp edges differentiating them from the ferals. These were left unbashed!

There were a variety of oyster weapons deployed, from hammers and a hatchet, a hoe, rio bars and star pickets. The best ones allowed you to bash without bending and also kept your face out of the oyster splatter.

Finally the incoming tide (and worn out backs and arms) meant we had to cease operations and the crew happily retired to the picnic table for snacks, sausage rolls, snags on the barby, cake and bickies. And a few oysters Kilpatrick, as payback for all the oyster splatter we'd endured earlier. A feast as always.

A big thank you to the crews of *Juliet*, *Crown Venture*, *Gradiva*, *Absolute Waterfront* and *Trim* and *Dion* from *Tainui* who hitched a ride from Kettering to join in. It was a really worthwhile activity and we all look forward to clearing more of these feral oysters from more of our favourite onshore gathering spots.





*Boats in Alexanders Bay*



## Help rebuild the Port Esperance Sailing Club purchase a foundation building block

The construction of a new building is now underway. Currently we have funds to get a building to a basic level of occupancy, but need an additional \$250,000 to complete the fitout

### Support the rebuild by purchasing a block... or two!

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**General Meeting minutes, Tuesday 3<sup>rd</sup> May 2022**

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**1. Opening**

Commodore Val Nicholls opened and chaired the meeting at 7:30 pm

**2. Rear Commodore**

David Bowker introduced guest speaker Scott Poulter who discussed safely navigating coral reefs.

**3. Secretary**

*Attendees and Apologies*

Attendees taken from online registration.

Apologies:

Philip Bragg

Barbara Weetman

Chris Brearley

Jean-Pierre Corgnet

David Mitchel

Liz Garnham

Andrew Hudspeth

Jill MacLaurin-Hudspeth

Tolly and Josephine Jaworsky

There were 33 Club members and 5 guests in attendance.

*Minutes of the last General Meeting (5 April 2022)*

**Motion - The minutes of the previous General Meeting held on 5 April 2022, as published in the *Albatross*, be signed as a true and accurate record of the meeting**

**Proposed: Rachel Poulter    Second: David Bowker    Carried**

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

*Business arising from the Minutes*

Nil

**4. Membership Officer**

The Membership Officer, Scott Poulter, introduced new student member Michelle Alderson, who has *Elysium*, a Jeanneau 42CC

Val presented her with a new member pack and welcomed her to the club.

**5. Vice Commodore**

Report from Vice Commodore Mark Stephenson



**What's happened**

Derwent River cruise, a very calm two nights on board.

Easter cruise to Bruny and Tasman Peninsula with boats starting from various locations. Two boats made it to Maria Island while the others ended up at Southport and the Huon River.

**What's to come:**

Donald Sutherland Memorial Navigation Rally 21<sup>st</sup> May

Oyster Cleanup now at Lodge Beach 22<sup>nd</sup> May

June long weekend to Cygnet and Franklin 11 – 13<sup>th</sup> June

Dark MOFO 18<sup>th</sup> June

Winter cruise to Barnes Bay 18<sup>th</sup> July

Anniversary Dinner 27<sup>th</sup> August

We are still requesting feedback for the cruising calendar.

Finally, a reminder to let Mark know when you use the club moorings. These moorings were serviced on the 5<sup>th</sup> May 2022.

**6. Treasurer**

Reports unavailable due to technical issues

**7. Commodore**

No major issues to report.

We are still requesting ideas for the next cruising calendar.

A reminder, it is time to consider nominations for the next committee in preparation for our next AGM. The positions of Commodore; Secretary; webmaster, and 2 committee members are needed, although nominations are welcome for any position.

**Women on Boats**

Sue Powel reported on activities for the month. Unfortunately, the group has been faced with numerous unforeseen clashes, such as Easter Monday, Mother's Day and a State Election. Nevertheless, the Sail away weekend is planned to go ahead with two boats heading out sailing and another two conducting various manoeuvres in North Simmonds Bay.

**8. Other Business**

NIL

**9. Next Meeting**

June 7<sup>th</sup> at RYCT 7:30pm

David Bowker announced the speaker will be Richard Phillips discussing Cruising Asia during COVID

**10. Close**

Meeting closed at 8:50 pm

### CYCT Moorings

The CYCT owns two moorings, available for the exclusive use of CYCT and CCCA members (see CCCA MOU).

The use of a Club mooring is always at your own judgment and risk.

The CYCT accepts no liability for damage caused to vessels using the mooring or any damage caused by any failure of the mooring. You must have adequate insurance for your boat and third party liability.

#### The following are the rules for the use of CYCT club moorings:

- The Club burgee (CYCT or CCCA) must be displayed on your vessel whilst on a club mooring.
- There must be a current insurance policy in force for the vessel, including third party liability.
- Maximum stay on the mooring is 24 hours; in unusual circumstances, the Vice Commodore may approve an extended stay.
- If a boat without a CYCT or CCCA burgee has picked the mooring up, kindly ask them if they are a member. If they aren't, advise them that the mooring is private and request them to leave.
- Notwithstanding that the moorings are lifted and serviced annually, at all times the use of the moorings remains at member's own risk.
- Members are asked to email the Vice Commodore and register their use of the mooring as soon as practicable.

#### ***North Simmonds Bay, Bruny Island Number 1 - 8584.***

Mooring number 8584 at North Simmonds Bay is a yellow buoy with a pillar for the pickup rope. The depth at LMWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6 m of 2 inch chain, then 6 m of 1-1/2 inch chain then 6 m of 5/8 inch chain.

Maximum length permitted by MAST is 12.2 m.

**This mooring was last serviced on 3 May 2022**

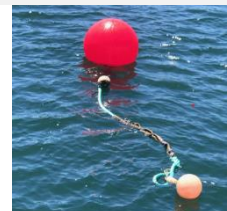


#### ***North Simmonds Bay, Bruny Island Number 2 - 7786.***

Mooring number 7786 at North Simmonds Bay is a bright red/pink (Dec. 2020) buoy tail and smaller pale pink float. The depth at LMWS is about 7.5 metres. It is located at 43° 07.481' S, 147° 21.448' E.

Maximum length permitted by MAST is 17 m.

**This mooring was last serviced on 3 May 2022.**



**Members' Buy and Sell**

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

*Contact the Editor.*



Herreshoff Bounty 65 Ketch HERITAGE

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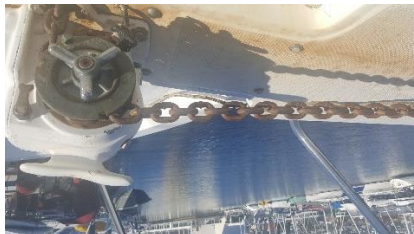
List price \$250,000 - contact David Tanner 0417  
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100 metres of 10mm galvanized chain.  
It has valiantly held a 48 foot 22 tonne motor cruiser for many years,  
but is now starting to rust and staining the deck and hull.  
So it is time to move on.

Let me know how much this solid piece of engineering is worth to you.

Contact Mark from Crown Venture on 0438 854 380



## Registered Mooring For Sale

Location Coningham Beach

Coordinates: -43 04 35.15 S, 147 16 53.16 E

Mooring No. 8941.

Registration renewal due 30 June 2022.

Approved vessel length up to 7.1m

Close to the shore and boat sheds.

Water depth on mooring ca. 3m with approx. +/- 1m normal tidal range.

Suitable for a powerboat or dinghy, in its present location it is not suitable for a keel boat with draft > 1m, however it could potentially be relocated to deeper water subject to MAST approval.

Total mooring scope is ~14m.

Anchor is a large concrete block with 4 grades of shackled chain: ~4m x 36mm chain, 3m x 24mm PWB chain, 19mm swivel, 4m x 16mm PWB chain, 3m x 13mm galvanised PWB chain, spliced rope, pickup buoy. Photos show the setup for the upper section of the scope (excluding the 36mm chain section) which was installed new in February 2016.

**For price, contact the owner.**

Stefan Eberhard

stefan@subterraneanecology.com.au

0401 436 968



**CYCT Members Buyers' Group.**

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R & J Batteries	Kayne 62722943

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*Dana features two fully equipped helm stations, at flybridge with plenty of crew/guest seating and wheelhouse. The spacious saloon is enhanced by the craftsmen timber fitout. The galley is equipped to the chef's demanding standards. Aft is the queen-sized owner's stateroom with ensuite. The outdoor deck spaces include the sheltered bridge deck and the cockpit with transom gate, boarding platform, dinghy on davits and gas BBQ. Dana is ready to cruise the coast. A home with ever-changing water views!*



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