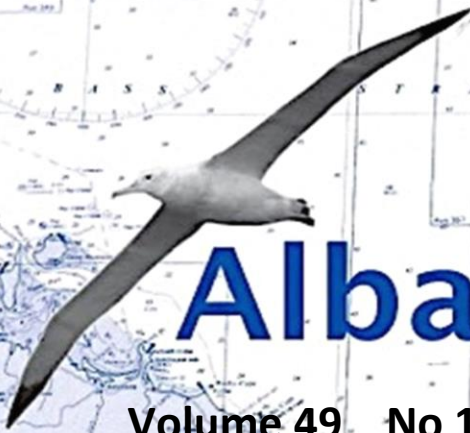




Albatross

Volume 49 No 19 September 2024



Newsletter of the
Cruising Yacht Club of Tasmania

Committee Members

Commodore		
Scott Poulter	0419 513 983	<i>Gradiva</i>
Vice Commodore		
Rick Allen	0419 304 500	<i>Southern Explorer</i>
Rear Commodore		
Bastian Siedel	0448 357 027	<i>Blue Crystal</i>
Treasurer		
Jean-Pierre Corgnat	0478 144 650	
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Chrissie Rowland	0438 266 425	<i>Ca Va & Escapade</i>
Editor Albatross		
Ian Howarth	0407 822 319	<i>Meltemi SYC</i>
Elected Member 1		
David Bowker	0418 136 493	<i>Duet</i>
Elected member 2		
Vacant		
Membership Officer		
Sue Powell	0458 089 013	<i>Yaraandoo II</i>
Webmaster		
Rob Greenwell	0448 348 395	<i>Cuvee</i>
Quartermaster/Warden		
Mark Stephenson	0438 854 380	<i>Crown Venture</i>
Immediate Past Commodore		
Val Nicholls	0404 825 310	<i>Aziza</i>

Life members

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

Guidelines for contributions to the Albatross

These guidelines are to assist members prepare articles for the Albatross. Please contact the Editor (**Ian Howarth – editor@cyct.org.au**) with any questions.

- *Submit items of less than 1600 words in Word format, with up to 5 photos. Longer stories may be serialised.*
- *Boat names should be italicised.*
- *Images: jpg format with captions - must be your own or clearly attributed. Copy deadline each month is the 18th. There is no Albatross in January.*

Cover photo: Mariners Cottage. The former meeting house of the Cruising Yacht Club of Tasmania. See inside for more details.

Pic - Ian Howarth

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CYCT Calendar – Check the website for more details

Sat, Aug 31, CYCT 49th anniversary dinner, 6.30 pm. Boathouse Restaurant, Cornelian Bay.

A welcome drink and canapes served on arrival on the mezzanine level, followed by tapas then traditional seafood paella with a Mediterranean salad all followed by a burnt Basque cheesecake. Take onboard the Spanish mood and dress up a bit for the night. Numbers are limited to 80.

Tues, Sept 3, CYCT Annual General Meeting at RYCT. Election of new committee members for the year ahead.

Tues, Sept 3 – Presentation by Rob King, Krill research Manager for the Australian Antarctic Division. Rob will present the current research on Antarctic krill and the Southern Ocean ecosystem. He will also describe some of the interesting research system capabilities of RSV Nuyina.

Tues, Sept 10, Women on Boats meeting. RYCT

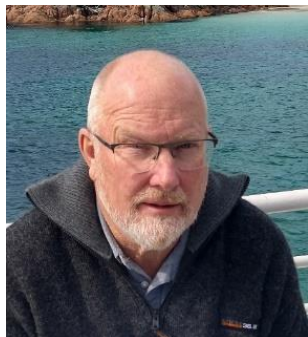
Friday September 27th till Sunday 29th Vice Commodores Cruise- 3 days in our Channel playground. Anchorages weather dependent- Randall's, Quarries, Mickies. Rick Allen to coordinate.

Tues Oct 1. CYCT general meeting. Presentation by Dorothy Darden "Cruise aboard the schooner MAPLE LEAF in Haida Gwaii, Canada. In 2003 and 2011, Dorothy Darden and her late husband, Steve, received plaques from the CYCT for their travels around the Pacific, aboard their catamaran, Adagio. Without success, they attempted to tour the Queen Charlotte Islands in Canada. Last year Dorothy and her granddaughter joined a cruise aboard the schooner MAPLE LEAF for two exciting weeks in the islands of this UNESCO World Heritage Site, Haida Gwaii, considered the "Galapagos of the north".

Where:

Royal Yacht Club of Tasmania

Editorial – Ian Howarth



The *Albatross* cover picture this month is of a 1993 painting of the Mariner's Cottage at Battery Point where the CYCT for a number of years held its monthly meetings and formed a semi-permanent club house.

Over time the cottage was filled with all sorts of club paraphernalia, from flags and banners to paintings and plaques, along with portable barbecues and other bric a brac. However by the early 2000's the club had to move out of the cottage and the accumulated possessions were stored with members until a new home could be found. Club warden, Mark Stephenson, has located most of the club's items with the vast majority no longer required or even useable.

So the remaining items of any financial or historical value are to be auctioned off to members at this year's annual dinner.

Among the items to be offered is Sue Fricker's watercolor painting of the Mariner's cottage pictured on the front cover.

I have been unable to locate the artist to obtain any history of the picture although an internet search reveals a prolific painter with an enthusiasm for picturesque cottages and landscapes.

But the search for the artist prompted me to look into the club's history and connection to the Mariners cottage.

The clubs' history book '*Fair Winds and Smooth Sailing*' contains a thorough account of how the CYCT came to call the cottage home for a number of years, which I think is worth retracing, in part.

"Almost as soon as the CYCT was formed in 1975, members felt the need to have their own clubrooms. While meetings were initially held at the Kingston High School, and later at the Kingston Beach Sailing Club, from 1977 meetings were held at the Derwent Sailing Squadron.

"Still looking for a permanent home, land at Dru Point had come under consideration. Then there was the possibility of sharing facilities with the Kingborough Aquatic Club. Other sites which drew passing interest included land near the Powder Jetty at Howden and a proposal for reclamation at Stinkpot Bay.

"Next to take the club's eye was a small plot of land adjacent to the Safcol factory near the jetty at Margate.....

"It was a chance remark in 1982 by the then Vice Commodore, Barry Hibbard, which put the club in pursuit of a derelict cottage in Battery Point, once part of a thriving shipbuilding industry.

"The two derelict cottages, known as the Mariners' Cottages, above the slips off Napoleon Street, were about to be demolished. The land on which the cottages stood had originally been part of a grant to William Sorell, Lieutenant Governor of Van Diemen's Land 1816-1824. By 1842 there were two conjoined cottages on the site, along with other buildings related to shipbuilding.

"In 1983, after over a century of different tenants, some very poor additions, rising damp and water ingress from the road above, the cottages were in a very poor state. In a last-ditch effort to save them, the Hobart City Council, by now the owners, leased the property to the Battery Point group of the National Trust, for a peppercorn rent. The Trust, in return, agreed to restore the cottages.

"The CYCT negotiated with the President of the local National Trust group, Mrs Ruth Smith, and a lease agreement was signed in June 1984. While the club had the use of the lower cottage, the upper cottage went through a number of uses, lastly as an antique shop with a maritime theme. While restoration work was in progress, meetings continued to be held at the Derwent Sailing Squadron.

"Initially, the list of jobs was endless with many club members volunteering their skills. While some worked on the roof, others cleared a century of rubbish out of the roof-space. Members with skills in carpentry, painting, plumbing and electrics etc. worked many more than the agreed 50 hours a year stipulated in the lease. Multiple ramshackle additions and outhouses were removed and modern accoutrements, such as a bathroom with shower, toilet and basin were installed and kitchen upgraded.

"Finally, on Tuesday 6th May 1986, after two years and over 500 man-hours of hard work, Commodore Ken Newham, presided at the first meeting in the club's new home, with up to 50 members crowding into the tiny rooms.

"The following day, the described how the "unique restoration project in which a love of sailing and a love of old buildings came together" ...with finance for materials being generated from the Trust's Battery Point walks and voluntary labour provided by members of the Cruising Yacht Club of Tasmania.....

"Restoration continued with a picket fence installed in 1987 and the garden was planted out by TAFE horticulture students; while inside, the walls were decorated with strings of colourful burgees, club honour boards (now on display at the RYCT) and paintings with a nautical theme.

"In pride of place was a watercolour painting of the Mariners' Cottage by artist, S. Fricker. Albert came to roost on a name plate outside the front door — CYCT members, indeed, felt they had at last come home!

While the painting has little commercial value it is clearly of some significance to the club and those earlier members who put so much effort into finding and restoring a venue the club called home for a number of years.

All of which will make the auction of the painting and other art works, at the annual dinner an interesting sidelight to the Spanish themed event.

Full coverage of the dinner will appear in future issues of *Albatross*.

Meanwhile keep those *Albatross* contributions flowing.

Happy cruising.

Commodore's report – Scott Poulter



The last 12 months have once again been very successful for the Cruising Yacht Club of Tasmania. After last year's AGM we were one committee member short. This position remained unfilled for the year, placing an additional burden on the remaining committee members.

Over the past 12 months we have received 17 new primary memberships and most importantly welcomed 33 new faces to the club. This is down from 23 memberships and 54 people for the previous year. Thanks to our membership officer, Sue, who did all the work to help our new members sign up and to make them welcome.

The club organised 22 cruises with approximately 190 participating vessels. Of the 22 cruises, there were 9 short cruises. In terms of training and skills development there were four specific cruises including two Women on Boats sail aways, one safety weekend, and the Donald Sutherland memorial navigation cruise. There were seven medium length cruises including three commodores series cruises, Cruise into the New Year, Norfolk Bay & Dunalley, Easter in Port Esperance, and a Week in the Tasman Peninsula.

There were two extended cruises. The east coast cruise to the Freycinet Peninsula over a two-week period, in February. The Bass Strait circumnavigation cruise in March, totalling over 1,100nm, from Hobart up the East coast, rendezvousing in the Tamar River and then proceeding clockwise around Bass Strait including Burnie, Three Hummock Island, Hunter Island, Oberon Bay on Wilsons Promontory, the Kent Group the Furneaux Group and returning down the east coast.

We had a grand total of 104 days of cruising available, involving 184 vessel registrations and 370 participant registrations. A huge thankyou to the cruise contacts who made the events run as smoothly as they could including, Tracey & Barry on *Stella*, Ian on *Julienne*, Rob & Tricia on *Cuvee*, Rick & crew on *Southern Explorer*, Al & Dinah on *Trim*, Julie & Charles on *Rhona H*, Mark & Russell on *Crown Venture*, Scott & Rachel on *Gradiva*, Paul & Allison on *Pacific Haven*, Andrew & Mary on *Amodet*, Catrina & Brenden on *Dalliance*, John & Jenny on *Skye*, Tolly & Josephine on *Gloria of Hobart*, Phil & Julie-anne on *Dulcinea*, and Andrew & Judy on *Juliet*. Thank you also to our Vice Commodore, Rick who coordinates our on-water activities.

There were 11 general meetings allowing us to welcome new members, communicate club activities and listen to an amazing array of guest speaker presentations. Topics included preparing a yacht for a Pacific crossing, gulfs & NW coast of South Australia, Bathurst Harbour and Port Davey onboard expeditions, tidal & ocean currents, electronic flares, Tas Maritime Radio, a European odyssey - France to Montenegro, single handed sailing – only for the desperate, *Elsie* goes to Fjordland, history of the Iron Pot, and wooden boat restoration – developing our disadvantaged youth. Thanks to our committee member, David and Rear Commodore, Bastian who put together a fantastic programme.

There were 11 Women on Boats meetings & dinners, a shore trip to Franklin and the Wooden Boat centre, a "Mariners Christmas", an outing on Rhona H and two WOBs sailaways. Thanks to our WOBs coordinators for organising these fantastic activities.

There were three major social events. Eighty-one members attended our major social event of the year, the 2023 anniversary dinner at the Italian Club which once again was organised by our current Warden Mark. Eighty members attended our very successful new members lunch at KYC. The entire committee and volunteers helped make this a success. 38 members attended the annual "At home with Al & Dinah" in the lead up to Christmas, thank you to Al & Dinah for opening their home.

We have had three very informative, interactive and relevant Winter Forums. In July 2023 we had the Tas Fire Service, August 2023 - electrolysis and June 2024 - coastal weather and passage planning. Starting this year off, in July 2024 was technical anchoring and August 2024 - What makes a perfect cruise. A big thankyou to Rear Commodore Bastian for coordinating this season's forums.

There have been 11 fantastic editions of our flagship magazine the *Albatross*. Our new Editor Ian Howarth has picked up where Julie & Erika left off, continuing this fantastic production which is an important component of the club, binding the former, current, and future members together to its common purpose.

Our webmaster Rob has continued unlocking additional features on the club website, including vessel names for cruise registration, merchandise display and sales, mailing list reports, re-organising data storage recovery, guest speaker presentations and updating and improving the home page. Have a look online and if you need some help, send Rob a message.

Our warden Mark has been busy liquidating our stocks of old merchandise and establishing a new system for purchasing club merchandise with 22 items listed on the club website from a supplier based in Glenorchy. Webmaster Rob spent considerable time uploading the website with all the product information. With the assistance of David Bowker, the club's honour boards are now displayed at the top of the stairs outside our general meeting room at the RYCT.

Our private Facebook page continues to help us share photos, comments, sunsets, information, anchorage comments, social arrangements, sundowners, with our fellow club members as it happens or when its needed. This is a closed group for CYCT Club members only, so don't miss out and join in now. Thanks to our Facebook coordinator Tracey.

To help coordinate all these activities our committee has met 10 times over the past 12 months. There was no meeting in January or March, giving committee members time to participate in the summer cruising program. Our secretary, Chrissie, works behind the scenes and prepares an agenda and minutes for every committee, general and annual meetings.

The treasurers report, profit & loss, balance sheet & auditors report for financial year 2023-24 were emailed to all members during August for approval at the AGM. Our treasurer Jean-Pierre has done a fantastic job, quietly in the background, making sure that everything balances. The club ended the financial year on 30 June 2024 with a net profit of \$2,520 compared to a net profit of \$2,916 on 30 June 2023. The total equity at end June 2024 was \$49,743 compared to \$47,223 at end June 2023. The cash situation at end June 2024 was \$42,566 compared to \$41,567 at end June 2023.

I commend the 2023-24 year to the membership and look forward to the coming cruising season. Fair Winds.

Vice Commodore's report – Rick Allen



What's Happened.

Tuesday 9th July -5:30 PM- Women on Boats meeting

Tuesday 16th July -6:30 PM- Winter forum

Thursday 1st August- Great Taylors Bay long weekend cruise
Three Boats, 80 nautical miles for *Southern Explorer*, six rope mats, great food, great company, great sundowners and a few fish!

A relaxing time, BZ to those boats that attended- *Dulcinea* and *Meltemi*, oh and a brief visit from *Easting Down*.

What's to come.

Saturday 31st August– 49th anniversary dinner

The club's annual dinner where presentations and awards are made for activities throughout the past year. Along with that comes the fun bit - a Spanish themed evening with a welcome drink and Mediterranean canapes, tapas platters for entree, a seafood paella for main course and a Burnt Basque cheesecake for sweets.

A trio of Spanish guitarists will be providing musical entertainment. Select your favourite flamenco or tango dancer outfit, or your toreador garb and grab a long-stemmed red rose to impress other guests! Prizes for the best dressed.

Special diets catered for as usual.

Register now, cost is only \$95.00 per person. Please pay now using PayPal which automatically updates the financial records.

Tuesday 3rd September - Annual General Meeting - "Southern Ocean Research by Rob King"

Rob King is the Krill Research Systems Manager for the AAD. He will present the current research on Antarctic Krill and the Southern Ocean ecosystem. He will also describe some of the interesting research system capabilities of *RSV Nuyina*.

This will be followed by a short AGM

Tuesday 10th Sept- September - Women on Boats

Friday 27th Sept- Vice Commodores Cruise- 3 days in our channel playground- anchorages weather dependent- Randall's, Quarries, Mickies

Cheers Rick

CYCT Vice Commodore.

MV Southern Explorer

0419 304 500

isarickallen@gmail.com

Rear Commodore's report – Bastian Siedel



The CYCT's AGM will be held on Tuesday, Sept 2 and I'm delighted that Rob King, Krill Research Systems Manager for the Australian Antarctic Division will present current research on Antarctic Krill and the Southern Ocean ecosystem. Rob will also describe some of the very interesting research system capabilities of *RSV Nuyina*.

Please register for the AGM online. As usual, the RYCT is offering meals prior to our meeting, but please book separately with the RYCT office (62234599) if you want a meal and please order before 6pm. That will give the kitchen time, in particular when the club house is busy.

The onshore events of the CYCT this season have been outstanding, thanks to the many excellent presenters

and dozens of members attending each and every event. I'd like to personally thank David Bowker, Sue Powell, Mark Stephenson for arranging the speakers for the general meetings, organising our new members luncheon and of course making our anniversary dinner a memorable event. Just pointing out some of the highlights would not do the CYCT on shore program justice - but to recap - please have a look at the events over the last 12 months:

September 2023:

We kickstarted the general meetings with CYCT secretary extraordinaire presenting on her work supporting expedition tours to Port Davey and Bathurst Harbour. The presentation offered a chance to connect with the area, reflect on its unique beauty, its significance for conservation and value as a cruising destination.

October:

At the general meeting Penny Hare, Managing Director of Tidetech, talked about new scientific information about the tides and currents around Tasmania and Bass Strait. She explained where the information derives from and how it can be accessed by cruisers and sailors.

November:

Peter Hopkins from MAST described changes in legislation concerning Electronic Visual Distress signals at the general meeting. It was an outstanding presentation and great to hear how Tasmania is leading the way in introducing legislative change in order to improve safety on the water.

Our New Members Lunch was held on a sunny day at the Kettering Yacht Club. Over 80 new and existing members attended a fabulous day (the seafood chowder was delicious, too).

December:

Our traditional end of year BBQ was held at TAS Maritime Radio. TAS Maritime Radio provided a very unique service to its members and the BBQ has always been an opportunity to say thank you to the many volunteers. We were also fortunate to again be invited along into the Margate home of Al & Dinah Jones. It was a fabulous get together and over 40 members attended.

January:

As usual - this is the month for CYCT activities on the water. It's the month when the CYCT vice-commodore is a full time job!

February:

We started off the first general meeting presentation with Jonathon Ross' 'European Odyssey'. Jonathan's job was to help commission a luxury 51ft catamaran in France and to sail it with its new owner (and friends) to Italy, Croatia and Montenegro. What an entertaining presentation with excellent photography.

March:

Past Commodore Val Nicholls shared her experiences and reflection on her solo cruise to and from Great Keppel Island on her 32ft Bristol Channel cutter. It was a lovely presentation and thank you to Val for writing up her experience for the *Albatross*. It was a privilege to represent the CYCT at the grand opening of the new club house of the Port Esperance Sailing Club. The CYCT supported the PESC with a donation of \$10000 and the contribution we made was widely acknowledged. It was a fabulous day.

April:

At the General Meeting 2023 CYCT Cruise of the Year winner Geoff Lea presented on his award winning trip for Fjordland and Stuart Island, New Zealand. He returned via the South Island, Lord Howe Island and Coffs Harbour. What a great accomplishment! Over 30 members attended the presentation.

May:

Suzanne Smyth presented on the 'History of the Iron Pot'. The Iron Pot lighthouse is the oldest continuously operating lighthouse in its original tower in Australia. Its history is also the history of the development of the maritime industry of Tasmania. A great topic and outstanding presentation.

June:

Captain Sarah Parry AM spoke passionately at the general meeting about the great work of the Windeward Bound Foundation. Our winter forums commenced with Commodore Scott Poulter and Past Commodore Val Nichols presenting on 'Coastal Weather and Passage Planning'.

July:

CYCT webmaster Rob Greenwell pulled out all stops for a very special presentation on the Van Diemen's Land Cruise around Tasmania. His unique insights were invaluable. An inspiring presentation and I'm sure that many in the audience are now considering joining the next rally! What an experience. At the second winter forum, past commodore and CYCT life member Andrew Boon presented on 'Anchoring by numbers'. It was an in-depth workshop on all things anchoring and mooring, how to use snubbers and what calculations to do to safely secure your vessel.

August:

At the time of writing this report, August is shaping up to be a busy month with Nick Jaffe agreeing to present at the general meeting on his small boat adventures. Our final winter forum this season will be a panel discussion on 'What makes a perfect cruise' and Mark Stephenson has again planned an exciting anniversary dinner, this year to be held at the Boat House Restaurant in Cornelian Bay. Many members have already signed up for the events in August and I'm sure the events are going to be fabulous.

It has been an absolute privilege standing in formally as rear commodore for David Bowker this year. Thank you so much for all the support from the committee. The CYCT is in safe hands and it has been a delight to see so many members and guests attending our on shore events. I can't wait for the 50th anniversary of the CYCT!

Great Taylors Bay cruise - August 2-5 – Rick Allen

*Southern Explorer*

we proceeded.

It wasn't until halfway across Cornelian Bay that the visibility became clearer to our starboard.

At one stage we could hear a female's voice on a PA to port and wondered what was going to appear out of the fog. Not sure whether it was a tourist vessel or a rowing coach?

0930 hours, I put out a sched on both channel 16 and 77 with no results (although I learned *Dulcinea*, could hear us but we couldn't hear them)

0830 hours we departed Prince of Wales Bay marina in one of the worst cases of fog I have ever seen. The Bridgewater Jerry certainly lived up to its reputation.

Gingerly sneaking out at 5 knots with our visibility no more than fifty metres, we made our way into the channel, past the zinc works and Self's Point, with both crew members keeping a lookout for channel markers as

*A classic Bridgewater jerry**Mickeys Bay*

1200 hours and stopping mid channel for a spot of fishing we secured enough for a taster at sundowners.

At 1445 hours we anchored in Mickies Bay alongside *Meltemi*, *Easting Down* and *Dulcinea*.

1700 Sundowners aboard where we were joined by Ian and Lynette from *Meltemi*, Phil and Julie-ann off *Dulcinea*.

Saturday Ian and Lyn joined us early for their rope mat construction (They had to leave around lunchtime)



L - R Julie-Ann, Phil, Lyn and Ian busy weaving rope mats under expert instruction from the Southern Explorer crew

I decided they would make a mat each, this was out of 12mm white polyethylene.

Halfway through the first one Phil and Julie joined in, Phil bringing his own second hand 9mm braid (ex-halyard)

After some re-starts on Ian and Lyn's, the first one was complete, quickly followed by the blue 9mm double braid of Phil and Julie, even having enough to make another pass, meaning five strands all up.

Impressed with their first mat, I urged Phil and Julie to make a 12mm manila one.

So, with four mats complete they left us. *Meltemi* sailed a few moments later, with Phil and Julie arranging to come back for Sundowners and a share BBQ dinner

The afternoon was filled in with the chief and second engineer both making a 9mm rope mat

The shared BBQ after sundowners went down a treat. Unfortunately, *Dulcinea* had to head back early on Sunday because of work commitments.

Southern Explorer stayed until Monday, Sailing at 0800 hours Monday, getting back alongside at 1400 on Sunday, woke up to it pouring with rain.

Chief and second engineer finishing their rope mats while I continued editing book four. Great weather, great company and great food, who could wish for more 😊

Cheers Rick

Captain MV *Southern Explorer*

CYCT Vice Commodore



WoB heli rescues and burning tar barrels – Val Nicholls

Many thanks to WoB member Chrissie Rowland for inviting and facilitating helicopter paramedic Adam Marmion to speak at our August meeting. Deep appreciation goes to Adam for accepting the invitation and sharing a video presentation focussing on the practical elements of helicopter marine rescue. Adam clearly “knew his stuff” and held the group engrossed with practical information and lived-experience stories. In all, this most engaging presentation was something of a salutary reminder to us all that whilst we might hope never to need such assistance, our being informed and prepared supports the likelihood of positive rescue outcomes.

Aware that the content of the presentation is relevant to the entirety of the CYCT the notes below are copied, with permission, from Adams’ PowerPoint. Whilst they may not capture the discussion it’s hoped that they inform and prompt reflection and further reading.

Copy this address to watch a video of a rescue: <https://youtu.be/v7S1-e8h0v4?si=B6kKG5d7Oa19LVxS> ;The WoB session concluded with dinner, and good conversation.

1. International Distress Signals

Despite not many of us having barrels of tar onboard the International Distress Signals are:

- A gun or other explosive signal fired at intervals of about a minute.
- Continuous sounding of any fog-signaling apparatus.
- Rockets or shells, throwing red stars fired one at a time at short intervals.
- A signal sent by radiotelephony consisting of the spoken word ‘Mayday’.
- The International Code Signal of distress indicated by the code group NC.
- A signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- Flames on a vessel (as from a burning tar barrel, etc.).
- A rocket parachute flare or a handheld flare showing a red light.
- A smoke signal giving off a volume of orange-coloured smoke.
- An orange-coloured sheet with a black square and circle or a black “V” or other appropriate symbol.
- Slowly and repeatedly raising and lowering arms outstretched to each side.
- The radiotelephone alarm signal consisting of two tones transmitted alternatively over periods of from 30 seconds to 1 minute.
- Signals transmitted by Emergency Position Indicating Radio Beacons, EPIRBs or Personal Locator Beacons (PLBs).
- Approved signals transmitted by radio communication systems and
- A dye marker.

2. Standard Methods of Communication

- Leave plans and times with a responsible person, phone, radio, EPIRB, PLB, MOB device, flares

3. Pertinent Information – Medical situation

- Name of the vessel and radio call sign
- Position of the vessel, port of destination

- Estimated time of arrival, course, and speed
- Patient's name, age, gender, nationality, and language
- Patient's respiration, pulse rate, temperature, and blood pressure
- Location of pain
- Nature of illness or injury, including apparent cause and related history
- Type, time, form, and amounts of all medications given
- Time of last food consumption
- Ability of patient to eat, drink, walk, or be moved
- With accident cases, how the accident occurred
- Whether the vessel has a medicine chest, and whether a physician or other medically trained person is aboard

4. Distress Messages are passed to:

- AMSA, Police, Ambulance

b. Tasmanian marine rescue resources

Tasmania Police vessels and aircraft

- *Van Dieman* and *Cape Wickham*
- *Dauntless*
- Local trailerable vessels
- Range of other vessels
- Helicopter

c. Aircraft details:

Challenger Jet

Four aircraft based: Melbourne x2, Cairns, Perth

- 8hrs endurance, 5715 Km Range, Advanced Camera systems
- Able to deploy life raft, stores, communication equipment

Helicopters

Bell 412

- Range 150Nm, Speed 110kn

BK 117

- Range 100Nm, Speed 120Kn

Capability

- Winch Equipped, Daylight winching only, Water Winch trained crew
- Deployment of communication equipment, life raft, stores, tracking beacon.

AMSA

- Challenger Jet, Local vessels, Defence Force

Volunteer coastguard/coast rescue

- Dodges Ferry, Swansea, St Helens, Bridport, Tamar, Wynyard – daylight only, Kingborough, Wide range of mostly tailorable small vessels

Surf Life Saving

- Jet skis and RIBs

How can you make your vessel easier to identify, spot from the air?

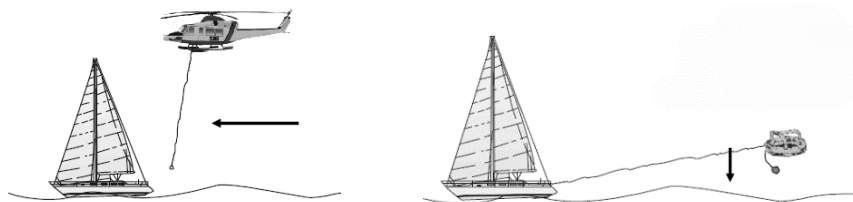


e. Winching

A helicopter cannot winch from a yacht: Too much rigging, wires etc.

Persons may be lifted from the water using...

STROP WINCH (Under the arms) or LIFE RAFT



Life raft drop – six person life raft. The helicopter will communicate the following:

- We are going to deploy a Life Raft
- We will lower a bag on a rope to your vessel
- Remove the bag from the rope and attach the rope to a strong point on your vessel
- We will back up and deploy the Life Raft
- Further instructions are in the bag
- **“DO YOU UNDERSTAND?”**
- **“PLEASE READ BACK THOSE INSTRUCTIONS**

f. Self-rescue and preparedness

- Have alternate steering and propulsion methods
- Survival at Sea and First Aid courses
- Wear life Jacket, harness, tether and PLB
- MOB drills
- Know your safety equipment
- Handheld VHF
- Personal prep/ clothing

Quartermaster - Mark Stephenson

Greetings from the wintery north of the state,
The new club merchandise is now available for sale. Do take a look on the website and see the surprisingly large range of products we can access. The website will lead you through your shopping and then ask for payment by PayPal. Easy as - go on, take a peek !!

CLUB MERCHANDISE

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Easy as !

***Orders taken until the end of the month. Payment required in
advance via PayPal. Goods are collected by the Warden and can only
be collected at the General Meetings.***

Next to mention is the club's 49th 'anniversary dinner' on Saturday 31 August.
Not only will you see members receiving their cruising plaques, you'll find out who is the recipient of the 'cruise of the year' trophy.

All those attending who were cruise contacts this year will also be receiving a gift from the club in appreciation for their work in coordinating events. With a Spanish theme, tapas and paella will be served to match the Spanish guitar trio who will be providing music. The Spanish theme extends to the type of dress you can wear - there will be prizes for the most innovative and best presented. A simple long stemmed red rose is a good start. (Note that I am still looking for a flamenco dancer. Someone must have learnt this dance ??) Please register now as we need to reach the minimum numbers for the dinner to go ahead.



Eye of the Wind

Eye of the Wind. A print owned by the CYCT will be auctioned at the dinner. This would make an attractive addition to your nautical gallery.

Also to be offered for sale are two reproduction historical charts which previously adorned the walls at Mariners' Cottage and which now require re-housing.

By the way - Thank you to those of you who have sent through your articles for the 50th anniversary book. They are all interesting and well written. We would love to have all your articles by the end of the month so if you are still in 'thinking about it' mode, perhaps you could do a gear shift to 'nearly finished' or, better still, 'done'! Please forward to julieandian@gmail.com

Mark Stephenson - CYCT Warden - 0438 854 380

Safety is everyone's business

Safety is everything

These are real reports from the US navy and annually cost the service lots of money, not to mention the loss of life and injury. There are lessons for us all here.

I'm a Rocket Man... A sailor was being towed behind a boat "on an inflatable rocket," according to the report. He was wearing a life jacket (always a wise decision and, in this case, a lifesaving one). Passengers in the boat saw the sailor depart the rocket into the water, and the driver circled back toward him. The sailor was flapping his arms in the water as the boat approached, but the passengers noticed he wasn't "acting normal." A passenger jumped in the water, swam to the sailor, and saw he was disoriented and not responsive. Once onboard the boat, the passengers checked the sailor's pulse and respiration; he was breathing and had a good pulse but remained unresponsive.

One of the passengers called 911 as the boat headed to the pier, where the passengers rechecked his signs, but sailor had no pulse this time. A hospital corpsman who was with the group provided CPR until EMS personnel arrived and used a defibrillator to resuscitate him. EMS transported the Sailor to the hospital, where he was examined and admitted for three days for observation and given 30 days sick leave. The good news story here is that the sailor was wearing a life jacket. That wise choice saved his life by keeping him on the surface while he was unresponsive; that is the critical teaching point. Tragedy can strike instantly on the water, and if you're not prepared, your day or life could be sunk by one unfortunate incident. **Please wear your life jacket.**

Wave Off! A Marine and his friend entered the water to body surf. A few minutes later, a wave struck the marine, causing him to hit the sandy bottom, injuring him badly. His friend pulled him from the water and evaluated him, and the local lifeguards treated him. He was then airlifted to the hospital, where he was diagnosed with a shoulder, neck and back injury with damage to the C5 and C6 vertebrae in his neck. The marine was permanently paralysed from the chest down. This heart-wrenching accident shows the immense power of breaking waves. Depending on several factors, including wave height, thickness and others, waves can exert thousands of pounds of pressure per square foot. It's not a bad thing to keep a healthy fear and respect for breaking waves. It helps to know your fitness and skill level, too.

General Meeting: Tuesday August 6th, 2024

Opening - Chair

The Commodore opened the meeting at 7:30pm.

Guest speaker

David Bowker introduced the guest speaker: Voyages to date: The small boat adventures of Nick Jaffe. Nick was inspired to take up sailing and cruising after meeting a fellow cruiser while bushwalking on Wilsons Promontory. His voyages included crossing oceans single handed in a 26' and 30' sailboat and eventually returning on his own vessel and his family to Wilsons Promontory.

Secretary**Attendees and Apologies**

- Apologies in advance: Rob and Tricia Greenwell, Val Nicholls, Michael Rowland, Sue Powell, Liz and Lew Garnham

Guests at presentation: Geoff Rowe, Chris Francis

Minutes of the last General Meeting

Motion - The minutes of the previous GM on July 2nd, 2024, as published in the August *Albatross*, be signed as a true and accurate record of the meetings:

Proposed by: Blair Bryant

Seconded by David Bowker

Those in favour:

Unanimous

Business arising from the Minutes - No Business arising

Membership Officer – new members

Scott wished Sue Powell well with her surgery tomorrow and thanked her for her contribution as Membership Officer to the club.

Applications for Membership & Provisional Members

There was one application for membership

Introductions of new members

- Scott introduced Rob Vaughan and welcomed him to the club, presenting him with a burgee.

Vice Commodore - Report**What's happened**

- 5 & 6 Jul – Mid Winter Weekend
- 9th Jul - WOB Meeting – Sailing with Children and or Dogs! Where to go, how to stay safe.
- 13th Jul – WOB - Sailaway weekend
- 16 Jul - Winter Forum - “Anchoring by Numbers” by Andrew Boon”. Full turn up, excellent presentation.

1st Aug – Great Taylors Bay Long Weekend – four boats, with enthusiastic members. Weather was kind.

What's to come:

- 13th Aug WOB Meeting – Adam Marmion – Helicopter Rescue
- 27th Aug – 3rd Winter Forum: What makes a 'perfect cruise' – panel discussion,

31st Aug – CYCT 49th Anniversary Dinner – need more people to register and come along. It will be a great night with excellent food and entertainment at the Boat House Restaurant at Cornelian Bay. Please register soon. Presentation of cruising plaques, cruise of the year and cruise contacts.

Rear Commodore

Guest Speakers for coming months

Rob King (CSIRO) speaking about Southern Ocean research. Winter Forums; A request was made to WOB for a member of the group to join the panel for the third winter forum.

Treasurer - Report

The Treasurer tabled his monthly and annual report. The committee approved the annual report for submission to the Auditor. The treasurers annual report, the auditor's report and the Commodores annual report will be emailed to members prior to the AGM.

Commodore

Information

- Annual General Meeting – require a nomination for treasurer. Systems are in place and JP is happy to work beside the new treasurer. Vacancy for one committee member exists - request for new members to nominate for committee.
- New members lunch – The lunch will likely be a Saturday BBQ over the long weekend in October at PESC.

Australian Wooden Boat Festival – Invitation Jennifer Birch is organising the Pitch Cutcha slide presentation. Looking for help. please call Jennifer.

WOB's Report – Tracey updated members. July meeting on dogs and children on boats. Safety ideas

Sailing weekend – Val and Tracey skippers, quiet and sunny Saturday followed by gale warning. Stayed in the Channel because of the mixed level of skills of crew. Great weekend, lots of comradery and learning and honing skills.

Other Business

New merchandise is available, goods are currently being sourced and ordered and will be available at the next meeting with fashion parade. Simple process.

Next Meeting

- Tuesday 3rd September 2024 7:30pm
- The meeting closed at 20:40 and members were invited to socialise

Penelope in the Southern Ionian 2024 – Pat Price

Dealing with bureaucracy , whether in Greece or Australia, seems equally frustrating. Pat Price continues his account of adventures in the Med while we ask ourselves – when will winter finally end?



Vathi, or Big Vathi as it is locally called as there are two Vathi towns in the Ionian islands, is the largest settlement on the island of Ithaca. It is located in the southern part of the island, in a deep natural harbour. There is a port police station in this town and as we are sailing on an Australian yacht we are obliged to visit such people and get our transit log stamped. More on that later.

We anchored in the bay and went ashore to the supermarket and to a Piraeus Bank ATM on the foreshore for cash. I offered my MasterCard which the machine accepted gracefully but then things started to go wrong and finally the screen advised me that the ATM was out of order. It would not return my card. I will try and keep the ensuing attempt to recover my beloved card short.

The ATM was in a shop front that was closed for the day. Went to the shop early next morning. Advice given was that the shop had no ownership of the ATM, try the bank which does not open until 10 am. There is a Piraeus bank in Vathi and we phoned the bank at 10.00 am and were advised they could do nothing and were given a Piraeus Bank phone number in Athens. Phoned that number, and after giving an outline of the issue the response was “This is a bad line’. Clunk. A hang up. Blood pressure at dangerous levels.



Penelope

Into the ducky and went ashore and fronted the bank manageress and explained all. Was advised she could do nothing. I asked her to phone the Athens number she had given earlier, she refused to do that. BP soaring. I told her I would not leave her office before getting some positive information concerning my card. Impasse. She threatened to call the police and started dialling! We walked out and went to the police station to attend to matters mentioned above and discuss the card. The police were unable to help. The above occurred a couple of months ago and if anyone is still

reading I will try to write about more relevant Med life.

Our Bavaria 42 named "Penelope". Australia flagged. Plenty of room for Penny and myself. Nearly two weeks ago, at Astakos, a smallish mainland town east of the southern Ionian Islands we were joined by my brother Richard and his wife Angela for a ten day visit. The morning after they arrived the Port police arrived and ordered us off the town wall as a large contingent of yachts in a race from Corfu to Astakos was due to arrive. Thanks for the advance notice! We departed and headed south. First point of interest a few miles south of Astakos was a shipwrecking site. Astakos is in the top left corner of the stolen drone shot. A large cruise ship was anchored there awaiting her fate.

Not much further south, after avoiding multiple fish farms we anchored on the southeast side of **Petalis Island** in four metres of water. **Petalis** is a desolate and uninhabited piece of real estate inhabited by wild goats. How they live there is baffling as there is no water and little vegetation. A very well protected anchorage for when it blows. Not much sailing so far as little wind.

Next day we progressed, motored, to **Messolonghi** where, we are told, Lord Byron died. In the Gulf of Patras the Messolonghi lagoon is one of the most important wetlands of Europe. These wetlands are home to more than 270 species of birds, including flamingos, amphibians, reptiles, swamp and sea turtles.



Along the famous 19th century road that reaches across the lagoon to the island of **Tourlida**, are the pelades, the fishermen's wooden shacks built on stilts planted in the lagoon's silty bottom, and the gaites, the elegantly constructed wooden boats with the stafnokari, square fishing nets made for shallow waters and strung between two poles.



Fishermen's shacks at Tourlida

Above is typical of the fisherman's shacks.

The Messolonghi Marina in the heart of the lagoon is back in business after a rocky management period. We spent two nights here before heading further east into the Gulf of Corinth after passing under the famous Rio-Antirrio Bridge. Permission is necessary, via VHF Radio, to pass under the bridge. The Rio-Antirrio Bridge, officially the Charilaos Trikoupi Bridge, is one of the world's longest multi-

span cable-stayed bridges and longest of the fully suspended type. It crosses the Gulf of Corinth near Patras, linking the town of Rio on the Peloponnese peninsula to Antirrio on mainland Greece. It opened one day before the Athens 2004 Summer Olympics, on 12 August 2004, and was used to transport the Olympic flame.

We will return to this voyage below, but some information concerning Greek bureaucracy that affects us. There are two aspects, our Australian yacht Penelope and us! Regarding Penelope, she is allowed to remain in EU waters for 18 months. Added to this is the time she is in dry storage during the northern winter each year. To start the 18 month clock again we only have to sail to Albania and stay one night then return to Greece. We have been there twice and of course have stayed a lot longer as we like Albania despite the alarming modern history.

Australians are subject to the Shengen Agreement. Briefly, Australians are allowed to stay in the Shengen area, most of Europe, for 90 days in any 180 day period. Fortunately I was given recently a 5 year stay permit and it also allows Penny to travel with me. That issue solved! To satisfy eligibility for that permit at one stage we had to haul Penelope for a week at our regular dry storage marina near Preveza to prove some kind of commitment to residency! Make sense? Not to us.

Back to the recent voyage. From Messolonghi we chose to bypass Nafaktos for now and go direct to Trizonia. Trizonia Island is the only inhabited island in the entire Gulf of Corinth, located between mainland Greece and the Peloponnese, and constitutes the perfect place to relax. Lots of tourists, great quiet swimming beach, picturesque walks and a run down but cheap marina. Tavernas. All reasonably priced. The marina, \$12 a night. No power but water available by joining in a group of yachties combining hoses to reach a distant tap. Regarding water, we never hesitate

to take water from town supplies as the quality is good. Unlike some yachts that take on vast quantities of water in plastic bottles from the supermarket!

A \$2 ride on the water taxi, about 10 minutes, takes one to Glyfada town on the mainland. Time to reverse voyage and backtrack to Nafpaktos. No apologies for any spelling conflicts in naming towns as Greek names are changed into English phonetically which can be subject to what one hears! Example Nafpaktos or Navpactos, take your pick. Nafpaktos is a gem.

A small Venetian circular harbour, at best room for three yachts. One of the most beautiful small harbors in Greece. We anchored outside. Anyone read "Jack de Crow"? We met Sandy here last year doing another intrepid voyage in a yellow Mirror dinghy. The Castle of Nafpaktos is one of the most representative monuments of fortress architecture in Greece. It dominates the area, standing imposing on a hill, in a location of great strategic importance that enables us to watch over the Rio-Antirio narrow strait, at the entrance to the Corinthian Gulf and in the middle of the Ionian Sea. We did not climb up to the fortress again. Too hot.



Richard and Angela jumped ship here. An early morning cab to Patras over that beautiful bridge and a bus to Corona at the bottom end of the Peloponnese to continue their land travels. Penny and I then backtracked to Astakos via overnight stops at Ormos Oxia where we anchored off the beach at the northern end of the bay. Did not go ashore. Too lazy to drop the dinghy off the foredeck. We do not tow the dinghy. Too much bad history! Another night at Petalis and a 02.00 am swim. (More to come in future issues)

That is it for now. Back amongst friends at Astakos and enjoying walks and good meals at George's taverna where George calls me Mr Patrick and Miss Penelope. Did I mention it has been a hot summer.



That is it for now. Back amongst friends at Astakos and enjoying walks and good meals at George's taverna where George calls me Mr Patrick and Miss Penelope. Did I mention it has been a hot summer.



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Let's buy a Charter Boat – Bastian Seidel

There is a saying among avid cyclists that the ideal number of bicycles one should own at any time is 'N+1'. 'N' is of course the number of bicycles one already has, and the '+1' is usually a shinier, fancier and more expensive upgrade that one can't live without.

None of that is rational or makes sense, but cyclists will make any excuse or concocted argument to their spouse to add to the two wheeled collection in the shed. At the worst of times the 'N' in my shed was 9.

Before April, 2022, neither my wife nor I had ever set foot on a sailboat. A two night cruise on a 54ft Beneteau 'Mi Lady' in the Whitsundays with our two young children made us fall in love with sailing. So we took sailing courses and were scanning the forums and online sales directories for our first boat. I'm 6'5", so one of the boat's requirements was for it to have boom height that prevents me from getting knocked out (one of my perceived worse case scenarios at the time), we also were hoping for a cabin with a similar height, a shoal draft keel as we were not keen to ground our boat anytime soon. It was going to be from a production boat brand, in case we realised that we did not enjoy sailing after all and had to sell it quickly and ideally it was going to have a price that was still in five figures.

Age did not play a role, as we were expecting to break things anyway and replacing also meant



Bastian and Alex enjoying the sunshine in Qld

learning. So the 1991 Beneteau 38M 'Blue Cristal' was a great find and we could not have been happier with her. When we got her in August 2022 my wife should have blocked my access to www.boatsonline.com.

Once you have one boat, there really is no reason to continue to look for other boats online. It's a complete waste of time, not at all rational. Needless to say, I checked for other boats on a daily basis.

Sailing was one of the many things we enjoyed together as a family and for us it was clear that we'd be on a boat

for as long as we'd be physically and mentally capable. There was so much to learn and we loved every minute, even the more challenging ones, on the water.

Our sailing instructor kept recommending full keel cruisers a la Cape Dories or Tayanas but the examples that were available were either in poor condition or located overseas. Yes, of course I subscribe to the 'Good Old Boat' magazine and I understand the many advantages, but we neither had the skills/time/unlimited funds to transform an old boat into a 'good old boat'.



Buying a charter yacht is a good option

So, the 'next boat' I was irrationally looking for was meant to be good enough for Tasmanian coastal cruising. 40-46ft, 3 cabins, single rudder, in-mast furling (because we are lazy), bow thruster (same reason). I don't mind the feel and look of more modern production boats and when I came across a 2015 Jeanneau Sun Odyssey 439 that met all the criteria I outlined above I became a bit excited.

Somehow though, I had to make a case to my wife that it's time to get another boat just two months after we got our very first one, and there was also the minor problem that one has to pay for things one wants to buy. Our sailing instructor was not overly helpful ('I'd never sail across any ocean in one of those, let alone buy one'), but the reviews were all in all favourable

and the Jeanneau Sun Odyssey's owner's forums were and still are encouraging. One way or the other, reviews and comments are biased, so it was probably best to have a look ourselves.

Thankfully the boat was located in Airlie Beach. It is so much easier to convince a family to join you for a long weekend somewhere nice (and coincidentally making covert arrangements for a boat broker to catch up with you) than dragging your loved ones to the middle of nowhere to have a look at something that one really does not need. It is about setting the scene...

And Airlie Beach delivered. It was warm and sunny, a nice light breeze. The broker and skipper met us at the Coral Sea Marina and we spent a fair bit of time checking out the interior. 'Leizar' ticked pretty much all the boxes and we had not even taken her out. The weather changed a fair bit, it became quite gusty. So much so that personally I would have stayed in the marina, but the skipper assured us that 'she'll be right'. The bow thruster worked a treat (another tick) and off we went. The conditions got a bit worse, but it was a good opportunity to test out the in-mast furling capabilities (tick). We now had quite a significant current and good going waves that made me check on the children downstairs. I was expecting them to be a bit worse for wear due to the manoeuvres we put the boat through, but they were jumping happily and enthusiastically on the bed in the forward cabin whenever we hit a wave (tick and sold at that moment).



Henry and Freddie love their new yacht

'Leizar' was in charter with 'Whitsunday Escape'. The owner's were relocating to Singapore and therefore put the boat on the market. One option was to take the boat off the commercial charter agreement or to keep her in for another two years. The latter option was quite appealing to us - after all we had a boat in Tasmania - and under the commercial agreement we could still use 'Leizar' in Airlie Beach for up to four weeks per calendar year. From an expenses/income/taxation point of view having a boat in a charter fleet is not much different to an investment property that's rented out. At least that I was telling myself, well knowing that bricks and mortar properties in Australia typically appreciate in value and plastic sailboats - not so much! Still, it was appealing that we could use the boat, essentially for free, in one of Australia's great sailing destinations. And it has been absolutely fabulous over the last two years.

There are quite a few charter companies offering their services and boats in the Whitsundays. Among the multinationals such as Sunsail (located at Shute Harbour) and Dream Yacht Charter (at the Coral Sea Marina), there are local companies such as Cumberland Charter Yachts and



the family owned Whitsunday Escape who are also located at Airlie Beach. Their business models are all very similar. Essentially you may buy a boat through the charter company. Sunsail has an agreement with Dufour Yachts and a purchase would attract a discount. Dream Yacht Charter is part owned by the Beneteau Group and you'd buy any of their models for a discount, too.

You'd then keep them 'in charter' for an agreed time, either take the boat out for private use when the contract has expired or trade it in for another, newer, model.

The multinational companies allow you to use your own boat for 3-12 weeks per year and you can request the equivalent to your boat in any other location they operate in as well. There are some guaranteed income models heavily promoted, but I doubt that anybody can ever retire on the income generated through putting a boat into a charter fleet.

The local private operators in Airlie Beach are a bit different. You buy your own boat, new or used and sign an agreement with the company to maintain it and to market it for charter. Certainly for us with Whitsunday Escape this has been a very smooth and straightforward process. Every month we get an income / expenses statement and the list of forward bookings. Needless to say we'd like for the boat to be in top condition and attractive for potential customers so we give the charter company free hand for any upgrade and improvement as they see fit. It has worked very well for us and it has been hassle free. We typically touch base with the operations staff for an hour or so when we go to Airlie Beach but there really have not been any issues.

You don't need a boat licence or ICC if you want to charter a boat in the Whitsundays so all charter companies spend a fair bit of time instructing customers how to sail and to operate a boat safely. It's the point of distinction for them and the better the safety record the higher the company is regarded in the industry. It's very reassuring. Yet, groundings still happen and after a boat is returned a diver will check the keel and hull for damage. Of course the vessels are insured but damage would mean a haul out and potential loss of income for the owner. It's been a worry, but so far so good. Saying that, the industry in the Whitsundays seems to move towards shallow keel catamarans and increasingly power catamarans. Not really my cup of tea I have to admit.

We'll be up in Airlie Beach for the next school holidays. Two weeks of sailing the Whitsundays with family and friends. We don't need to prepare anything, we will again stay the first night on the boat in the Coral Sea Marina, take the courtesy car the next day to pick up provisions and sail where the wind takes us. Coming back, we'll catch up with the Whitsunday Escape staff for a final debrief.

We will take 'Leizar' out of charter in February next year. There is a list of upgrades the charter staff will work through for us beforehand and the boat will then relocate to Tasmania. I can't wait.

Saying that, it also means that I need to sell our lovely 1991 Beneteau. She's been excellent for us over the last two years and somehow I find myself thinking about how I could justify having two boats in Tasmania. Maybe one in Kettering and one in Strahan? No, I'll stop it right there. Because the ideal number of boats one should own is 'S-I': and 'S' is the number that will lead to a painful and irrevocable, yet entirely rational separation from your spouse. My very strong advice: don't even think about it!

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