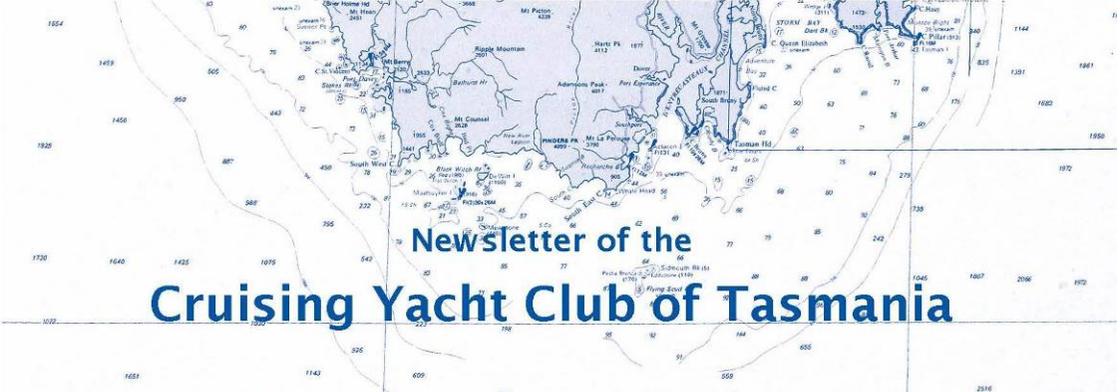


Albatross

Volume 35 No. 7 August 2009



The only boat that can claim continuous membership of the CYCT since the Club's inception, photographed in 1970. Can you identify her? See page XX for the full story.



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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Not a CYCT Member?

Then download an application form from the Club website – www.cyct.org.au.

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.

CYCT Calendar

August - Tue 4th

General Meeting – DSS at 8.00pm

A speaker from the Water Police is expected.

August – Sat 8th

Annual Anniversary Dinner

To be held at 'Blue Skies' restaurant on Murray Street pier, preceded by mulled wine on board some lucky member's boat in Constitution Dock. See Rear Commodore's report for details.

August – Weds 12th

Committee meeting

Mariners Cottage at 7.30pm

September - Tue 1st

Annual General Meeting – DSS at 8.00pm

As usual, there will be no speaker for this meeting. Members are asked to bring a plate to share for supper.

September – Weds 9th

Committee meeting

Mariners Cottage at 7.30pm



Editorial



Not for the first time, this issue of 'Albatross' is being put together on the other side of the world – England. We are coming to the end of a ten day stay with my sister and family who live near Cambridge and tomorrow head off to another sister in S W France for a couple of weeks. Thanks to the wonders of modern technology, editing 'Albatross' from a distance has not proved to be too much of a trial – so far. I won't be completely comfortable until it is in the hands of the printer, though.

Boating will not figure much in this holiday. Although Cambridge is well known for its punting along the river Cam, lack of time (and the not inconsiderable cost of renting a punt) mean we are unlikely to indulge ourselves this time. However, I did spend a couple of hours crewing on a Flying Fifteen on Grafham Waters today. We were not racing – I have taken the equivalent of a vow of chastity regarding that occupation – so the stress levels were not high, but things were not boring by any means. While many cruising sailors cut their teeth on dinghies in their youth, today's exercise was one of only a few experiences of wet-arse sailing enjoyed by your editor. It confirmed my commitment to larger boats with keels and cruising our wonderful Tasmanian waterways rather than flogging around an admittedly large reservoir. But it was fun. And a pint of bitter and a ploughman's for lunch afterwards added to the enjoyment.

Once again, I am indebted to all those Club members who have sent articles for publication in our newsletter. Pat Price has given us a very interesting piece on navigating in reef prone areas. Chris Creese has submitted (after some arm twisting!) an excellent article on *Neptune*, one of the more interesting boats in our fleet and as far as I am aware, the only one that has been on the Club register since the Club was formed.

A recipe, a quiz and a book review all add to the interest between the covers of this month's newsletter. I hope you enjoy reading it. As usual, articles and contributions of all sorts are very welcome, and it is very gratifying to see a number of new contributors appearing over the last few months. Why not join them?

Until next month, cheerio from a rather cool and cloudy England

Chris Palmer
editor@cyct.org.au

Commodore's Comments



By the time you read this, I should be in Samoa, after a scintillating fair-weather sail of 2,500 miles from Hawaii. Prior to any voyage, the mental imagery is always of perfect conditions, and beautiful sunsets. We'll see.

Haven't yet checked the weather for Apia, but I'm sure it will be warmer than Hobart. But I will miss the 'gluwien' in Constitution Dock before the Anniversary Dinner. I'll have a quiet one at the appointed time! Please support the night, and have a great time.

Then, it will be time for the Annual General Meeting. It is a chance to consider what you can give back to the Club. But also what you can gain from it. Committee work can be particularly rewarding as you get to know your fellow members better, and get more actively involved in Club activities. As they say, please consider.

There isn't a lot to comment on at present. Winter slows down boating activities, and other priorities have taken over. I will simply wish you all well, and I'll see you in a couple of months.

Leo Foley

Vice Commodore's Report



It's 2am, raining and starting to blow a bit. A I hesitate to admit that I haven't been on the water since the June long weekend, but I have heard other members out and about. Judy and I welcomed a new grandson on June 23 and that event captured our attention!

Anniversary Dinner, Sat August 8

We are going to meet in Constitution Dock prior to the Anniversary Dinner on Saturday August 8th. If you would like to bring your boat into the Dock for the night (everyone welcome!), please be in Sullivans Cove by 1515 on Saturday afternoon. Switch your VHF radio to dual watch, channels 16 and 12. I will

contact Port Control on Ch 12 and try and arrange for the bridge to be raised at 1530 so that we can go in as a group. Move into the Dock in single file and find a place to berth. There are no rules but let the larger boats tie up first then the smaller ones can tie up outside them.

We will arrange to leave as a group at about 1030 Sunday morning. If you have any queries, please call *Reflections* or ring me on 0400 651 532.

Happy cruising,

Andrew Boon

Rear Commodore's Report

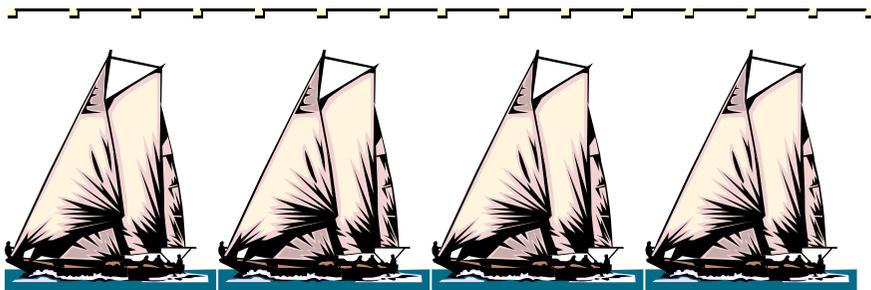


Because of the time pressures associated with assembling 'Albatross' from overseas, the Vice Commodore's Report could not be included before the newsletter had to be sent to the printer.

Details of future activities can be found in the Club Calendar on page 2 or on the Club website - www.cyct.org.au.

Ed

Merv Page



Keeping it off the Rocks

From Pat Price - *Pendulum*



The author's boat Pendulum in Fijian waters

Little could be more gut wrenching than crashing into a coral reef in the middle of the night when making an ocean passage.

This article was written to hopefully provide some guidance towards safe navigation in coral reef seas. It contains an account of an unfortunate misadventure by way of example.

There are about 100 yachts, from all parts of the world, cruising the islands of the Western Pacific each

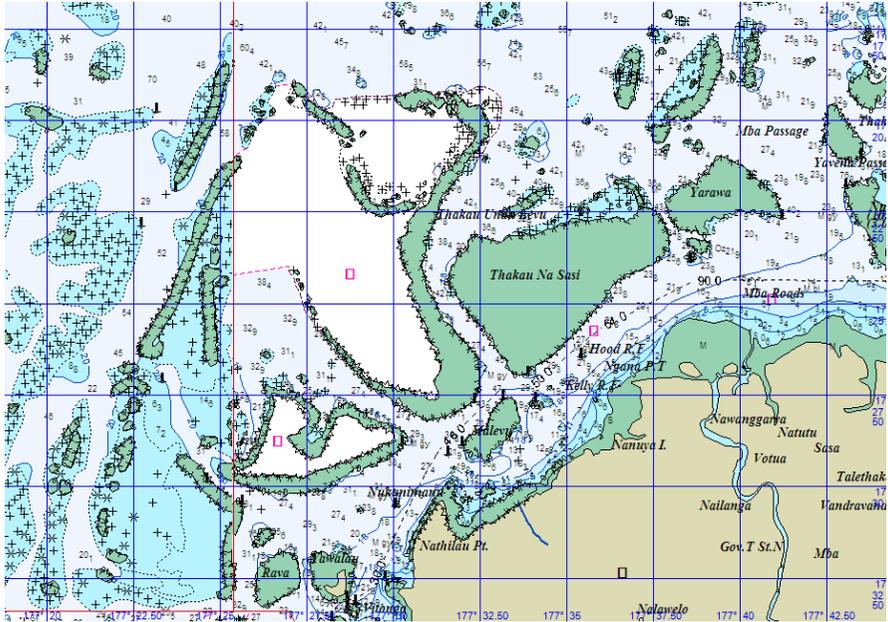
season. Most move out of the region into New Zealand, Australia or as a new trend, into the Marshall Islands for the cyclone period of November through April. A few stay in safe haven ports such as Neiafu in Tonga or in Fiji at Vuda Marina near Lautoka or Savusavu in Vanua Levu.

My yacht *Pendulum* is a factory built Swanson 36. She is fitted out and equipped for long distance, short handed cruising. When home, she is based near Hobart but has recently completed extensive trips into the western Pacific in 2005, 2006 and 2008 travelling about 30,000 miles in total in that time.

With tongue in cheek, it is said of this congregation of yachts in the western Pacific that they can be divided into two groups - those that have run aground on a coral reef and those that are about to! Oh, I forgot, there is a third group - the liars. Many boats survive a good grounding, but some do not. The damage is more often than not very severe.

There are some classic accounts. How about the yacht on passage from Apia in Western Samoa to Fiji a couple of years ago. In the early hours of the morning, and under full sail, without warning they ploughed into an isolated ocean reef. Can you imagine the noise and the feeling of dread.!

How did it happen? As I have heard, they were navigating by GPS (who does not these days) and made two elementary slip-ups. Firstly, the reef was unseen on their paper chart as it was “hidden” by a fold in the chart!! And secondly, the electronic chart on their laptop was not displayed at the necessary chart scale to reveal the reef. More on this tragedy later.



Part of a chart in Fijian waters – NW Vitu Levu. With due care one can navigate the area safely

Some basic recommendations when navigating around coral reefs are:

- learn how to judge water depth by colour
 - dark blue – deep water
 - light blue / turquoise – 10m to 20m deep, navigable
 - green – 4m to 5m deep, take care
 - beige / brown – you can see coral less than 3m below the surface

- wear Polaroid sunglasses - they stop surface reflections and make reefs much easier to see. A hat can help too
- navigate when the sun is high and if possible with it behind you
- be very careful when the sky is overcast as colours are not so apparent
- also be careful on calm days when the sea is flat and the swell does not break on reefs, made worse at high tide

Navigation is a bit like surveying. In the 1970s I was working in Papua New Guinea, a few reefs there too! Our company Surveyor, Gill, was approached to assist with the set out of the athletics tracks for the field events for the upcoming South Pacific Games to be held in Port Moresby. Now Surveyors are not exact, it is impossible to be exactly exact. There is always some error. Surveyors “manage” and understand the magnitude of inaccuracy. So when Gill said to the Games Manager “Is an accuracy of 1 in 50,000 satisfactory?”, the response was “Crikey yes, that’s fine”. So Gill said for a kilometre of track, the error might be 20mm. The Manager expressed horror at this inaccuracy, what if there is a photo finish? And so it went on.....

Marine navigation does have some similarities. You never know precisely where you are, there is always some error, sometimes small, sometimes large. Even with GPS navigation I have seen the position on the chart out by almost a mile! But one must make certain that you do not get closer to dangers than your possible navigational error. You must understand the possible error magnitude and then manage the inaccuracy. Then, most important of all, watch where you are going.

The error is least when you can clearly see the danger. And this is the best navigation tool available when near reefs, the “Mark V eyeball”. If you cannot see the reef, unless you have some other *proven* navigation method, do not go near it even though you believe the GPS error is only 20 metres.

A warning here. One is led to believe that GPS accuracy is down to about 10 metres. This may be so, it does not matter, as only a fool would get this close to a reef without a very clear sighting. Near Somosomo Strait at the eastern end of Vanua Levu in Fiji, Maxsea or CMap will put your position on the chart in error by about 0.75 miles in longitude as well as a substantial latitude error.

Let us take this a stage further. It is pointed out above the GPS position as plotted on the chart can be way out. But what about the charts? For Fiji, the charts do have substantial errors. I found a quite large coral reef, covered with less than a metre of water, on the western side of the Yasawa Islands about three miles from the famous Blue Lagoon. (That’s where Brooke Shields used to hang out - it’s a beautiful stretch of water between islands.) So we have an inaccurate chart and the GPS position as shown on the chart can also be out.

Again, the only really reliable navigational tool left is the eyeball. I saw the reef in time, but only just.

The depth sounder is a very useful tool in reef navigation and it is essential for anchoring in coral areas where anchorable depths are sometimes difficult to find. However, one cannot rely on the depth sounder to keep the boat off a reef. Take a close look at the chart below.



Nasonisoni Passage and Navatu Inlet near 16056'S 179000'E

Notice that for most of the area there is no shoaling as the reefs are approached. By the time the sounder is showing shallower water, the boat is aground. A strong current can run through Nasonisoni Passage. As the reef is so 'steep to' it is possible to traverse the passage with the yacht very close to one side, and this can be done safely as the reef is clearly seen, where the current is least if against the boat. *Pendulum* has been through this passage in both directions many times now and Murphy's Law has resulted in an adverse current each time!

We also caught a mahi mahi at the eastern end of the passage minutes after leaving anchorage at Navatu. Enough fish for days.

The following information is given on charts for Fiji waters:

*Information: WARNING The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See paragraph No 1 of Notice to Mariners No 1 or sailing Directions Planning Guides for information relative to DMA Charts CORAL PINNACLES Examination of aerial photography of the area indicates that additional coral pinnacles exist over which the depths are uncertain. **Mariners are advised to navigate with caution and only then in conditions under which reefs may be most clearly seen.***

I think the first part of this warning is very true. One must use every means available at any time to navigate safely. The warning in bold should be taken as gospel.

Sometimes reefs can be seen and sometimes they can not. They are best seen from a height, so stand on the cabin top or climb the mast. It depends on the sky conditions, the height and direction of the sun or the tide height, and that is in clear water. Experience will tell you when reefs can or can not be seen. Sometimes I will steer intentionally at a reef position to test the reef visibility, with great care, believe me.

Consciously or otherwise, a lot of navigation, and for that matter seamanship or just staying alive ashore is the application of Risk Management. This involves:-

- Identifying or recognizing risks
- Assessing or analysing the risks
- Treating or planning action to contend with the risks
- Assessing the remaining risk after treatment
- Deciding what to do

Would you cross a road without going through the above mental process? No, and that is why you are still alive. Back to the above dot points:

- The risk is getting run over
- If I get run over, is that a problem? YES!
- Cross at the lights, or at a zebra crossing (be careful here too in some countries) or pick a clear gap in the traffic
- If I do the above will I be safe?
- Decide whether to cross the road or stay

All this sounds complicated and unnecessary, although we all subconsciously do it each time we cross a road. Very similar parallels are used in reef navigation.

Many of the reefs in Fiji that are near shipping routes are marked with beacons. These are simply steel or concrete posts located on the edge of the reef and can be very useful. But Fiji is in a cyclone area and to quote the standard warning:

BEACONS Beacons are subject to cyclonic and other damage and may take considerable time to replace or repair.

A lot of beacons are missing. Far too many. This is in itself a risk and when encountered alternate navigation methods must be used.

There is another issue that could cause a grounding, and that is instrument induced error. As an example I have had this happen using MaxSea on a PC. All appears under control until you realize that the input to the PC has stopped and the boat's position on the chart screen is where the GPS input stopped. Of course the boat has moved on. Again, keeping a good watch would save the day.

Occasionally I have had to navigate in dead calm water and very poor reef visibility, the water surface can be like a mirror. It usually occurs on leaving an anchorage at first light with the aim of reaching a destination before nightfall. I would not make a habit of being in this situation and on the move. If there is also no swell it is safe to move very slowly and with every sense alert, so that should a reef be hit, the yacht will not get stuck and minimal damage will be done. I am not promoting this but occasionally it is required.

In summary, coral reefs are a real threat, but grounding can be avoided without staying at home. In fact, not a lot of yachts come to grief each year. But where I am now writing this at Vuda Marina in Fiji, there is an Australian yacht that hit a reef near here and completely ruined the rudder and shaft and broke off the rudder stock assembly. Luckily they quickly found a tow and were brought here to the marina and immediately slipped, taking water at an alarming rate.

In case the reader is wondering, *Pendulum* is in the latter group of Pacific wanderers mentioned earlier, we have not hit a reef so we are included in the second group:- "those that are about to". !!



Who moved Blue Devil Rock?

From Commodore Leo Foley

The members who gathered at Mariners Cottages to make sense of the Navigation Cruise had an enlightening evening. Paul Kerrison took us through his thinking, with Lew Garnham enthusiastically plotting bearings, transits, and positions – but not always where they were expected.

Four other skippers looked on, and soon had the excuses they needed for their poor performance. Paul's instructions had clearly said the clues were based on the 2006 chart, but who worries about such detail?

The first clue brought the first problem. Head NE to the 9.7m contour, it said. The 2008 chart doesn't have a 9.7m contour. Ummm, problem!

But that's OK; most boats found their way to Alexanders (even if some of us should have gone to Rosebanks) and from there, we were instructed to "leave the 'a' in Barnes to starboard". Easy enough, we thought. Who'd have known that the words 'Barnes Bay' have moved a fair way East on the new chart. Why? To confuse CYCT navigators?

And if you had trouble identifying the light from the characteristics quoted in the instructions, then you'll be please to know that the light on "Big Bills Pt" (known to most of us, forever, as Truganini Pt, but its 'Big Bills Pt on the new chart) can now be seen for an extra mile (now 5m). An extra candle inserted perhaps?

We didn't take the time to practice our lunchtime activities, such as knot tying – far less the golf and bocce shots, and we moved on to the clues for Control 4.

That required a Pelorus bearing from O'Briens Hill, but the 'dot' signifying the summit has disappeared from the new chart, so an approximation was the best we could do. That's not so bad if the connecting point to the bearing is clear, and that was the white sector of Pierson's Pt light. Simple enough, so why didn't it work out? They've moved the white sector a little, that's why. It's gone west!

Combining those two errors could have you onto Quarantine Pt, but I'm afraid it doesn't explain why this skipper was north of Woodcutters looking for this control. By the time he got to Quarantine Bay, the hardy helpers had packed up and we passed them on the way out. Who knows how that was marked?

By this time, our navigators had been relegated to 'eccentric accessories' on board, and we played follow the leader to Apollo Bay, where we guessed between the choice of two controls. Wrong again. As it turns out, no-one, not

even the controls, should have been in Apollo Bay. Using the bearings provided, the controls should have been north of Roberts Pt, near the ferry terminal. Oh well, one down for the organizers.

One of those bearings, using Blue Devil Rock in Cloudy Bay, proved very interesting indeed. We all know it's tucked into the eastern shore of the bay, guiding us around the reef as we enter. Not on the new 2008 chart. It shows the rock close to shore along the surf beach. That might explain some confusion as boats entered Cloudy Bay at Easter, using the chart to navigate. It shows the value of keeping a good lookout at all times. Things are not always as they seem.

On the murky, drizzly day, most skippers had had enough by this time, and headed for home with a minimum of attention to the instructions. But the keenest would, of course, have an up to date chart, and would again be mystified by the light characteristics provided for this Control. Green Is is apparently now visible for 8m, up from 5m on earlier charts!

All in all, the evening was very educational. We had a good laugh at ourselves, as well as learning that charts are not just reprinted, but are revised in all sorts of ways. Apart from a wandering Blue Devil rock, we hope and trust that the new chart has better information than the preceding ones. And, most of all, we learned to take seriously the pre-cruise instructions of the organizers. That could have helped!

Thanks to Paul, again, for his time and patience, and to Lew, whose enthusiasm was rewarded with some quite unexpected explanations. We'll repeat the exercise, setting a few chart exercises that don't require anyone going near the water, and hopefully we'll get more members along.



My Boat - *Neptune*

From Chris Creese

Length	34' 8"
Length including bowsprit and mizzen boom	42'
Beam	10'
Draught	5' 6"
Sail area	600 square feet
Displacement	7 tons

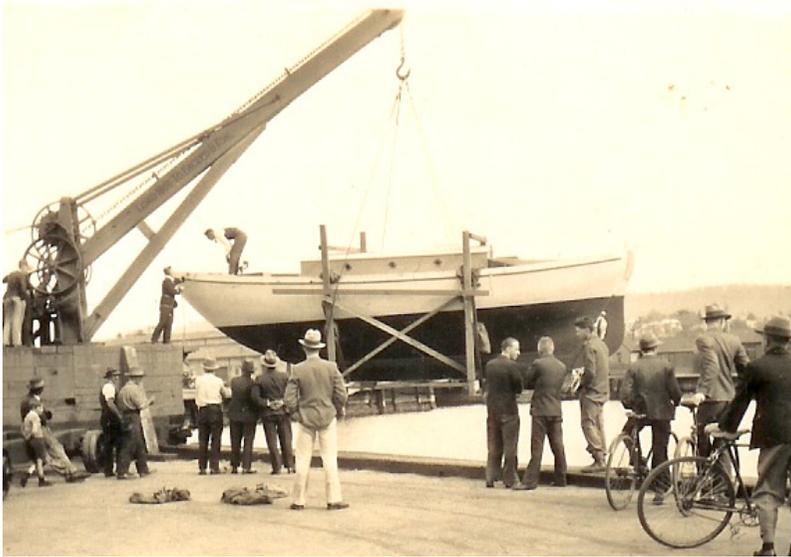


Bert Morris on Neptune – late 1970s

Information for the first part of this article comes from a piece written by *Neptune's* builder and first owner, Bert Morris, for 'Albatross' some years ago.

Neptune's beginning was a nice looking 32 foot canoe stern cutter which appeared in the plans section of 'The Rudder' magazine. Bert drew out a set of plans from this, made a half model that was approved by Perc Coverdale and a final set of plans drawn from the model and faired.

She was built in the back lane of Bert's home, Bishop Street, New Town, about 1934-35, mostly night work. All the selected timber, keel etc was Raminea Stringy Bark, Huon Pine ribs and planking, Celery Top deck (from deck planks originally cut for *Amelia J*). One ordered Huon Pine then from Crisp and Gunn as you would order a bit of 3 x 2 hardwood now. Even the tongue and grooved boards for the cabin top and bulkheads were cut from good quality Huon Pine.



Launching Neptune – Constitution Dock 1935

The original rig was intended to be a Marconi cutter, with mast well to centre and jib to stem head, no bowsprit. But Ted Domeney was converting *Sirene* to Marconi rig so Bert bought Ted's mast, rigging, gaff and boom and planned a gaff cutter rig with topsail and bowsprit with plenty of canvas – about 600 square feet. John Forsyth made the sails, all hand sewn - mainsail, topsail, staysail and jib - for 25 pounds.

Under this rig she sailed very well and was raced with the old Bellerive Yacht Club quite successfully.

About 1938 Bert decided to shorten the boom and fit a mizzen, making her very easy to handle cruising.



Racing on the Derwent – 1930's

She still sailed very well, on one occasion travelling from the Iron Pot to Battery Point averaging 8½ knots carrying one of *Weene's* staysails as a leading jib. About this time an after cabin and centre cockpit with wheel steering were added as well.



Cruising 1940s

She was fitted with a De Dion car engine which pushed her at about 4 knots and ran for years without any trouble.

Neptune was laid up for some years during WW2, and when Bert returned from the war he moved to Kettering and set up a boat building yard on the foreshore. Neptune was and still is moored close by in the bay.

About 1955, intending to use *Neptune* for scalloping, Bert fitted a 16hp Lister diesel engine, but did not carry out this intention as he was otherwise employed (building *Pedra Blanca*). Later he used her for barracouta fishing and about this time built a well into her. Later Bert got Jock Muir to build the counter stern onto her as the big propeller tended to make her squat somewhat. The counter stern made a much better boat, checked rolling when running in a sea and steadied her as well as giving

more room aft. She also reverted to tiller steering with a dog house fitted for shelter, the mizzen mast was removed and main mast shortened.

In 1970, my parents, Mark and Erika Creese bought *Neptune* from Bert. For the princely sum of \$4000, she was passed over complete with alarm clock and the alteration bug.

Soon after, to suit a family of four, the accommodation was improved by reducing the well to a quarter of its original size and fitting a larger wheelhouse. The Lister engine, being hand start only, was replaced by a 4.108 Perkins with electric start, now the whole family were



Neptune as purchased by the Creese's - 1970

able to start the engine. The new engine improved her cruising speed and the reduced weight allowed her to float at her designed water line again.

Several years later, to accommodate a growing family, more alterations saw the well removed completely, an after cabin and coach house were added, along with a centre cockpit and wheel steering. Ten feet were added to the mast and the rig changed to Marconi



Old Scrubbers' Race - 1970s

cutter. It was in this guise that *Neptune* attended the inaugural cruise of the CYCT in 1975. Later, after Mark had acquired a suitable flagpole from the roof of the Freemason's Hotel, *Neptune* became a ketch again.

In 1978, after much discussion and with the approval of the former owner it



New cruising guise - 1970s

was decided to rebuild *Neptune* from the decks up. Her low freeboard combined with wide side decks made it impossible to sit comfortably down below. So out came the circular saw and zr-zr-zr, instant open boat. The new cabin was strip planked in Celery Top Pine, the whole structure being wider, longer and higher. The outside profile changed very little but the accommodation was much improved. The old cabins were not wasted and some of them can still be seen gracing the decks of other boats on the Derwent.

Neptune proved that she was soundly built when in January 1990, heading home after a cruise on the east coast, she survived being capsized by a freak wave in Marion Bay. Club members Bill and Ann Hodgson were several hundred metres ahead in *Melody* and witnessed *Neptune* running down a steep and breaking wave until the bow



After the capsizes - 1990

ran under, broaching and rolling over, lost to sight under the breaking wave. Bill said afterwards that he did not expect to see *Neptune* again, but she reappeared and righted herself.

Mark, who was alone, found himself in the water but was able swim over and climb aboard even though the engine was still running and in gear.

He found masts broken, missing coach house windows and the boat half full of water with what appeared to be the contents of every locker sloshing about.

The engine continued run even though it was partly submerged and after determining that the boat was not in danger of sinking he headed for the shelter of Chinamans Bay with the assistance of the Hodgsons and Barry McCann, who had also arrived on the scene. After sorting out the mess and spending a night in Chinaman's, the boats set off again for the canal and *Neptune*, under her own power, headed for the DSS slip. Not wanting to miss out on our annual trip to Port Davey, repairs were soon under way and they continued as *Neptune* headed around the south coast.

On Marks death in 1995 ownership of *Neptune* passed to me and my brother Nick, and in her we continued the tradition of regular cruises to Port Davey. Several years ago I took full ownership of *Neptune* and Nick and his family now have their own boat, *Stryder*.

I have entered *Neptune* in the last 3 Wooden Boat Festivals and in the 2005 festival was lucky enough to be berthed in Constitution Dock, under the same crane that was used to launch *Neptune* 70 years before.

It is now nearly 40 years since I first stepped aboard *Neptune* and in that time she has taken us around all the cruising grounds of southern Tasmania, from Wineglass Bay to countless trips to Port Davey. Records of the CYCT show that *Neptune* was among the larger boats of the fleet in the clubs early days. Today, boats have increased in size and have room for modern conveniences such as hot water systems, showers, fridges - things that weren't thought of when *Neptune* was built. However I am happy with *Neptune* and hope to get many more years of enjoyment out of her.



Neptune in her present guise

Book Review

‘Cruel Wind’ - by Robert Matthews with Julian Burgess

Reviewed by ‘A Club Member’

The 1998 Sydney to Hobart Yacht Race shook the yacht racing world in a way not experienced since the 1979 Fastnet Race. At Race’s end, as the full story of the disaster unfolded, the horror of what happened became overwhelming. Six sailors lost their lives, five yachts sank, ten yachts were rolled or suffered severe knock-downs, two at least rolled twice, seven yachts had crews airlifted and thirty seven yachts reported crew injuries. Reports by competitors of weather conditions off Gabo Island told of sustained 90 knot winds and waves the height of six story buildings.

Rescue authorities were unprepared for the scale of the disaster. There were questions to be answered about weather forecasts and the preparedness and

response of the CYCA. But within 24 hours the freighter Iron Monarch of 10,000 tonnes, HMAS Newcastle, fishermen from Eden, 38 fixed wing aircraft and five helicopters were thrown into the storm in an effort to save the stricken fleet. Over thirty Mayday calls had been received as the fleet of 115 yachts sailed into Bass Strait to hit the horror head on. By late December 28, the search and rescue had become the biggest in peace-time in the nation's history.

One sailor who survived the ordeal is well-known Launceston yachtsman Robert Matthews. Robert's recently self published book 'Cruel Wind' is a chilling and harrowing account of the storm and the psychological legacy of the experience.

The book is an historically valuable and highly personal account of Matthews' extensive sailing experiences. It provides the reader with a graphic and detailed picture of life and survival aboard a seriously damaged racing yacht in a storm so severe that statistically it could be expected to occur only once in over 100 years. The opening account of the immediate events leading to the second fatal capsizing of *Business Post Naiad* throws the reader into the race and the chaos that unfolded. With the help of journalist Julian Burgess, Matthews crafted the narrative in a way which tantalizes the emotions. When the tension of the Race drama is almost too much to bear, Matthews transports us back in time to set a context by which we can judge the events of the Race. Matthews tells his life story, but it is the story of many of us.

There are poignant moments that offer humour and some light relief. Held by his harness deep under water below the capsized yacht and unable to free himself, Matthews senses he is soon to drown. He remembers thinking "I'm glad I didn't renew my subscription to Cruising Helmsman". The book is a story of ordinary men and women doing something they love and when the pressure was on, achieving great acts of bravery and courage. It is a story of true heroism. The professionalism and extraordinary achievements of the chopper crews alone makes the book a worthy read.

Few books engage the reader as this one does. Few books offer such a frank and indeed, modest account of the life and times of a Tasmanian sailor over the past forty years with its focus of the 1998 Sydney to Hobart Race. The book will have particular appeal to experienced yachties and those who have been S2H competitors. There are wonderful insights into the lives of many colourful and talented Tasmanian yachting personalities. The faint hearted might be somewhat circumspect about venturing too far from the safety of sheltered waters, it is sobering stuff.

The book is available from Angus and Robertson, Book City, Dymocks and Fullers at \$39.95 or on the website www.cruelwind.com.au. Some chandlers near you might also have copies.

A quiz for people who think they know everything!

From Lew Garnham - *Minerva*

These are not trick questions. They are straight questions with straight answers

1. Name the one sport in which neither the spectators nor the participants know the score or the leader until the contest ends.
2. What famous North American landmark is constantly moving backward?
3. Of all vegetables, only two can live to produce on their own for several growing seasons. All other vegetables must be replanted every year. What are the only two perennial vegetables?
4. What fruit has its seeds on the outside?
5. In many liquor stores, you can buy pear brandy, with a real pear inside the bottle. The pear is whole and ripe, and the bottle is genuine; it hasn't been cut in any way. How did the pear get inside the bottle?
6. Only three words in Standard English begin with the letters 'dw' and they are all common words. Name two of them.
7. There are 14 punctuation marks in English grammar. Can you name at least half of them?
8. Name the only vegetable or fruit that is never sold frozen, canned, processed, cooked, or in any other form except fresh.
9. Name six or more things that you can wear on your feet beginning with the letter 'S.'



Recipe

From Annick Ansselin – *Windclimber*

Here is a quick and easy recipe I often use on the boat. It takes about 20 minutes to cook, depending on the thickness of the chicken fillets.

Tarragon chicken

Chicken breast (or leg) fillets

Tarragon (dried)

Oil (or butter or margarine)

White wine (off course) (*sic*)

Container long life cream (200ml)

Heat oil/butter/margarine gently in frying pan

Add at least 1 tablespoon of dried tarragon (more if you like) and cook gently for 30 secs

Add the chicken fillets and brown all over until golden. Make sure there is enough tarragon to have some on both sides of the fillets.

Add a glass of white wine gradually, continuing to cook the fillets until the wine evaporates and the fillets are cooked but tender.

Reduce heat and the cream, stir well and scrape the residue from the bottom of the pan. The cream sauce turns a golden brown colour.

Season to taste

I serve this with rice or potatoes (canned or fresh) and a green vegetable.

To speed up cooking, you can halve the fillets.

Note: If you don't have cream, you could make a simple white sauce and add that instead. It's not as rich or easy, but it does work. Yoghurt does not work.

If you're out of white wine, or prefer to drink it, use chicken stock made with a chicken cube.

Going About

Boom Tent - for free

A former member, Neil McGlashan, no longer has a boat, but still has some bits and pieces that are no longer needed. One useful looking item is a professionally made boom tent, which hasn't ever been used. It's blue in colour and about eight feet long.

If it sounds useful to you, ring Neil on 6229 6272. He's expecting your call.

Neil has also donated his supply of charts. The Committee will discuss what to do with them, but they will be a 'member resource' in some way or another. Some of them are of Bass Strait, so anyone planning to circumnavigate Tasmania might find them useful. A recent (2002) laminated chart of Port Davey might also be useful for members who are considering a trip there. Thanks to Neil for his donation.



This whopper didn't get away

Whilst travelling through the Northern Territory, a CYCT member caught this Jew Fish approximately 30 kms off the shores of Cullen Bay in Darwin. He wanted to keep the fish for his own consumption but his wife persuaded him to share the spoils with the other participants, which he did reluctantly! This was the only decent sized fish caught on the trip.

British couple's yacht sunk by whale in Caribbean

A cautionary tale for Club boats as the whale migration gets under way, perhaps. See also page 25.

'A British couple's two-year dream holiday ended in disaster when their £150,000 yacht sank after hitting a whale in the Caribbean.

Paul and Helen Glavin were on a round-the-world voyage when the freak collision happened in rough seas near the British Virgin Islands.

Their yacht struck the whale in the early hours of the morning, throwing Mrs Glavin, 59, against the wheel.

Within an hour the 47ft vessel filled with water. The couple tried to pump the water out and even stuffed cushions in the hole in the hull of the boat to keep the *Helen Mary Gee* afloat.

When they realised they had to abandon ship, Mrs Glavin retrieved their emergency 'grab bag' which contained flares, food, a radio, charts, passports and money. She even went back for her deck shoes, telling her husband she was not prepared to be seen in "sailing boots and shorts" when rescued.

The pair took to a life raft from where they watched as the boat capsized and sank five hours after the collision. The stranded couple managed to send out a number of Mayday calls which were picked up by another yacht in the area.

They were found at 10am by the Jersey-based boat *Dreamcatcher*, owned by Roger and Lucyna Culverwell.

The Glavins are now counting the cost of their doomed voyage back at home in Weymouth, Dorset.

"Believe it or not we have started to look at buying another boat because it really is a wonderful life out on the water. At least we got out of it alive and are able to start again," said Mr Glavin.'

Source – Daily Telegraph



Watching for whales...

From - www.abc.net.au/oceans/whale/spot.htm

Each year most of the large whales in the southern hemisphere follow a general migration pattern. Summer is spent in the cold waters of Antarctica, where they feed on enormous quantities of the prawn-like krill. In autumn, as the temperature falls and ice begins to form on the sea surface, the whales begin their northward migration to more temperate, sub-tropical and in some species, tropical waters to give birth and to mate before returning to Antarctic waters at the end of spring.

Consequently, large whales are most likely to be seen in Australian waters between June and October. In total about forty species of whales and dolphins have been recorded in Australian waters.

From about May to August and later, humpback whales migrate north along the east and west coasts of Australia to breeding areas off Queensland, Western Australia and possibly waters further north. From September to December they return to feeding areas in the Antarctic.

The migration route is close to the coast so these whales can often be seen from prominent headlands. Humpback whales are regularly seen from Hervey Bay and Point Lookout on Stradbroke Island in Queensland, Cape Byron at Byron Bay in New South Wales, Point Quobba at Shark Bay and Ningaloo Marine Park in Western Australia.

From May to November, southern right whales appear close to the southern coast of Australia. During this period, females and calves spend a lot of time just beyond the surf break, and they can be seen frequently from headlands along the Otway coast of Victoria (particularly Warrnambool, Port Fairy and Portland Bay), cliffs along the Great Australian Bight in South Australia, near Cape Leeuwin and in bays along the south coast of Western Australia and Storm Bay in Tasmania.

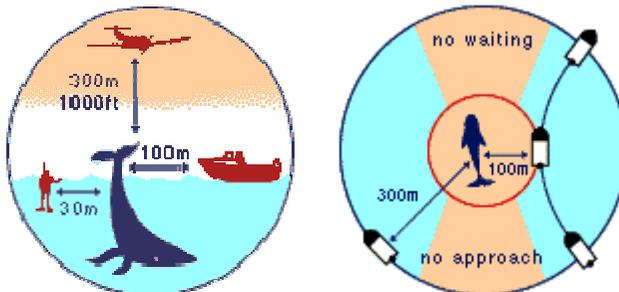
Dolphins may be seen all year round in the coastal waters of Australia, and unlike the large whales some species may spend all of their lives in the one region. The species of dolphins most likely to be seen vary depending on the location but include the bottlenose dolphin, common dolphin and Irrawaddy dolphin.

A unique experience and possibly the closest encounter between wild dolphins and people occurs at Monkey Mia, Shark Bay, Western Australia. For many years, dolphins inhabiting Shark Bay have been daily coming into the shallow water. They swim around people's ankles, and are at times close enough to touch.

Tips For Whale Watching

- Take a good pair of binoculars.
- Choose clear, calm days in June through to October.
- Select a prominent headland or visit an area in your boat or aircraft where whales have been reported previously.
- Look for the blow of a whale, that is the cloud of spray or mist that appears as the air is exhaled through the blowhole. This is usually how whales are first seen.
- Within 300 metres of a whale, move at a constant slow speed no faster than the slowest whale or at idle, 'no wake' speed
- Avoid sudden or repeated changes in speed or direction
- Observe the distances set out in the illustration below
- Stopping? Allow your motor to idle for at least one minute before turning it off.
- No more than three vessels should attempt to watch a whale or group of whales at one time.
- Do not allow the whales to become boxed in, or cut off their path, or prevent them from leaving
- Do not approach mothers with young calves. Move away slowly at idle, 'no wake' speed to at least 300 metres from closest whale

Minimum Approach Distances



Cold Weather Clothing

By Bob Merrick – www.sailnet.com

When we left the dock for what we knew would be a long day of 470 racing the weather was just about as good as we could expect from Kiel, Germany, in early June. It was about 60 degrees and only partly cloudy with about 15 knots of breeze. About six hours later, as the race committee got ready to start the third race of the day, a large black cloud started to block the sun. As the wind increased and the conditions began looking potentially dangerous, the race committee called it quits for the day. It wasn't a bad idea but we were a two-hour beat away from shore. The temperature dropped rapidly and then the hail started to come down hitting my face at an apparent speed of about 25 knots, only interrupted by the cold North Sea water soaking my body. I was unprepared, underdressed, and shaking before we were even half way home. Needless to say we were freezing when we got in. I'd had cold days on the water before but that day at Kiel Week was the final straw. From then on dressing appropriately became an important part of my pre-sailing routine.

With the proper clothing it's almost never too cold to go sailing. If you head down to Newport Harbor, RI, on any weekend in the winter you'll see the evidence. With frostbite fleets in Hobbie 14s, Yinglings, Lasers, and Turnabouts, the sailing season never ends thanks to the evolution of excellent cold weather gear for sailors.

The most significant of these developments has been the evolution of the dry-suit. First introduced to the sailing scene in the early '80s the dry-suit allows sailors to stay dry and warm, even after falling into the water. Sailing your Laser all winter all of a sudden became a real possibility. By coupling a good dry-suit with high-tech synthetic fabrics, cold weather sailing can almost become comfortable.

Choosing the right clothing for you will depend on the temperature and what type of sailing you're doing but the basic principles of staying warm will remain the same. Here are some of the things I've learned sailing [dinghies](#).

When dressing for cold weather your clothing should be broken down into three layers. The first layer, closest to your skin, should move moisture away from your body. The middle layer is a thermal layer that will keep you warm. These two layers are protected from the elements by an outer layer that blocks wind and water.

No matter how cold it is, your body is constantly expelling water from the surface of your skin. This moisture usually evaporates immediately but when you are bundled up under multiple layers of gear the moisture can build up and

condense. If this moisture is held against your skin it will work to cool your body. Water is good at transferring heat. If your skin is wet it will cool up to 25 times faster than if it was dry. Your first layer of clothing should therefore pull this moisture away from the skin. Materials like polypropylene and polyester that tend to resist water retention work best. Although cotton may be comfortable when it's dry, it is one of the worst materials for staying warm on the water. Cotton will retain a high level of moisture and hold it against your skin, rapidly moving heat away from your body.

The middle layer is what will actually keep you warm. You should adjust this layer to match the temperature. This layer will trap warm air and insulate your body. Air is not good at conducting heat and is therefore a good insulator. A good middle layer will also continue to move moisture away from your skin. Fleece and wool are both good insulators. Dressing with multiple middle layers will allow you to easily adjust to a change in temperature.

When sailing in truly cold weather, like New England in December, a dry-suit is a must for safety and comfort. There are two basic types of dry-suits available: breathable and non-breathable. The type of suit for you will depend on how long you spend on the water. A breathable suit allows moisture from your body to evaporate through it while still blocking wind and water from the outside. This will inhibit the buildup of moisture and even sweat, keeping you dryer and warmer. If you are potentially going to be out on the water for more than three hours at a time, a breathable suit is preferable. If you're only going to be out for a few hours at a time a less expensive, non-breathable suit is fine. With a non-breathable suit, moisture from your body will condense on the inside of the suit but as long as your skin stays dry, thanks to good layering, you will remain warm and comfortable.

On cold days the real limiting factors are your hands and feet. Most dry-suits are available with rubber booties attached. Booties will keep your feet dry even if you have to walk into the water to launch your boat. Here's a trick. If your dry suit doesn't have booties get a pair of replacement booties and tuck them into your ankle seal. It won't be a perfect seal but it works surprisingly well. Rubber booties and boots will keep your feet dry but they will not keep them warm. Rubber is not a good insulator so you must rely on good socks. Unfortunately the available space in your sailing boots will most likely prevent you from layering. If your feet are too tight in your boots the circulation will be inhibited, slowing the flow of warm blood and making your feet cold. Having a slightly larger pair of boots for winter sailing is not a bad idea. Polypropylene, fleece, and wool socks are all good insulators.

Keeping your hands warm is often a more difficult task because you need to be able to use them to sail your boat. Warm weather sailing gloves are the worst things you can use when it's cold because they will hold water against your skin. This can actually make your hands colder than if they were bare.

Neoprene gloves work well but they are not perfect because your hands will eventually get wet. If the palm is neoprene it will not hold up well to handling line. A waterproof glove with a liner underneath is best. Many waterproof gloves are made from some sort of rubber, which doesn't insulate well so a good liner is important. A dry glove made of something other than rubber is best. Again polypropylene, wool, or fleece, all work well as liners.

It goes without saying that you should never go out on a cold day without a good winter hat. A good hat will have all the properties that have been explained. It will block the wind and it will not retain high levels of moisture. As a test, the fastest drying hat is the one that retains the lowest amount of moisture.

Finally, get dressed in a warm place. Good gear only traps the heat that your body has already produced. You can't expect to wrap a steel pole in fleece and warm it up. If you wait until you're cold your gear will be much less effective.

The Science of Keeping Warm

Dressing to stay warm is all about slowing the transfer of heat from your body to the outside environment. Basically you're trying to put your warm body in the best thermos possible. The process of heat transfer can be described quantitatively using the law of heat conduction: $H=kAdT/dx$.

In the equation above, H is the amount of heat energy per unit time that moves from your body to the outside. A is the surface area of your body. dT is the difference in temperature between your body and the outside. And dx is the distance from your skin to the outside. The final element, k* is a constant determined by the insulating material.

The k, or thermal conductivity, of water is .6. The thermal conductivity of air is .023. From this you can see that the conductivity of heat through water is (.6/.023 times) or about 26 times greater than through air.

Dry fleece is mostly trapped air and has a thermal conductivity of about .08. Cotton saturated in water is mostly water and will have a thermal conductivity close to that of water. The thermal conductivity of rubber is .2. It's pretty easy to see that dry fleece is the way to go to maintain your body heat.

Recherche Bay

From Wikipedia, the free encyclopedia

Recherche Bay is located on the extreme south-eastern corner of Tasmania and was a landing place of the d'Entrecasteaux expedition to find missing explorer La Perouse. It is named after one of the expedition's ships.

French exploration

The explorers setup a camp, made a garden and scientific observatory at Recherche Bay in April 1792 for 26 days, and again in January 1793 for 24 days. Both landings were made to seek refuge and replenish supplies although as much time as possible was dedicated to scientific research. The botanists Jaques Labillardiere, Claude Riche and Etienne Pierre Ventenat collected and catalogued almost 5000 specimens including the blue gum (*Eucalyptus globulus*) which later became Tasmania's floal emblem. The expedition also made friendly contact with the Tasmanian Aboriginal people here in 1793.

The scientific observatory at Recherche Bay was the site of the first deliberate scientific experiment on Australian soil. At this observatory, geoscientist Elisabeth Paul Edouard de Rossel conducted a series of measurements that proved geomagnetism varied with latitude.

British settlement

Being isolated from the main areas of early settlement, exposed to easterly gales, and the terrain and soils of a nature that discouraged European agriculture, Recherche Bay saw only moderate activity following the British settlement of Van Diemens Land. During the 1830s and 1840s it was the site of a bay whaling station as well as a base for pilots guiding ships up the D'Entrecasteaux Channel. Whaling ships occasionally sheltered there to try out whales, two (the *Maria Orr* in 1846 and *Offley* in 1880) being wrecked there in gales. The main commercial activities in the later 1800s and into the early 1900s were timber-gathering, mostly centred around the township of Leprana and coal mining, the latter mostly based around the township of Catamaran. The Catamaran Coal Company employed the former barque *James Craig* as a coal hulk there.

Recent Controversy

In 2003, the private landowners of the D'Entrentrecasteaux expedition site sought permission to selectively log the area resulting in a large-scale campaign to protect the site from destruction. In January 2006, the Tasmanian Land Conservancy announced plans to raise a minimum of \$1.3 million to purchase the site from its private owners.

Quiz Answers

1. The one sport in which neither the spectators nor the participants know the score or the leader until the contest ends is boxing
2. North American landmark constantly moving backward is Niagara Falls (The rim is worn down about two and a half feet each year because of the millions of gallons of water that rush over it every minute.)
3. Only two vegetables that can live to produce on their own for several growing seasons are asparagus and rhubarb.
4. The fruit with its seeds on the outside is strawberry.
5. How did the pear get inside the brandy bottle? It grew inside the bottle. (The bottles are placed over pear buds when they are small, and are wired in place on the tree. The bottle is left in place for the entire growing season. When the pears are ripe, they are snipped off at the stems.)
6. Three English words beginning with 'dw' are dwarf, dwell and dwindle.
7. Fourteen punctuation marks in English grammar .
Period, comma, colon, semicolon, dash, hyphen, apostrophe, question mark, exclamation point, quotation marks, brackets, parenthesis, braces, and ellipses.
8. The only vegetable or fruit never sold frozen, canned, processed, cooked, or in any other form but fresh is lettuce.
9. Six or more things you can wear on your feet beginning with 'S'
Shoes, socks, sandals, sneakers, slippers, skis, skates, snowshoes, stockings, stilts.



2008 AGM Minutes

MINUTES OF THE 33rd ANNUAL GENERAL MEETING OF THE CRUISING YACHT CLUB OF TASMANIA

**TUESDAY, 2 SEPTEMBER 2008 AT 8.00pm
DERWENT SAILING SQUADRON, SANDY BAY**

WELCOME: Commodore Leo Foley opened the meeting and welcomed 25 members.

APOLOGIES: Chris Palmer, Margaret Benjamin, Dave Davey, Annick Ansselin, John & Pam Skromanis, Wendy & Malcolm Mac Dougall, Trevor & Lorna Jones, Neil Croll, Caroline Dutton, Kevin & Chris Hussey, Milton & Glenys Cunningham, Andrew & Judy Boon, Ruth Temple-Smith, Nigel & Kathryn Grey, Julia Greenhill.

MINUTES OF THE PREVIOUS MEETING

Minutes of the 32nd Annual Meeting of 4 September 2007 were published in the September 2008 edition of the Albatross and ratified at the General Meeting in October 2007.

Moved Leo Foley seconded Cheryl Price that the minutes of the 32nd Annual Meeting be recognised. **CARRIED**

CRUISING PLAQUE OF THE YEAR

The Cruising Plaque for 2007/2008 has been awarded to Stephen Newham for his trip around Tasmania in *Nyanda* earlier this year, 2008. Stephen spoke to the Club at the June general meeting of his circumnavigation of Tasmania west to east.

TREASURER'S ANNUAL REPORT

The unaudited Treasurer's Financial Report was tabled.

Moved Barry Jones, seconded Roger Locke that the meeting accept the report subject to a satisfactory audit. **CARRIED**

COMMODORE'S ANNUAL REPORT

Leo Foley presented the Commodore's Annual Report.

A card of condolence is to be sent to the family of John Chandler, a past member who died recently.

A letter of commiseration with an offer of support to be sent to Tom & Suzi Davison who recently lost their boat in a fire.

Moved Leo Foley, seconded Fiona Tuxen that the Commodore's Annual Report be accepted. **CARRIED**

VICE COMMODORE'S ANNUAL REPORT

In the absence of Andrew Boon, Commodore Leo Foley presented the Vice Commodore's Annual Report.

Report accepted.

REAR COMMODORE'S ANNUAL REPORT

In the absence of Milton Cunningham Commodore Leo Foley presented the Rear Commodore's Annual Report.

Report accepted.

ELECTION OF OFFICE BEARERS

Commodore Leo Foley declared the committee positions vacant and invited Past Commodore Pat Locke to conduct the election of the Commodore.

Commodore Leo Foley completed the election of officers.

Commodore:

Leo Foley – nominated Roger Locke, seconded Paul Kerrison and elected.

Vice Commodore:

Andrew Boon - nominated Keith Wells, seconded Mike Temple-Smith and elected.

Rear Commodore:

Merv Page – nominated Cheryl Price, seconded Quentin Tuxen and elected.

Treasurer:

Caroline Dutton – nominated Roger Locke, seconded Cheryl Price and elected.

Secretary:

Margaret Jones – nominated Leo Foley, seconded Paul Kerrison and elected.

Editor:

Chris Palmer – nominated Chris Creese, seconded Mike Temple-Smith and elected.

Committee Members:

1. Kathleen Page – nominated Keith Wells , seconded Merv Page and elected.
2. Cheryl Price – nominated Barry Jones , seconded Paul Kerrison and elected

Membership Officer:

Fiona Tuxen – nominated Quentin Tuxen, seconded K. Shimmin and elected.

The positions of Warden, Quartermaster and Webmaster are committee nominations and will be filled later. It is proposed to combine the positions of Warden and Quartermaster as now that we have moved general meetings to Derwent Sailing Squadron there is less setting up.

Auditor

Moved Leo Foley , seconded Roger Locke that Peter Dawson be approached to continue as Honorary Auditor subject to his acceptance. **CARRIED**

Commodore Leo Foley closed the AGM at 2050 hours.



Minutes – July General Meeting

Unfortunately, the Minutes for the July GM were not available in time for this edition of 'Albatross'. They will be included in the September edition.

Ed.





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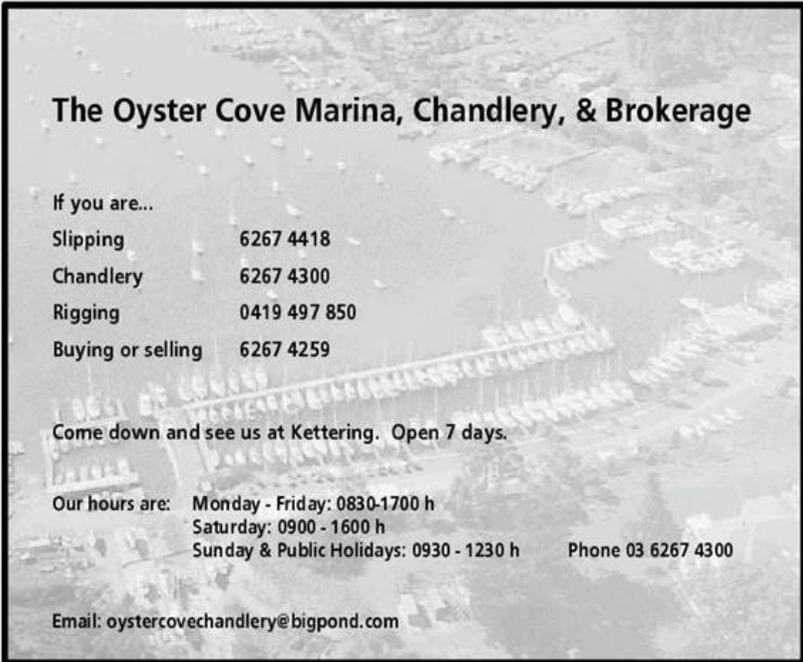
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