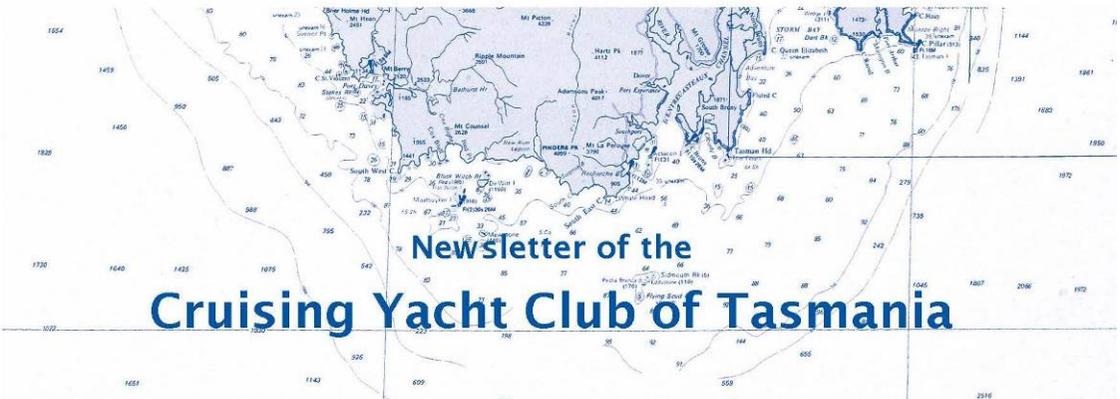


Albatross

Volume 35 No 9 October 2009



New CYCT Life Member Chris Creese



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay Tas 7006

www.cyct.org.au

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Vice Commodore

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Rear Commodore

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Albatross mailing

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Contents

CYCT Calendar 2
Editorial..... 3
Commodore’s Comments..... 4
Vice Commodore’s Report 4
Rear Commodore’s Report..... 7
Your New Committee 8
Chris Creese..... 13
New Caledonia has it all!..... 15
Going About 27
CYCT Web Site and Member Database 31
Memories – of the Navigation Cruise 33
Application for Membership 34
MINUTES OF THE 34th ANNUAL GENERAL MEETING 35
SEPTEMBER GENERAL MEETING MINUTES 37



Not a CYCT Member?

Then download an application form from the Club website - www.cyct.org.au - or apply for membership on line at: www.cyct.org.au/Membership/Application/

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

October – Sat 3rd

Combined Clubs Opening Day

Rendezvous near the Regatta Ground at 1400hrs.

October – Sun 4th

Picnic – Mary Anne Bay

Listen in on Channel 16/77 at 1105hrs for final details of location.

October - Tue 6th

General Meeting – DSS at 8.00p

Jose Navarro will tell us about his two-handed circumnavigation of Tasmania with his wife, Conchita, in *Odyssey III*.

October – Weds 14th

Committee meeting

Mariners Cottage at 7.30pm

October – Tue 20th

Pre-cruise briefing

Mariners Cottage at 7.30pm. Briefing for following long weekend cruise. Bring your charts.

October –Thu 22nd to Sun 25th

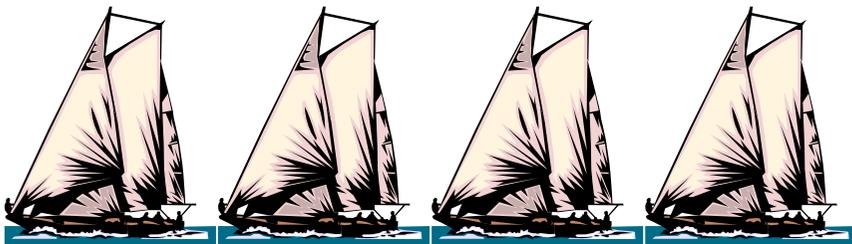
Hobart Show Day extended long weekend Cruise

Proposed destination is Port Esperance, with options to cruise to Southport and Recherche and Taylors Bays weather permitting. Listen in to Channel 16/77 at 1005 and 1105 on 22nd and 23rd for final details.

November - Tue 3rd

General Meeting – DSS at 8.00p

Using spinnakers and other 'exotic' sails. Details to be announced.



Editorial



Another Annual General Meeting has come and gone and we now have a new Commodore, Vice Commodore, Rear Commodore and Secretary as well as two new Committee members. With the exception of Chris Creese (who should probably be regarded as our 'corporate memory'), Webmaster Dave Davey, Membership Officer Fiona Tuxen and yours truly, it's a totally new Committee. And a rather unexpected outcome is the fact that I now live with a Committee member. Damn! No more opportunities to scoot across to the New Sydney for a pint of Guinness after a Committee meeting and then go home complaining about how long they go on for!

Such a wholesale change of Committee members is bound to lead to some changes in the 'flavour' of the Club. We have already had our first Committee meeting, chaired in a very business-like manner by new Commodore Peter Makepeace, and it is obvious that there is no shortage of ideas from the new Committee who clearly regard the need to attract more - hopefully younger - members as a priority. The concept of the Club being the logical organisation to turn to by people who are first time keel-boat owners, or who want to build up their cruising skills and confidence in a supportive environment, is also something that the Committee strongly supports.

As to what this means in practice, we will have to wait and see. But I know that the two key people who organise Club events, Vice Commodore Ian Fletcher and Rear Commodore Jose Navarro, are putting their heads together to come up with a program that will not only appeal to existing members but attract those who are not yet part of CYCT.

Of course, people won't join the CYCT if they don't know it exists, and your Committee is of the view that we are not as well known as we should be. Our Membership Officer has volunteered to add Club publicity and promotion to her existing duties so we can expect to see our profile rise over the next few months.

This year's AGM was notable for including a very rare event - the awarding of Honorary Life Membership to a member - on this occasion Chris Creese. Only five have been awarded in the 34 year history of the Club, and the decision had the enthusiastic and unanimous support of all Committee members who greatly appreciate Chris's ongoing practical support of and commitment to the Club.

Cheers until next month.

Chris Palmer
editor@cyct.org.au

Commodore's Comments



It is an honour to be elected Commodore of the CYCT and I look forward to doing what I can to ensure that the Club continues to grow and serve its members well.

I would like to thank outgoing Committee members Leo Foley (Commodore), Andrew Boon (Vice Commodore), Merv Page (Rear Commodore), Margaret Jones (Secretary), Cheryl Price and Kathleen Page for all their hard work over the last few years. Without their efforts and those of the others that went before them, there would be no Club.

The first Committee Meeting with the new Flag Officers and Committee members has been held and we are feeling our way. There were a number of good ideas coming from the new faces on the Committee and you can look forward to some interesting developments over the coming months. If you have any thoughts or ideas regarding the Club and its activities, please contact any Committee member who will be happy to take your suggestions to the next meeting.

The Albatross will be in flight on Opening Day (Saturday 3rd October) so please fly your burgees with pride on top of your mast or under your spreader. Details of the time and rendezvous point appear in the Vice Commodore's Report.

Peter Makepeace

Vice Commodore's Report



This is my first report as Vice Commodore and I would like to ask everyone for assistance and support with the on-water program over the next year. I have certainly had some wonderful cruising experiences over Andrew Boon's time and I hope you will enjoy sharing some of this year's with me.

Firstly, a request

In the last week I have met two very active couples who want to get into cruising but don't know where to start. Both of them asked how to get the knowledge needed to buy a suitable boat and the experience needed for confidence even to go down the Channel. Is

there anyone in the club who is willing to take such people on an overnight or a day cruise? There are many questions, of course, such as whether children can go, or whether insurance, accommodation or lifejackets are problems. However, before I look at that, can any owners who may be willing to help drop me an email on iw.fletcher@bigpond.com or give me a call on 6229 8189. No obligations.

Secondly, another Request

Wendy and I are expecting our baby boat to arrive in December or January, so we may be a little busy throughout this year. That will necessitate someone else leading a couple of trips. The job comprises reading the preliminary flurry of emails, the pre-trip briefing and coordinating the activity on the water. Can anyone help out with this please?

Cruising Calendar

The Cruising Calendar continues and is on the website with the next year's cruises mostly in place. Of course, the further into the future, the fuzzier the plans become. For example, if the rumored repairs to the Bridgewater Bridge eventuate I intend to follow up quickly with a cruise to New Norfolk.

Cruising Reports

The spring weather seems to have kept quite a few people off the water, but we went down the channel on the first decent weekend, seeing four club boats and hearing of another two. The school holidays generated plenty of traffic into the channel but I wasn't able to discern any club boats. I'd really appreciate an email or call from people so I can pass on what they have done recently. There is plenty of interest from those who are land bound.

Members Cruising Plans

I'll have to my ear to the ground because I haven't much more to report than last month but I have heard that in 2011 there is to be a cruise in company organized around Australia. Further information is on the website at <http://www.greataustraliairace.com/wordpress/>. There is both a race and a rally, the latter expected to take a year.

Combined Clubs Opening Day, Saturday 3rd October

Join the Hobart boating fraternity for this generally colourful opening to the sailing season. CYCT boats will pass the Governor in line, led by the Commodore. As in previous years CYCT boats should gather about 1400 somewhere near the Regatta Grounds.

Picnic - Sunday 4th October

Unless the weather dictates otherwise, the usual picnic will happen on the Sunday after Opening Day at Mary Ann Bay. If the wind is strongly westerly

we can use the anchorage and beach behind the Spit. These locations suit both Hobart and Channel based boats. Join in on VHF 16/77 at 1105 to finalise the destination.

Hobart Show Day extended long weekend Cruise - Oct 22-25

Since the westerlies show little sign of abating, I think Southport is the best destination, as it allows variations or excursions to Port Esperance, Recherche or Taylors Bay. Most boats will set out on Thursday 22 so we'll coordinate the final destination at 1005 and 1105 on that morning. The briefing for this trip will be at the Mariners Cottage on Tuesday 20 October at 7:30 pm. Please bring your charts. Wendy and I may be stuck in the mud on the Overland Track that weekend so someone else may have to coordinate the trip. Are there any volunteers?

Sloping Island Cruise - Nov 21-22

For a shakedown before the summer gets going, how about a cruise to Sloping Island and Lagoon Beach. Sun, sand, barbecues, beach walks and flathead galore. Details next month.

New Years Party Cruise - Dec 31-Jan 3

This year we'll head for Miceys Bay. There are several good barbecue spots, and good camping ashore for the crew so the owners can sleep in. If it's very southerly we can go around the corner into the southern end of Tinpot.

“What If” Evening, Mariners Cottage - Tue 15 September at 7 pm

It is good to see female members interested in the practicalities of cruising. There were three amongst the twelve people who joined Andrew Boon for a session on obtaining the information to update charts. His internet link to the hydrographic office (www.hydro.gov.au) provided a very useful practical demonstration of how to keep your charts current. After that we had two brief “What-Ifs”, one on rafting up, where we discussed the problems involved, and the other on compensating for current, which is rarely a problem here but always has potential to make life difficult.

Ian Fletcher

Rear Commodore's Report



We discussed at the Committee meeting the need for the Club to project a stronger, and more defined image of what the Club is supposed to do: CRUISING! We also talked about the need to increase our membership base. Suggestions such as printing some small flyers/posters and more interaction with other water-involved clubs were made.

And talking about cruising, I would like to find out if any members are contemplating the idea of joining the Rally to the Gippsland Lakes organised by the Royal Yacht Club of Tasmania. It is scheduled to depart Hobart by Thursday the 21st of January 2010, arriving to the Lakes by Sunday the

31st and back in Hobart by Sunday the 14th of February.

There is also a Race and Rally around Australia. The Race is for those who like to rush things through (it is supposed to last for around one hundred (100) days. Vessels like *Brindabella*, *Skandia* or *Wild Oats*, have already registered their intention to participate.

The Rally will be more for people like us - easy cruisers. It is expected to last for a whole year with each leg starting at that time of the year when the weather is most suitable for sailing. On my last count, five yachts from the RYCT and three from the Tamar Yacht Club have already enlisted... Come on! Is anybody from our Club willing to represent us in that Rally?. January 2011 will be the starting time for both Race and Rally and this will give, some of us, some time to consider taking part in any of these events. You can find all about if you care to go to the following Web site: www.sailingaroundaustralia.com.au.

We will not have a guest speaker for the October General Meeting. Yours truly will have a bit of an informal talk about that cruise around Tasmania in January/February this year.

For November's meeting I am thinking to bring some 'expert(s)' in the deployment and use of large sails – spinnakers and the like. I have not seen many members using them. I, for one, have a brand-new spinnaker that I have not used yet after more than three and a half years of sailing in *Odyssey III*.

Easy cruising...

José A. Navarro

Your New Committee

Commodore Peter Makepeace



As a member of the CYCT when it began, I am pleased to rejoin and honoured to be the incoming Commodore. I was the second Rear Commodore of the Club and a member for about ten years before resigning.

I sailed International Cadets at SBSC then 12ft Cadet Dinghies at RYCT before sailing Lightweight Sharpies for a short time before moving to Derwent Class with DSS, BYC and RYCT. I sailed a Top Hat 25 for many years and now own a Roberts 30, *Peacemaker*.

After many years racing, it is a pleasure for me to cruise in the company of other like-minded 'old salts' (and younger ones too!). Over the years Jenny and I have met some wonderful people on the water.

I am fortunate to come from a sailing family who instilled in me from a very young age, a love of boats and respect for the water. I am very much looking forward to my term as Commodore of CYCT.

Vice Commodore Ian Fletcher



I grew up by the sea and dreamt of sailing away for as long as I can remember. For the usual reasons it never happened but at least in middle age I was able to practise a bit, chartering other people's boats in exciting locations and getting some training. Hobart was one of the exciting places we chartered in, leading us to move here. Building a house and working for a living put boats out of mind so it wasn't until we retired and Wendy wanted a fishing dinghy that we got onto the water. Of course, *Asterix* is slight overkill in the fishing dinghy world, but I enjoy being cabin boy and deck hand. The sight of all those nice boats out there, however, led me back to my dream of a motor sailer and we ordered one 18 months ago. This summer we should be able to join the CYCT fleet in something that blends in, but I'll miss the speed.

When we were invited to join the CYCT it seemed a bit incongruous even to us, but I've enjoyed so much in the way of good company, advice, assistance and friendship that I want to try to keep up Andrew Boon's high standard of organisation when he retired. So here I am.

Rear Commodore Jose Navarro



I was born in Granada (Spain). I came to Australia (Perth, W.A.) in 1981, obtaining the Australian citizenship in 1984. (Odyssey I). Married to the same wife some thirty six years, we have two sons and two grand-sons (5 and 2 years old).

With a background in Electrical Engineering I worked in the mining industry for eleven years. The so-called 'midlife crisis' (Conchita, my wife, named it 'male menopause') produced a three-year stint as a 'New Homes Sales Consultant' and the posterior acquisition of two food-related businesses. I became in the process a full-time Chef, book-keeper, payroll master, menu planner.

We moved to Hobart in May 2000 to take possession of the old 'Brookside Castle' Restaurant at Lenah Valley, with the idea to introduce Hobart's public to the delicacies of Spanish Cuisine (Odyssey II). We sold the business three years later going into a semi-retirement period and then, in July 2006, I started to work full-time as Café Supervisor with the Hobart Aquatic Centre.

Having in mind to, eventually, partake in the circumnavigation of mainland Australia, in May 2006 we purchased *Odyssey III* (an Adams 40, steel sloop, cutter rigged); we sailed around Tasmania in January this year just to gain a bit of practice. The rest will be history..... some day.

Secretary Rob Grey



I am retired and I have had a long interest in sailing. I first sailed in Tamar class dinghies at Austins Ferry during which time I learned to swim while wearing a couple of football jumpers. When I was 14, I built my first boat, a 14 foot canvas kayak which was not very good because it would throw me in the water when I least expected. My most successful build was a Gwen 12 sailing dingy. I chose that design because, unlike the open Tamar, it had a sealed hull and would not sink. I built this dinghy under the watchful eye of Barry Jones' father who insisted that I do everything myself. The result was a boat capable of performing well beyond my abilities. It had a trapeze and it too threw me in the water but with more aggression.

After a lifetime, I was still failing to heed those early lessons. Once again I have a boat capable of performing well beyond my capabilities. While this one does not always keep me dry, at least it does not throw me in the water every time I go out. My boat *Patience* is an 11 metre Swarbrick S111 which I have set up so that I can take the occasional short cruise with my wife Margaret and family members, have day picnics with friends and be challenged by a weekly 'round the buoys' at Geilston Bay.

My Air Force career took Margaret and me to many interesting places but we feel so fortunate that we have ended up living on the edge of the Derwent with its beautiful cruising grounds. We have enjoyed being members of the Club for several years now but I have not been able to participate as much as I had hoped. I hope being on the Committee will see that corrected.

Treasurer Caroline Dutton



We sail on *Sagres*, a Jeanneau SO40. I am married to Paul and have two children, Thomas 13 and Sarah 11.

We enjoy twilight racing and trips away.

We have sailed the East Coast and Port Davey twice in the past few years.

CYCT offers us the opportunity to meet new people and develop our boating knowledge. It is a joy for us to cruise into a quiet bay and find friends.

'Albatross' Editor Chris Palmer



With sailing experience limited to weekend pottering on Sydney Harbour, brief ownership of an H28 in Hobart in a previous life and a Whitsunday charter holiday, I felt that I needed some sailing support and 'mentoring' when I settled in Tasmania for the second time some four or five years ago. So I turned to the CYCT.

For reasons that seemed to make sense each time, I have owned three boats since moving here – a 33' Brolga (*Poitrel II*), a 38' Tasmanian motor sailer (*Margaret Ellen*) and now a Salar 40 (*Wayfarer II*).

The demands of refitting the previous boat took far too much of my time (not to mention wallet!), but the few trips we did have in her,

including Maria Island and around Bruny, confirmed the pleasures of coastal cruising in these parts. A trip from Hobart to Darwin in *Alamak* last year provided a wonderful opportunity to experience some more serious cruising, and the decision to purchase *Wayfarer II* was influenced by that voyage. *Alamak's* owner has a lot to answer for!

I believe strongly that the CYCT has an important role to play in helping inexperienced and first-time boat owners gain the skills, experience and confidence they need to enjoy their cruising in safety and I hope to help the Club achieve this.

Membership Officer Fiona Tuxen



I joined the Cruising Association of Victoria in the late 70's and became Treasurer for two years. I had a Top Hat 25 and cruised extensively around Bass Strait and Circumnavigated Tasmania in the early 80's. I then moved into Club Racing, where I skippered a Van de Stat 32 in a couple of Devonport races and raced to Noumea. Since moving to Tasmania, my husband and I purchased a Huon Pine Motor sailor which we have renovated and cruise the Channel regularly

During the next 12 months we hope to lift the profile of the CYCT and encouraging new members, by preparing a small brochure to be distributed to the Southern Yacht Clubs. Any ideas from our current members to lift our profile and membership would be greatly appreciated.

Committee Member Wendy Fletcher



I'm fairly new to boating and relatively new to the CYCT. We have had a boat for about three years now and joined the CYCT not long after taking to the water. *Asterix* was meant to be a fishing dinghy but somehow we decided that longer periods away on the water were very appealing so we joined CYCT and signed up for a cruising boat.

Prior to this we had been involved in a little bit of dinghy sailing in Port Moresby and on a number of occasions chartered yachts for holidays, mostly in the Channel but also the Bay of Islands, NZ. I've not got a

lot of experience, but heaps of enthusiasm.

I have really enjoyed the activities and the camaraderie that the Club has to offer and look forward to being able to share in some of the work load that goes into making the Club what it is.

Committee Member Margie Benjamin



I am a newcomer to boating – very much a novice – and I have my partner to thank (blame?) for getting me involved. I suspect there are a number of members who are in a similar position. While we first mates (usually) enjoy sailing, we are perhaps not always as gung ho as our partners.

I hope that my contribution to the Committee and the Club will include communicating the point of view of fellow 'long suffering partners' and helping to make sure that Club activities can be planned to accommodate our varying levels of interest, skills and experience.

Webmaster Dave Davey



My first sail was on a single sail "sailfish" on a Canadian lake. Having watched numerous people hire these craft and not make them move, I reckoned I knew how they were meant to work. I put my \$5 on the line and had a ball. I've largely been self-taught ever since. The sailing season in eastern Canada is rather short, so the boats tend to be relatively small. It was when I moved to Sydney that things changed. With a friend we purchased a 15 square metre - 40' mast, 32' waterline, 7' beam, no freeboard and no motor. It became known as the "pencil boat" but was a buzz to sail. Not having a motor forced me to hone my sailing skills!

Stepped up to a Top Hat (more freeboard) and got more into coastal hopping, but this "Baker built" hull turned out to be difficult to move up from, and many "bigger but not better" designs were rejected. The Peter Joubert designed Magpie proved the exception, and 20 years later, *Windclimber* remains well-loved.

Along the way, the Coastal Cruising Club was important in extending my cruising horizons, and as a CCC Committee member I used to have the opportunity to read the 'Albatross'. While Editor of the CCC's 'Mainsheet', I never thought I would someday be an 'Albatross' editor, but with the benefit of hindsight, it was another sensible step up!

Annick and I have put about 15,000 miles under *Windclimber's* keel, mostly along the mainland east coast except for Lord Howe Island. In 2000 we departed Sydney, avoiding the Olympic madness and set sail for Kettering, via Hinchinbrook Island.

Warden, Quartermaster and 'Albatross' Mailing – Chris Creese

Chris's natural modesty appears to have got in the way of submitting his profile. But you can read all about his involvement with the Cruising Yacht Club of Tasmania in the following article from Erika Johnson.

Chris Creese

The Cruising Yacht Club's 5th Honorary Life Member

From Erika Johnson (Life Member)



The telephone rang. "We're going down 'the channel' for the weekend." "See you there", we'd reply.

Chris Creese was just one of a number of children who cruised with their parents. By some form of telepathy (this was before most of us had radios) we'd all arrive at the same anchorage, spurred on by the plaintive cry - "Are we there yet, Mum?" While the adults relaxed on the beach and talked about cruising plans, the kids dashed around, swam or just generally "mucked

around in boats”.

Chris has come from a family with a history of seafaring and a love of all things to do with the sea. This is perhaps surprising considering his great-great grandfather, Mark Creese, emigrated to Tasmania in the bowels of a convict ship!

His three sons, Joe, Bill and Chris's great-grandfather, Mark, also made their mark on the sea. Joe became a sea captain and lighthouse keeper, Bill is irreverently remembered in the coastal feature named *Creeses Mistake* and Mark built the wooden gaff-rigger *Inez*. In 1895 he sold her to the May family of Sandford who cruised extensively in her. Their descendants, Robert May and Karen Bain and their families continue that tradition and are members of the CYCT.

Today, the slipyard of Max Creese is remembered for its sturdy wooden boats and many other members of the Creese family are still involved with the sea. So what hope did Chris & his brother Nick have!

Chris was a mere 10-year-old when the Cruising Yacht Club of Tasmania was founded in 1975 and joined in his own right in 1987. He continues to sail the well-known Huon Pine ketch, *Neptune*, which in itself is a founding member, having been on the register since the Club's inception. (see *Albatross* Vol 35 No. 7 August 2009)

Even at a young age Chris was keen to lend a hand. Despite being allergic to crustaceans, he set to with a will, boiling a caldron full of 50 crayfish for a Club barbecue! The fumes had him puffing and wheezing for days!

Chris started an apprenticeship at the Cascade Brewery in 1984. The Club anticipated some dry meetings when it moved from the Derwent Sailing Squadron to the Mariners Cottage at Battery Point. However, Chris seemed the ideal person to take on the role of 'barman', providing both alcoholic and non-alcoholic beverages for thirsty members at meetings and other Club functions.

While supplying libations to Club members for nigh on 21 years in an unofficial capacity, Chris has also served about nine years in an official capacity - on the Committee, as Club Warden and Quartermaster and, for the last 7½ years, arranged for the *Albatross* to reach your letterbox each month.

Chris is one of many members who worked on the restoration of the Mariners Cottage and continues to keep an eye on maintenance at our Clubrooms as Warden. And take a look at the Club's new portable library cabinet and folding box for name tags – both products of Chris's ingenuity!

When does he get time to go cruising you may well ask? *Neptune's* name appears regularly on cruise lists and he's lost count of the number of times he

and *Neptune* have sailed the South Coast to Port Davey. But when a job needs to be done, Chris is always ready to lend a hand.

For his services to the CYCT, which span nearly 30 years, Chris was elected an Honorary Life Member on 1 September 2009.

New Caledonia has it all!

May – June 2009

From John and Sue Cerutti - *Aurielle*

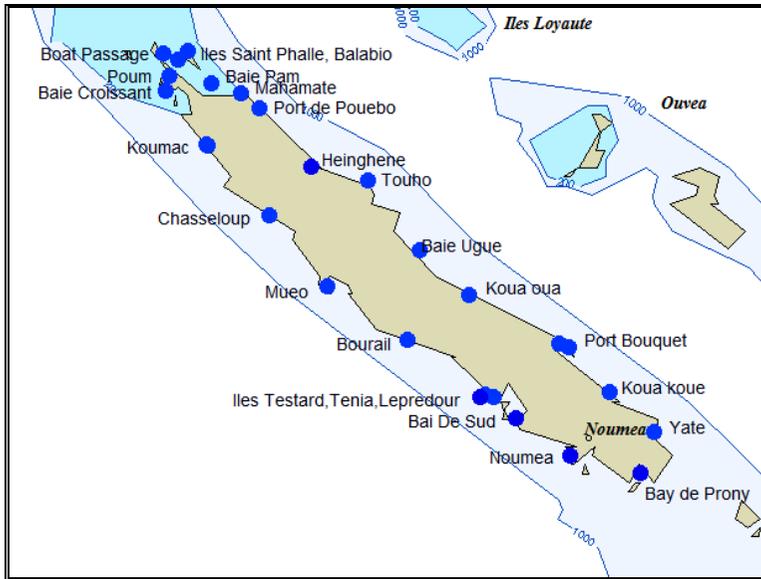
It has been 8 weeks since we cleared into New Caledonia and we have just completed a circumnavigation of Grande Terre. The experience of navigating on the inside of the barrier reef for 70% of the circumnavigation certainly kept us attentive to our course and to the next way point, but with the aid of C-map and well maintained buoyage by the French government, the trip can be made without too many worries. Reefs, narrow passes and shoals areas become part of the norm but with no more than 30 miles between anchorages day passages can be easily done with the sun high in the sky for reef spotting when anchoring for the evening.



Baie de Prony

not go exploring the coastline on our kayaks or take the zodiac to visit the local village.

We travelled a total of 570 miles and with settled weather favouring us, light wind sailing in the tropical warmth made for dream passages between anchorages. During this period there were only three days (two wet and one windy) where we did



Aurielle's anchorages

Our trip was undertaken in an anticlockwise direction commencing at Noumea, with our first anchorage being in Baie de Prony in the Southern Lagoon area.

This is the main take off point if you were heading to Ile Pines or to Vanuatu after clearing out in Noumea. We spent three days around this area, climbing to the lighthouse which gave views as far south as Iles de Pines and eastwards to the Havannah Passage, kayaking around various bays in the eastern arm of Baie de Prony and walking on Ile Casy.

The east coast has a variety of different types of anchorages from rivers, to small harbours dotted with islands, or reefs that you hide behind. Most anchorages have good holding in a sand, mud and coral combinations but in the nickel mining harbours it is a thick, red mud.

Having in hand some cruising notes from fellow cruisers and the interactive CD of New Caledonia (Note we have found some errors on our version of the CD info), greatly assisted us in selecting entrances and safe anchorages for the prevailing



*Sue at the Havannah Pass
Lighthouse*

winds.

Yate is a river entrance and a secure anchorage approximately a quarter of a mile in from the mouth of the river. The town of Yate is some two miles further inland and as the river shoals we visited the town by dinghy. The river winds through a steep sided valley and terminates at Yate which is the site of a Hydro power station. Yate has a general store, a church and half a dozen houses. Sue, using her best schoolgirl French, and with the aid of our Tasmanian tourist book had a fun time explaining to the store keeper where we lived and how we had arrived in New Caledonia



Kouakoue Bay

The east coast generally rises steeply from the lagoon with only small areas of plains backed by neatly folded mountains that rise to 200-300 metres. Mining scars, land slides and waterfalls stand out on the thinly vegetated slopes.



Toupeti Island-Port Bouquet

The barrier reef in the southern area is always a wash with the surf endlessly pounding on it. Safe navigable passages through the reef are numerous and are charted with a bearing line for entering or exiting.

Our passages for the entire east coast were in 5 to 10 knots of wind so our light weather sails were aired often.

Our cruising sayings “If you don’t have patience you will burn a lot of fuel’ and ‘If you don’t have time you may have a rough passage” were very apt at this time.

Kouakoue Bay is tucked in behind a cape and is a tranquil anchorage in settled weather. Our cruising notes advised us that if the reinforced trades were blowing, gusts down the steep slopes would exceed 40 knots. Our anchorage was in 14 meters with a coral bottom, one that kept us wondering whether our anchor would become snagged but on the positive side the surrounding crystal clear water and the white sand beach was a real pleasure.

Port Bouquet and the islands of Toupeti and Nemou form an all weather anchorage for this section of the coast and is a good departure point for the Loyalty Islands approximately 60 miles to the east.

North of Port Bouquet, the mountains are heavily scarred from nickel mining and the anchorages of Kouaoua and Baie Ugue are both ore loading ports. In Kouaoua we were able to find a local market which sold some vegetables and fruit and were intrigued by the women retailers who, whilst serving the one and only customer, (us) were playing bingo to while away the time.



Women’s market and bingo morning at Kouaoua

The Kouaoua township is a typical mining settlement with similar designed houses all neatly maintained and with the four wheel drive and tinnie parked in the yard.



Sunset at Touho

Our sail to Touho was highlighted by landing two large Barred Mackerel which made a very welcome supplement to our diet. Touho has a naval college and airport and is one of the two tourist towns on the east coast, but still with

a very limited offering. The Touho Marina is very small and home to about a dozen small local craft but no berths available for cruisers. The bay is very



Hienghene Marina and esplanade

surrounded by coral heads with depths of less than one metre. (The CD gives a True bearing of 157 degrees but this is the actual magnetic bearing).

In 2005 Hienghene (pronounced Yengen) was given a huge face lift with the development of a marina and shopping esplanade for the tourist ship trade, but unfortunately due to the Bird and Swine Flu issues the government will not allow the tourist ships to visit now days, according to the locals.

The geological features in the area of Hienghene are strikingly different from the rest of the east coast and provide one of the main tourist attractions



Aurielle anchored under 'La Poule' at the entrance to Hienghene

The only resort on the east coast is found just south of the Hienghene and looked quite unoccupied with no beach or water activities visible as we sailed by. The resort is the former Club Med site.

Hienghene has a large, live in college with approx 200 dorms and 400 day students from the surrounding area attending up to year 12. After year 12 they go to Noumea to further their education.



Our Fishing mates from Mahamate

lagoon we were approached by a local fishing boat that came to find out where we were from. Sue got the gist of their conversation working out that they were collecting Beche de Mer from the reef for the Japanese market and that we were one of the very few cruisers that had ventured along their coast line.

Later that day, anchored at Mahamate, our fishermen returned and visited us again to welcome us ashore and advise that we could get fresh water if required. Again, Sue pulled out our trusty Tasmanian Tourist booklet and entertained the fishermen with an insight into Tasmania. They were most intrigued by our flora and fauna and the snow capped mountains. At dusk our fishermen called by again, as they were heading back out to the reef to catch fish and to our delight gave us a Spangled Emperor which has a 4 star rating in our fish book. It was delicious.

It was only when we reached Baie de Pam, four weeks after departing Noumea that we met up with our first fellow cruiser and shared the anchorage. *Retour*, a South Australian yacht who we

Between Hienghene and Port Pouebo the barrier reef closes in on the coast with one section of the passage being only 0.12 mile wide. Not being able to obtain much information on this section regarding tides and currents we travelled on the outside of the reef, re entering at Passe de Pouebo. We only stayed overnight here, as the town is some way inland, moving onto Mahamate the next day.

As we were drifting along the



Our friend, reluctantly returns to the sea for the second time

had met in Mooloolaba in 2006 was our anchor mate for the next two days. *Retour* had based themselves in Koumac for the early part of the season and had just cruised around the top to Baie de Pam and were intending to depart from Koumac for Vanuatu later in the month. It was great to be able to speak in English and discuss the wonderful cruising grounds the north of New Caledonia offers.

On return to *Aurielle* after a quiet little drink on *Retour* we were welcomed back aboard by a local sea snake who had taken up residence on our scoop. After formalities he/she was returned to the sea, or so we thought, but later discovered he/she had returned and taken up residence under the outboard cover. This we only discovered when stowing the out board aboard that evening after having been for a trip out to the entrance and back!

From here our trip through reef passages climaxed with a motor sail along 7nm of trenches winding through reefs, which took us into the North Lagoon area. The passage was well marked and C-map version 2005 was accurate.

Exiting the reefs the picture post card tropical isles of Saint Phalle beckoned us for a lunch time stop and beach comb of its islands. A pair of eagles was nesting on the shore and we were under their close scrutiny whilst we were ashore. Sue was ever so lucky to add to her shell collection with several new varieties being found.



Baie Banare -Poum

A quick stop at Balabio Island and a night anchorage at Boat Passage ended a perfect first day in the northern lagoon. The Boat Passage (only navigable by dinghy) is the pass between the top of Grande Terre and Ile Paaba. After an early exploration of the Boat Passage we departed for Poum on the West Coast as the weather forecast was predicting strong easterlies over the next couple of days. The passage took us further north to round Ile Tiya before heading SE to Poum. Just prior to rounding Ile Tiya the winds gusted in to excess of 30 knots

so with a quick reef tucked in the main and staysail set we rounded the top of New Caledonia with a rush and headed down the west coast. Not to be satisfied, the wind then gusted in excess of 40 knots, so reef two was tucked in, but as we were sailing in the lee of Ile Paaba the seas were flat and so Sue was semi happy with the noserly weather.

Poum anchorage and surrounding Baie Banare is a cruisers paradise with 6 islands scatter throughout and safe anchorages from all wind directions. It is amazing that probably only a very few cruisers a year visit these northern waters. In these tranquil waters we spotted a dugong and several turtles during our stay.

Baie de Croissant was next on the map and being a road side anchorage we were lucky to have easterly weather so a two day stop over could be enjoyed. The bay is deep in close and the extensive sandy shores made a great place for walking and savouring this wonderful area that we were so lucky to have to opportunity to visit. (A bit like the famous Zoe Bay on Hinchinbrook Island, Qld.)



Baie de Croissant

During our six week circumnavigation we had the sheer experience of solitude at all anchorages except for our two nights in Baie de Pam with *Retour*. This solitude is rare to find in the SW Pacific or on the East coast of Australia which we cruised in 2006, where we shared anchorages with fellow cruisers every day from Hobart to Lizard.

The northern section of the west coast differs from the east coast with cattle grazing pastures and extensive mangrove areas extending from the coastline back to the mountains. The central section has a non navigable lagoon area for approximately 120 miles interspersed with small harbours with nickel mining loading facilities whilst the southern end has extensive lagoon area with many coral atolls and islands.

Koumac, a port of entry into New Caledonia, is the largest coastal town we stopped at and with a supermarket, café and some general stores we were able to replenish our food and water supplies. Koumac is the centre of the cattle area of New Caledonia and stock sales and shows are part of their lives. It also has a small Marina for locals and any cruiser who are game to navigate the tight entry. A reasonable fishing fleet also operates out of the harbour.

The passage from Koumac to Chasseloup Bay is on the inside of the reef with most of the lagoon well charted. We anchored in a neat little bay which gave excellent protection from the NE to SW winds but was some six km from the township of



Chasseloup Bay

Voh. Voh is known for its perfect heart shaped natural feature in the mangrove swamps. Sue was determined to see if we could find this feature so a long walk was planned. After walking nearly all the way to Voh a Frenchman took pity on us and gave us a lift for the last kilometre to town. A visit to the local library for more directions was followed by more walking to the Post Office, where we finally got some definite directions and another lift to the track that led to a lookout. Unfortunately by the time we got to the lookout the sun was too high in the sky to view this natural wonder!

From Chasseloup Bay the next 120 miles of sailing is outside the reef so our entries in and out of the passes had to be carefully timed so that we had good light for safe navigation. We had planned Moueo and Bourail as our overnight anchorages. The harbours are both nickel mining outlets so the buoyage and charting are first class. Both harbours offer nice cruising areas with well charted waters and secure anchorages for extended stays. It felt strange to be sailing in an ocean swell again, after the last 450 odd miles of smooth lagoon sailing. We were treated the spectacular sight of a pod of Southern Right whales migrating north for the winter pass either side of *Aurielle* as we approached Passe de Moueo. Maybe we will see them again in Vanuatu.

Entering through Passe d'Isis we were reminded of the might of the seas by the sight a freighter, high and dry on the southern reef.

Day sailing during the next week we visited the Iles de Testard, Iles Puen and Tenia, Baie Sud and Baie Maa. All which capped off a wonderful voyage around New Caledonia. As a cruising destination we feel New Caledonia has a



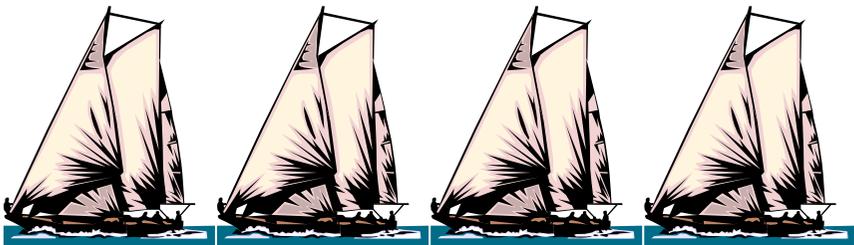
lot to offer outside Ile de Pines and the Loyalties Islands, which are true gems in themselves, With the large variety of topographical and cultural experiences along the east, north and west coastlines and the weather as stated earlier so kind to us we were fortunate enough to see it at its best. So if you get

the chance to visit these out of the way places of New Caledonia you too will be well rewarded.

Over the next week or so we plan to clear New Caledonia for Vanuatu, re visiting the Loyalty Islands on the way.



Ile Tenia's sand beach surrounds the entire island





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- *Learn a new skill together?*
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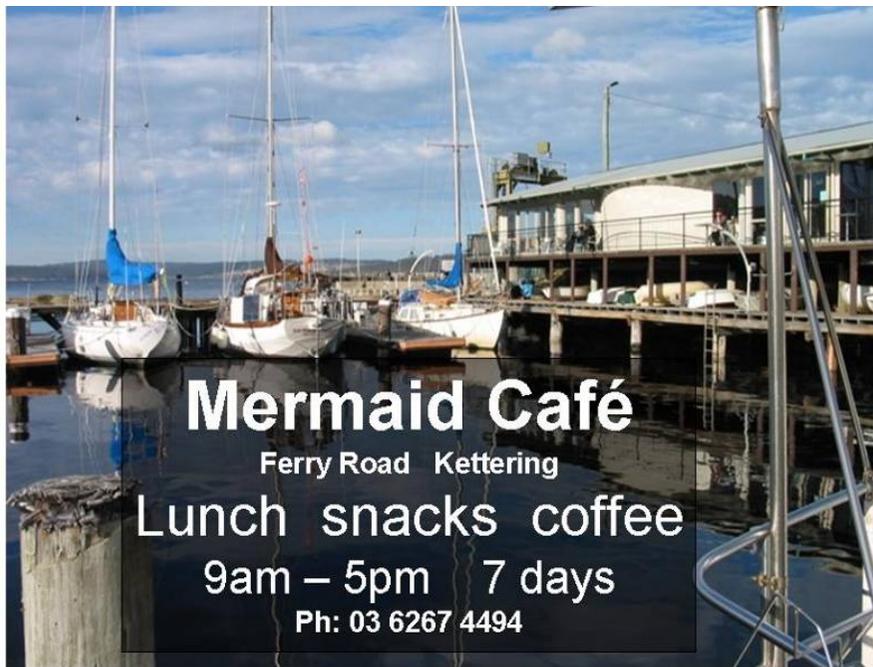
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Going About

CYCT member honoured

Barbara Willson, who with husband Peter has called Melaleuca home for the past 34 years, has just been placed on the Tasmanian Honour Roll of Women, not for toughing it out down South, but for her work observing and recording the diminishing numbers of Orange Bellied Parrots.

She was interviewed by Chris Wisby on the ABC Country Hour recently, and if you have internet access you can listen to the podcast at mpegmedia.abc.net.au/rural/tas/countryhour/200909/r430453_2059418.mp3

Devil Rock has returned!

CYCT Members (and those who attended the Navigation Cruise de-brief in particular) should note the following Notice to Mariners from MAST.

NOTICES TO MARINERS for Aus173 1060* AUSTRALIA - TASMANIA - Cloudy Bay - Nomenclature.

Tasmanian Map Centre (AA427190, AA427192, AA427193) Aus173 [831/2009]

Move name, Blue Devil Rock, centred on
43 26.600 S 147 13.400 E
to
43 28.060S 147 13.790 E

Meanwhile, in deepest Port Dixon, Malaysia...



...our new Vice Commodore's boat is taking shape.

We understand that patience is a virtue when having a boat built in Malaysia, but he and Wendy hope to be sailing her in Australian waters early in the New Year.

Spotted in Ceduna



They say beauty is in the eye of the beholder.

That wasn't the first word that sprang to our photographer's mind, apparently.

Weather Forecasting course at RYCT

Your editor was fortunate enough to spend a weekend in September at the RYCT on a weather forecasting course run by Hobart born, Canberra based weather forecaster Ken Batt.

Ken is well known to the sailing community with his involvement in forecasting for many major ocean races and as forecaster/tactician on some well known boats. To say he knows his stuff is a major understatement.

The two day course was billed as 'Basics' on Day One and 'Advanced' on Day Two. But Day One got to be pretty advanced very quickly.

At \$120 for the two days, it was great value, with high quality handouts distributed to all participants. The main reference handbook includes about a dozen pages of website addresses of weather related sites. Ken has an excellent presentation style that kept all participants well and truly engaged for the whole two days.

There is a possibility that Ken may run this course again before the end of the year, again through the Royal. If you get the opportunity - sign up. RYCT has promised to let your editor know about this and any other training courses they plan on running.

From an early 'Albatross'

In the light of Jessica Watson's recent near disaster off Brisbane at the start of her circumnavigation shakedown cruise, the following excerpt from the February 1981 'Albatross' has particular relevance.

LOST WITHOUT TRACE

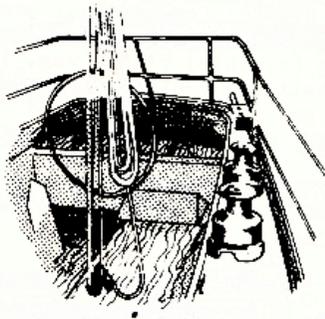
Dennis Alexander

In Hiscocks' "Come Aboard" there is told the story of the huge tanker docking. One of the shore-gang yelled "What's that hanging on your anchor"? There unknown to the ship, hung the mast and rigging of a small yacht. No one knew where she had been run-down; no one even knew who she was.. One of the many single-handed globe-girdling yachts had made a fatal rendezvous in mid-ocean, perhaps?

Many deep-sea yachtsmen since the Slocum have just vanished at sea. Either their luck ran out, or perhaps rather than become senile ashore, they opted for a quick anonymous end.

Perhaps the Galapagos killer whales. perhaps some vicious wind or quake-induced freak wave claimed them as victims.

But even in coastal waters, if we don't want to go missing too, it's a good idea in poor visibility, to assume that radar and automatic pilots won't save us.



On the subject of early 'Albatross's, all editions from 1975 to 1981 have been scanned and placed on the Club's website. We have Dave Davey to thank for this painstaking task (they are all indexed as well!). Members are encouraged to browse this cornucopia of watery delights where they may well find the odd embarrassing reference to the youthful antics of someone they know.

CYCT Christmas Party

Good grief!! Christmas!! Already??

Yes, folks, we're heading towards that time of year again. And no, the years aren't getting shorter.

This year, Dave Davey and Annick Ansselin have very kindly offered to host the CYCT Christmas Party at their property in Manuka Road, Kettering. The date will be Saturday 12th December. Starting time and other details will be announced in a later edition of 'Albatross', but make sure you set the date aside.

A visit from the large man in the red suit is anticipated.



CYCT Web Site and Member Database

From Webmaster Dave Davey

'Albatross'

The number of issues available on-line to the public has increased recently. All issues between September 2004 and September 2008 are now available at <http://www.cyct.org.au/Albatross/>, as are all issues from the first in December 1975 to the end of 1980. These are indexed, so articles can be searched for at <http://www.cyct.org.au/Albatross/database/> and also through Google and some other index services. At the time of writing, the CYCT index contained 1685 items.

The issues since September 2004 are mostly available as PDF files, which often contain colour versions of photographs appearing in black and white in the printed versions. All other issues have been scanned, and each page is presented as an image. While these are quite readable, the text cannot be searched.

The big gap from 1981 will slowly be filled in. Issues from October 2008 to the present are available only to members after logging in.

Officers

The table of Club Officers that appears at <http://www.cyct.org.au/About/officers.php> and which was based in the first instance on the lists in Erika Johnson's "Twenty One Years" history available at <http://www.cyct.org.au/About/21years.php> has been expanded to the present.

Photo Galleries

A feature of the web site that is under development is the Members' Photo Galleries. These can be accessed at <http://www.cyct.org.au/Galleries/> and it is open to any member to add to the collection by creating their own gallery of digital photos. Go to <http://www.cyct.org.au/Members/Gallery/> to start. It is intended that the photos be about your boat(s) or about cruising.

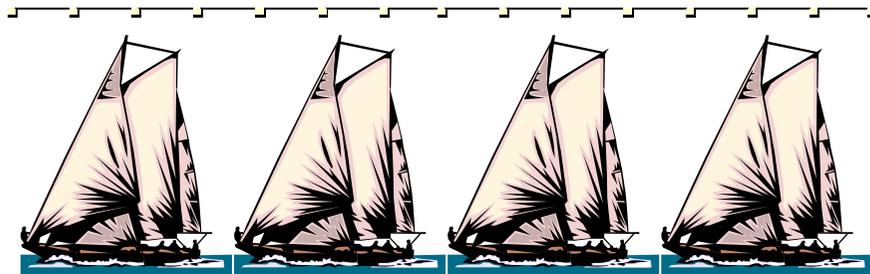
Member database

The member database has been expanded in the past year to include more information on Club members and boats. For members we now have provision for both home and postal addresses, mobile phone number, and separate email addresses for the first and second members. The

expanded boat information is particularly that which might be of assistance in the case of an emergency. The table now includes: boat name, class, mooring, length, beam, draft, distinguishing features, sail number, VHF radio?, HF radio?, EPIRB?, Coast Radio Hobart call sign, and ACMA call sign. Not all this information is in the database for most members, so visit <http://www.cyct.org.au/Members/database/check.php> and check/update the information in your database entry.

On-line membership application

It is now possible to apply for membership in the Club on-line, so if you know someone interested in joining, point them at: <http://www.cyct.org.au/Membership/Application/>. On-line applicants must have an email address.



Memories – of the Navigation Cruise



Our newest Life Member, Chris Creese, was doing a bit of tidying up in his digital camera recently and came across these photos taken during this year's Navigation Cruise.

No-one who was there, especially the marshals in their tinnies, will forget just how miserable the weather was that day.

These pictures go some way to capturing the bleakness of the afternoon, which was nonetheless enjoyed by all who took part.

What masochists we are sometimes.



Application for Membership

Antony and Leone Scobie

Sea Imp

This nomination for membership will automatically be accepted within 14 days of the next General Meeting immediately following this issue of 'Albatross', subject only to any Member lodging an objection in writing to the Secretary no later than that date.

Concerts at Kettering

Gale Force Winds

A concert by some players of the TSO (two clarinets, two oboes, two bassoons, three horns, a cello and a double base) in a programme which will include the wonderful Serenade for Winds by Dvorak.

Sunday 4 October 2009 at 3pm

Kettering Hall

Tickets \$10 at the door

**MINUTES OF THE 34th ANNUAL GENERAL
MEETING**

CRUISING YACHT CLUB OF TASMANIA

TUESDAY, 1 SEPTEMBER 2009 8.00pm

DERWENT SAILING SQUADRON, SANDY BAY

Welcome:

Vice Commodore Andrew Boon opened the meeting welcoming 35 members and visitor Graeme Scobie.

Apologies:

Paul & Caroline Dutton, Kevin & Chris Hussey, David Bryan, June & Drew Burgess, Leo Foley, Liz Garnham, Paul & Rosemary Kerrison, Tony & Leone Scobie

Minutes of the Previous Meeting

Minutes of the 33rd Annual General Meeting of 2 September 2008 were published in the September 2009 edition of the Albatross and ratified at the General Meeting in October 2008.

Moved Bill Wright **seconded** Fiona Tuxen that the minutes of the 33rd Annual Meeting are a true and correct record. CARRIED

Cruise of the Year

Cruise of the Year was awarded to Jose & Conchita Navarro. Vice Commodore Andrew Boon presented the trophy and congratulated them on an outstanding cruise circumnavigating Tasmania.

Life Membership

Vice Commodore Andrew Boon presented Life Membership to Christopher Creese. Andrew congratulated Chris on his tireless support in a variety of roles over many years.

Treasurer's Annual Report

The unaudited Treasurer's Financial Report was tabled.

This was deferred to the committee meeting and the 6 October General Meeting. Our club is eligible for exemption from audit due to an income of less than \$40,000 and total assets of less than \$44,000

Commodore's Annual Report

Leo Foley presented a written Commodore's Annual Report which was read in his absence by Vice Commodore Andrew Boon.

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

Vice Commodore's Annual Report

Andrew Boon read his annual report.

Moved Andrew Boon, **seconded** Peter Makepeace that the Vice Commodore's Report be accepted. CARRIED

Rear Commodore's Annual Report

As per the 'Albatross'

Moved Merv Page, **seconded** Dave Davey that the Rear Commodore's Report be accepted. CARRIED

Election of Office Bearers

Vice Commodore Andrew Boon declared the committee positions vacant and presided over the election of officers and committee.

Commodore:

Peter Makepeace – nominated Peter Makepeace, seconded John Skromanis and elected.

Vice Commodore:

Ian Fletcher - nominated Kathleen Page, seconded Cheryl Price and elected.

Rear Commodore:

Jose Navarro – nominated Dave Davey, seconded Andrew Boon and elected.

Treasurer:

Caroline Dutton – nominated Chris Creese, seconded Cheryl Price and elected.

Secretary:

Robert Grey – nominated Andrew Boon, seconded Margaret Jones and elected.

Editor – 'Albatross':

Chris Palmer – nominated Dave Davey, seconded Andrew Boon and elected.

Committee Members:

Margaret Benjamin – nominated Margaret Jones , seconded Wendy Fletcher and elected.

Wendy Fletcher – nominated Kathleen Page, seconded Cheryl Price and elected.

Membership Officer:

Fiona Tuxen – nominated Chris Creese , seconded Cheryl Price and elected.

Warden:

Chris Creese - nominated Andrew Boon, seconded Margaret Jones and elected.

Auditor:

This was deferred until a decision is made re the need or otherwise to continue this. Our club has an option for exemption for small incorporated bodies from auditing requirements.

Moved Keith Wells, **seconded** Jose Navarro that all outgoing committee be commended for their contribution to the club. CARRIED

Chairman Andrew Boon closed the AGM at 8.30pm.

**SEPTEMBER GENERAL MEETING MINUTES
CRUISING YACHT CLUB OF TASMANIA
8 PM TUESDAY 1st SEPTEMBER 2009
DERWENT SAILING SQUADRON SANDY BAY**

Vice Commodore Andrew Boon opened the meeting welcoming members.

Members Present:

35 members present plus visitor Graeme Scobie

Minutes of the previous General Meeting 4 August, 2009.

Moved Peter Makepeace, **seconded** Fiona Tuxen that the minutes of the previous general meeting of Tuesday, 4 August 2009, are a true and correct record of proceedings. CARRIED.

Business Arising:

Nil

Treasurer's Report:

Deferred. The committee is to discuss the future of the auditing of the Club's books. This will also be brought to a future general meeting.

Correspondence:

Inward:

Ebb Tidings
Squadron News
Mainsheet
Safety Lines

Outward:

TasPorts - acknowledgement of use of Constitution Dock for the
Anniversary Dinner night.
Letter of support for "Friends of Clayton"

Moved Jose Navarro, **seconded** Fiona Tuxen that the inward correspondence
be accepted and the outward endorsed. CARRIED

Commodore's Report (Peter Makepeace):

Nil

Vice-Commodore's Report (Ian Fletcher)

As per the 'Albatross'

Rear Commodore's Report (Jose Navarro)

See 'Albatross'

General Business:

Andrew Boon reported that the Radio Operators Course will be held on 21, 24,
29 September at 7.30 pm. The first night will be at the Domain Coast Radio
building. Total cost will be \$105. Members interested please contact Andrew.

Meeting closed at 8. 40 pm.

Supper followed the meeting.

Next General Meeting:

6th October, 2009 at Derwent Sailing Squadron at 8 p.m.

Margaret Jones
Secretary





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'Diomedea II' was designed as a competitive racer and comfortable cruiser. Carefully maintained and upgraded by her current owner for 18 years, she has raced and cruised Bass Strait and the NSW and Victorian coasts. A full history of the boat is available from her launching onwards.

With laid beech decks in good condition, extensive sail inventory from storm sails to spinnakers and up to date gear she is ready to cruise this summer. Owner would consider a trade.



Boat Sales Tasmania Kettering office is now manned fulltime.

Kim and Tony Brewer are long-term cruisers newly arrived in Tasmania. Kim's boating experience includes commercial and sail training work in power and sail, while Tony has extensive coastal and offshore racing experience. They both left the New Zealand Navy to go cruising in a 38-footer and over 15 years completed a circumnavigation. Now living on a Whitsunday 42, they hope to keep the occasional weekend free to join in CYCT events.

Our door is always open, the coffee is on and we are happy to discuss your next boat. This winter has seen record sales so we urgently require new listings.

Call John Radonic 0417 322 862 or Kim Brewer on 0428 937 358

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