

Albatross

Volume 38

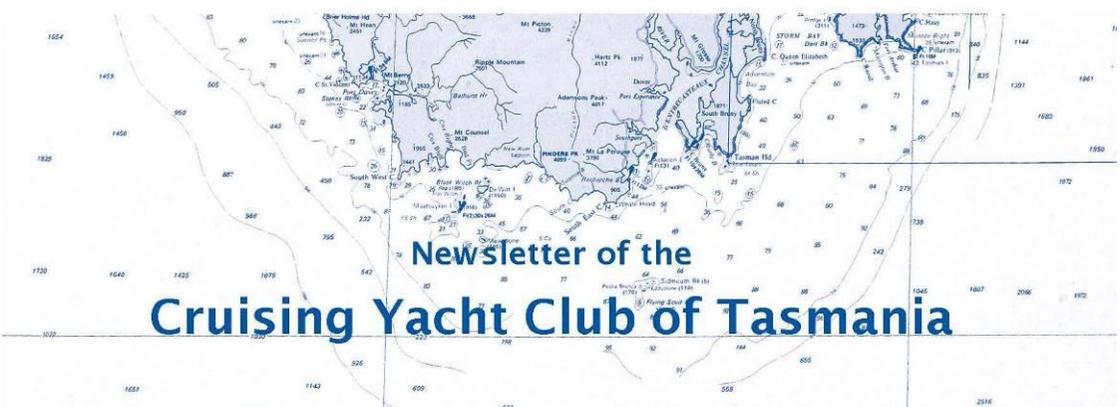
No 6

July 2012



Local colour at Franklin

Liz Garnham



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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**Send all material for publication in 'Albatross' to the Editor -
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Contents

Editorial	4
Commodore's Report.....	5
Vice Commodore's Report.....	7
Rear Commodore's Report.....	8
Welcome New Members	9
Applications For Membership.....	9
Queen's Birthday Long Week End Combined Huon Cruise	14
Kermandie cruise – a newbie's perspective.....	19
“Darling, You're Glazing the Bores” - WoBs One-Day Diesel Workshop	23
Taking Care of Deal Island	26
Cruising Awards.....	32
General meeting 5 June 2012.....	34
Introducing Albatross Advertisers: J.V. Drysdale Engineering.....	37
Crossword Puzzle answers	39
Would You Respond Adequately To A Distress Call?.....	41

Cruising Responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club or its officers is intended as a guide only. The Club does not 'control' or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat or person.

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

Skippers are encouraged to keep Coast Radio Hobart informed of their location, destination and plans during the course of any cruise.

CYCT CALENDAR	
<u>JULY</u>	
Tues 3rd	General Meeting @ DSS 8pm. June 5 th Dinner at 6pm Guest Speaker: Rob Clifton from Australian Antarctic Base
Wed 4 th	Committee Meeting @ Mariner's Cottage 7.30pm
Fri 13 th	New Member's Night @ Mariners Cottage
Tues 24 th	Women on Boats – Meeting @ DSS 5.30pm
Tues 31 st	Winter Forum Series: VHF and radio speak. Presenters: Andrew Boon and Alan Gifford.
<u>AUGUST</u>	
Tues 7 th	General Meeting @ DSS 8pm. June 5 th Dinner at 6pm Guest Speaker: Colin Denny "Lighthouse Communication"
Wed 8 th	Committee Meeting @ Mariner's Cottage 7.30pm
Sat 11 th	ANNUAL ANNIVERSARY DINNER Hobart Function & Convention Centre. See details Albatross
Tues 21 st	Winter Forum Series: A quick look at radar and chartplotters

Visit the website www.cyct.org.au and click on the Calendar tab for more information on all events.

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 magazine) for more information.

We look forward to welcoming you to our Club

 Editorial



It must be the effects of a couple of busy weekends at CYCT events but I am now nursing a horrible cold. It was worth the effort though. The Queen's Birthday Bash in the Huon River was terrific and Lew is to be congratulated. I think he has ignited a lot more interest in Franklin as a destination.

The past weekend's event was the Women on Boats diesel engine workshop, again held at Franklin and hosted by Laurence Burgin at Franklin Marine. You get the feeling that boats and engines are much more than a business for Laurence and he communicated his enthusiasm to 13 women. I was so impressed by how much preparation the women had done and by the wide range of questions asked. These ladies are taking the issue of finding out about their engine seriously and I hope their skippers will encourage them. I'm sure a few would be happy to hand over the tools and step back entirely.

Thanks to all who wrote articles this month and sent photos. If you are coming to next Tuesday's meeting, how about printing some of the QB weekend so we can share the flavour of the event and have a few laughs. Chris Creese, who keeps the Club's albums would appreciate them, I'm sure.

I will not be standing for the Editor's position on the next committee. If you have desktop publishing experience – or if you want some (I had none when I started – guess it showed!) please ring me to discuss what is involved. I am happy to pass on what I have learnt.



Ron and Peta Metcalf cutting the rug.

Smooth seas and fair winds
Kim Brewer



Guess who was first onto the dance floor at Kermandie, outlasting most others?

Commodore's Report



What do you want from your Club?

When the CYCT was formed, the average member was probably in his or her thirties or forties with a family and was the proud owner of what we would now regard as a very modest boat. He possibly even built it in his back yard. Cruises were casual affairs (even a spot of racing took place, it seems!) and the tradition of a beach barbecue was established very early on. The 'Albatross' was cut and pasted, quite literally, on someone's kitchen table and was the principal way of providing information about forthcoming activities.

But things change. The average age of the membership of the Club is almost certainly higher now, boats are bigger and better equipped, and among our members are a number who have only recently discovered the pleasures of cruising. After a bit of a slump, membership numbers have been climbing steadily, we have a very comprehensive website (beyond comprehension in 1975) and just about all our communication is via email.

"So what?" you may say.

Well, as our membership and the world we exist in changes, so the Club has to adapt, and this has been exercising the minds of your Committee for a while now. In particular, we have been asking ourselves if we are providing members with what they expect from the CYCT. A number of changes have been made in recent times – forums at the Cottage, the Women on Boats group, a higher profile for the Club (think of the stand at the last AWBF), events such as the Maritime Marketplace, site visits and of course 'feature' cruises like the recent long weekend at Port Huon and Franklin. But is this what you as a member want? And if not, what would you like to see the Committee deliver for the Club?

After much discussion, we have decided to hold a Committee planning day sometime in the near future to consider these questions. Because we are nearing the end of a Club year, we have decided to wait until after the AGM in September and include both current and new Committee members, thus getting some continuity.

But we can't do this in a vacuum. We need input from members – the more the merrier, long term or recent, experienced or novice. It's *your* Club, after all, and the Committee's job is to make it work for you. So the purpose of this month's Commodore Report is to solicit your ideas. What do *you* want from *your* Club?

Here are a few sample questions you might like to respond to –

- Do we have too many cruises, too few, are they too long, too short? In other words, we would like your comments on our cruising program.
- General Meetings – are they structured as you would like? If not, how can we change them for the better? Are we getting the right kind of speaker? If not, what would you like to see more of?
- What other activities should we try and include in our calendar?
- Membership – we have been on a bit of a membership drive recently. How many members do you think is appropriate for the Club? Should there be a limit, or should we just grow?
- What should our relationship be with other sailing clubs?
- Does our Constitution need a re-jig? (You can find it in the members' section of the website if you are not familiar with it)
- Are you getting the right amount of information from your Committee, or too much, or too little?
- In short - what would make the CYCT a better club?

Please take a few moments to think about these matters. We don't want to be too corporate about it all – we are, after all, a social and sailing club and our aim is to enjoy ourselves. But your Committee collectively puts in many hundreds of hours each year to make things work as well as they do, and some feedback would be greatly appreciated.

Comments to committee@cyct.org.au, please, or you can post a comment in the planning day discussion on the Forum page of the website - <http://cyct.org.au/Members/Forum>. If you prefer you can address a note to PO Box 605, Sandy Bay, 7006.

Congratulations

I can't end this report without a couple of congratulations. First – to Andrew Boon on achieving his Yachtmaster's qualification. No mean feat, and this makes him a member of a very select group. Well done!

Congratulations, too, to all those who organised the very successful Queen's Birthday Long Weekend cruise to Port Huon and Franklin. Vice Commodore Lew was the prime 'mover and shaker' who made it all happen, and he was well supported by other Club members (Kim Brewer and others did a fabulous job of setting up the dining room of the Kermadie Hotel). The marina and hotel at Port Huon, Laurence Burgin and other members of the community at Franklin provided wonderful hospitality that was enjoyed by all who went. Great job! Well done to everyone!

Chris Palmer

Commodore

Vice Commodore's Report



This year's Queens Birthday long weekend combined cruise was a development of the previous year's "Pirate's Night" and exploration. The trip is written up elsewhere in the Albatross. The intense low off the WA coast failed to reach us as the high pressure system moved very slowly across giving us quite settled weather and success with participating numbers. The cruise was mostly well advertised in many clubs and also in the boating section of the Mercury. Apart from other clubs, some participants also came from Melbourne and the north of Tasmania.

The 71 ft *Kapala V* from the MYCT, must be one of the largest boats that has joined in with our fleet. At Easter, CYCT member David Watson's 51ft *Serenade* was palatial. The mix of yachts (we mostly had to motor) and pure motor cruisers was good as we all were able to share the facilities and enjoy the spirit of boating. Being a winter event, the destinations and functions were important and once in the Huon, the scenery up to Huonville was unique, not only Egg Island but the divided narrower waterways. Motoring with a strong current, the extra speed and some eddies required vigilance in steering.

The winter solstice is almost upon us and soon we can once again watch the warming days lengthen for the pleasures of the sea cruising..... after the annual maintenance!

There are no listed cruises for July and August, however the Annual dinner and AGM and GM's will provide good contact. The next cruise calendar will have to be written, so please email your ideas on what you wish for inclusion. Hopefully, next year's mid-winter cruise will involve more clubs and members and provide another interesting time.

The Franklin Folk festival early next year is not to be missed.

I will be speaking to the new owners of the Alonnah Hotel soon and will suggest moorings close by as this would make another good cruising meal stop as the wharf is not very satisfactory.

I wish you safe warm winter sailing,

Regards

Lew

Rear Commodore's Report



Last Sunday's weather was pleasant enough to draw members to Waterworks Reserve to enjoy a barbecue and the unexpected appearance of a family of Kookaburras. To the delight of all one bird was tame and brave enough to allow us to touch it - a joy for the children present. It was good to see some members who had not been on the water lately. Some members took the opportunity to take their daily constitutional by walking later in the afternoon.

- 3rd JULY General Meeting. Dining at DSS from 6pm
 Guest Speaker - Rob Clifton from the Antarctic Base
- 7th AUGUST General Meeting. Dining at DSS from 6pm
 Guest Speaker - Colin Denny from the Maritime Museum
- 11th AUGUST Anniversary Dinner (See details elsewhere).
Please let me know of any special diet requirements
- 4th SEPTEMBER Annual
 General Meeting and
 supper

Bookings for dinner prior to each meeting can be made with me via email. Please try to book by the day before. Remember that we need to order at 6pm if possible.

Margaret Jones
 Rear Commodore



Elsie Boon captivated by a very tame kookaburra at Waterworks Reserve

APPLICATIONS FOR MEMBERSHIP

Marilyn Graham

Leigh and Christine Miller

FLEUR DE LYS

Mark and Marsha Stranger

HELSAL IV

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

WELCOME NEW MEMBERS

Christine and Ian Barwick

MERIDIAN

David Jones

ABSOLUTE WATERFRONT

Adelle Wigley and Sam Molina

CORNFLOWER STAR

On behalf of all the members of the Cruising Yacht Club of Tasmania, the committee welcomes these new members to the Club and looks forward to a long and happy association with them, on and off the water.

INTRODUCING: Christine and Ian Barwick and Meridian

We have had “Meridian”, a 36ft masthead sloop, for 10 years. She was built by Barry Wilson at Cambridge in 1969 of King Billy and Huon Pine.

Changing to sail after 30 years in a variety of power vessels is an interesting experience. Ian sailed in dinghies during his childhood and Christine had no sailing experience at all. There are now some 4,000 nm in the log from cruising local waters, including several trips on the East Coast up to Wineglass Bay and four to Port Davey. We look forward to exploring more of our wonderful waterways in company with CYCT members.



INTRODUCING: David Jones and Absolute Waterfront

Born in Brighton UK, the first sea experience was the voyage to Australia on the Fairisky in 1960 when 8 years old. Found not to get seasick!

At 15 the family purchased an International Cadet which was sailed from Sandy Bay Sailing Club. Although not successful at racing, got the sailing bug and built from plans a 14' Arrow catamaran which was used around the state at regattas and made one trip to Maria Island.

The first keel boat was the 20' 1920's 'Salome' which was a smaller (and wetter) version of the Derwent class. It was mainly used for cruising the Channel and Norfolk Bay one up. The only problem was the requirement to sleep on 2 LILOs as the garboard strake would leak overnight sufficient to require sea boots. Often sailed as forward hand (wearing wetsuit) when Junior Offshore Group was popular, with boats 24'-30'. Some cruising was

also done on Tom Kirkland's 8-metre (class not length) around Southern Tasmania with no radio or motor.

In 1976 a Philp 34' steel keel boat was purchased as a 'project'. After 20 years on the hard it was launched at the Prince of Wales Marina. Although 'LOKA' (as in Davey Jones Locker) had sailed in Queenscliff to Devonport races it only raced twilights and cruised Southern waters, in particular Dover and Nubeena. After five Christmas family cruises, 4 of which involved a full gale, the mutiny meant subsequent sailing was done one-up.

In 1973 the Royal Australian Naval Reserve was joined in order to learn to navigate professionally. In 15 years' time, promotion and courses resulted in command of HMAS Ardent. Apologies for any inconvenience from the wash but even at slow speeds it was a problem. Much of Australia's East and South Coasts from Wyalla to Darwin was visited including every maritime museum. Tasmania was comprehensively explored including several circumnavigations (once over a long weekend) and places visited include Matsyker Island, Port Davey, Macquarie Harbour, both King and Flinders Island and favourite of all, Deal Island.



Cruising, the cheap way (on other people's boats) involved long distance sailing to Lord Howe to Sydney and return as well as Hobart to Sydney via Port Lincoln and Adelaide.

During a restoration of 'LOKA' the welder caused a fire at the DSS which gutted both vessel and owner. A Windrush 600 wide catamaran was purchased while all the alternative replacements were investigated. Eventually 'Absolute Waterfront', the Cougar Cat 31', was purchased from Coles Bay as another project from a deceased estate where it had been used for squid fishing. It was completely stripped out, re-decked and refitted for both a cruising and for tourist use being in commercial survey. Entered and completed both the L2H and Three Peaks Race in cruising division in his boat.

After a very expensive slipping at Clean-Lift, the Montagu Bay Boatshed and Slipway was purchased. Time and money spent on extensive upgrades of the facilities have reduced the time to go sailing. The big slip can take any vessel up to 6m wide and draft of up to 6' (subject to tide). There is also a small slip for vessels up to 26' long and 3' draft. In the shed a new 8.5m x 4.5m cruising catamaran is being built (subject to selling 'Absolute Waterfront'). CYCT members (my new friends) will receive a 10% discount on the use of the slip.

INTRODUCING: Adelle Wigley and Sam Molina and *Cornflower Star*

Our boat the *Cornflower Star* is a 29ft Hartley design sloop rigged plywood cruising Yacht, which we live aboard in Hobart with our dog Georgia.

I have been sailing since I can remember, spending most of my school holidays cruising along the South coast of the UK and across to France on my grandparents' yacht, where I fell in love with sailing. When I got a bit older I decided I wanted to experience sailing for myself and signed up as crew aboard a tall ship in England where I fell even more in love with the adventure and excitement of sailing, and regularly signed up to work as crew aboard tall ships for the next few years, In the meantime studying for my RYA Dayskipper practical and RYA Yachtmaster theory courses. After I finished university I decided I wanted to travel and found an opportunity in Tasmania to work as a live aboard deckhand on the *Windeward Bound* in Hobart. During this period I met my now husband and have been in Tasmania ever since. Sam hasn't had much sailing experience but has spent some time working as a deckhand on a fishing boat in Southport in Tasmania.

About a year and a half ago we decided we wanted to buy a live aboard cruising yacht. It has been a big learning experience for us but we have been enjoying every minute of it trying to juggle our full time jobs with getting out on the water, spending as much time as possible getting to know the boat cruising in the channel. We hope to venture further afield in the future but our still very much enjoying what Tassie has to offer.



**CRUISING YACHT CLUB
OF TASMANIA
2012
ANNUAL DINNER**



**HOBART FUNCTION
& CONFERENCE CENTRE
Saturday 11 August
6.30pm**

**BUFFET MEAL
GUEST SPEAKER: PAUL CULLEN**

\$ 55 per person

**Payment by 7th August
to**

**Treasurer, PayPal or cheque or cash at the
next meeting**

Queen's Birthday Long Week End Combined Huon CruiseLew Garnham

The all too short Queens' Birthday long weekend cruise was filled with activity and dining; meeting and making new friendships with CYCT members and those of other clubs.

The weather was milder than forecast so both Friday and Saturday saw a steady flow of boats into the Kermandie Marina. Tommo had frantically cleared spaces for the CYCT flotilla invasion and though initially overbooked, a few cancellations made boat numbers manageable. Sixteen boats were in the Marina, while the larger 51 ft *Serenade* used the main Pier, *Kapala V* and *Marritikki* anchored in Hospital Bay. Kim and Tony Brewer on *Vailima* had arrived earlier with a boatload of decorations. A busy team puffed away, inflating balloons and other musical decorations. The dining room walls and tables, decorated in a 50s and 60s theme, set the scene well for the 52 participants who arrived about 6pm.



Anyone recognise Judy Boon's hip date?

After name-tagging and pre-dinner drinks, the tables of twelve were soon filled and the large room filled with the chatter of many unrecognizable members decked out in their 50's/60's finery, including wigs and headbands. Only the Davey Crocket hat was missing! After consuming an excellent choice of buffet food for the main course, it was time for a quiz.

The audio-visual, four part questionnaire featured objects from the past with missing brand names, "what year was this?", music and performer recognition and finally a facial recognition and partner recall. The 40 questions provoked a lot of 'should know that' comment from the teams of six. Some of the chosen team names included Wrap, Gene, Chocolates, Eggs, Puffn, Tyco and Hair! Prizes were Cadbury chocolates and items from the Franklin Chandlery, donated by Laurence Burgin.

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David Jones, a prospective member came south without his wife. Since it was his 60th birthday and with thoughts of him being cold and alone at night, the 'Linda' electric blanket was substituted with a birthday gift of a traditional pink 'hottie' named Judy!

The Hula Hoop competition saw two slim ladies performing well but the two solid men were not to be outdone for lack of trying. I wish I had a video for this segment!

A parade of 'best dressed' saw more prizes awarded. A prize for all of us was when marina owner, Sean Langman generously gave us all a free marina berth for the night.

Dessert and coffee were followed by dancing; Kim and Tony leading with Rock 'n Roll. With a little quieter music, many more couples also enjoyed the floor. Sadly, time was soon late and back to the boats we all went.

Sunday morning was overcast, and the coolness kept the bed wraps around, while the mud around locked in the boats. Activity rose with the sun and tide and, at 10am boats were exiting from the narrow channel into Hospital Bay. We were met by Arie from the Huon Yacht Club in *Midnight Blue* (32 ft Riv.) to escort our flotilla to Franklin and then some to Huonville. Arie was familiar with the river and where the deeper water was. This was very important in Crowthers Bay as a starboard pile marker was missing and beyond this to the next marks were wide shallow areas. The Huon was very picturesque with the conservation wilderness of the Egg Islands on one side and old farm and town properties dotted on the other. As we passed the misty Herriott's Point, good memories were recalled of last year's wine tasting and generous hospitality.



Elvis was in the building....

but evidently his hairdresser wasn't.

over 1,000 people slowly declined as road access to Hobart was established and Huonville developed. Hopefully any building on the vacated blocks will reflect an old original period style and enhance and retain the uniqueness of this charming township.

As the township of Franklin was approached, we saw in the distance the riverside buildings clumped together. Soon visible were the individual period characteristics that make this old port unique. It has not yet been spoiled by sprawling modern development. The old sheds, jetties and houses take one's mind back in time to when it was the third biggest town in Tasmania, exporting timber and fruit. It was named after Lady Franklin when the original land owned by Prices was subdivided. Wharves were demolished when there was fear of a Russian invasion. The developed port with of



As we passed the old jetties the fleet divided and nine vessels continued the escorted trip upstream to Huonville. As the river narrowed the depth of water increased, however there were many areas of snags. The picture on the echo sounder showed various bottom profiles with clearly defined bottom logs and, near the edges, diffuse patterns of upper tree remnants. At the final bend our course took us across to the southern deep side. The river banks were interesting with various houses, boats and some fisherman who waved greetings to our invading flotilla. I was told that the original Huonville swing bridge allowed vessel of good draught to reach the wharfs of Ranelagh, well upstream. We stopped short and turned for a quicker downstream return.



Laurence Burgin directing berthing operations

On the previous night, Laurence Burgin had allocated berths for our boats and soon we were all tied up and ashore exploring. Graeme Broxham enthusiastically showed me his *Clara*, a vintage boat commencing a restoration in the Wooden Boat School. Close by was the Living Boat Trust (LBT) shed with more boat projects. Further down the street was the old bank, now an amazing Navy Museum

displaying models, pictures, historic photographs, uniforms and an amazing collection of documents accumulated over 49 years! The curator enthusiastically spoke of the details of naval battles and the tactics employed. Visits and conducted tours are by appointment...Ph 62663443. See www.warshipsmuseum.com for a fascinating preview.

Further up the street was a model maker...and so the interest goes on!

Time to return to Laurence Burgin's fine chandlery and, after a review of the wide selection of useful marine gear, the clink of local Wombat Spring wine-tasting glasses and cheese nibbles was a powerful attractant. After purchase of a fine Pinot, it was time to return to the LBT.

Inside the LBT shed, under the bunting, among the band saws and boats under construction were the dining tables extending the length of the shed. A gas heater provided warmth and the aromas from of the busy team of 'chefs' in the country kitchen whetted our hunger further. We were not to be



Wine-tasting courtesy of Wombat Vineyards

disappointed. The leek soup, roast pork or beef with vegetables and finally caramel pudding with ice-cream hit the satiety-centre a bull's eye! David, who had hoped to sneak off sailing and avoid his 60th birthday obligations, was again reminded when he suddenly found himself being presented with Kim's fine chocolate mudcake, candles afire, and a happy birthday song! His forced speech concluded his obligations and welcome the CYCT.

John Young and his wife Ruth are a fine team. Originally John was involved in the Wooden Boat School and the construction of many fine vessels. Now with the LBT there is a different focus. John spoke of the potential of Franklin and how the community hopes to establish many skilled workshops in the large waterfront shed and is planning construction of a large schooner by locals from local, good-quality hardwoods. A very mystic dream of Tasmania's own Mystic Seaport! Involvement in this deserving project by many individuals is increasing and encouraged.

In the Monday morning misty light, black swans reflected on the mirroring patches of the Huon. *Absolute Waterfront* (David's cat.) had crept out very early and when the tide rose *Reflections'* keel, now mud-free, lead as more boats started departing. The low tide had one minor home-going grounding. By 10 am it was slack water at the marina and departure of the remaining fleet was easy. Soon the remnants of the flotilla reversed the chart plot track back, mostly motoring home.

I wish to thank everybody for their contribution towards making this cool midwinter event into a heart-warming success. We especially appreciate support and the involvement of other clubs and their members who came along, and especially to Arie from the HYC for the guiding escort. The BOM deserves a special tick for the positive influences of the slow moving high! The Kermandie Hotel and staff were excellent and Sean Langman's generosity was well appreciated. Kim Brewer, Julie McDonald and others press ganged members for the cool Saturday night decorations.



Grand banquet under the rafters and among the wood shavings at Living Boat Trust

Laurence Burgin also provided free marina facilities and a well-organized the Franklin Day. Wombat Wines were excellent. Dennis Lees keenly exhibited the model yachts while John Allport (Huon Jet Boats) and the LBT organized Huon /Egg Island tours and other on-water activities. The local town folk of Franklin, Navy Museum and boat builders also need mentioning. Roz Barnett and her team deserve a special thank you for the tasty and much talked-about 'country cooking' at the LBT. A thank you also to the citizens of Huonville and hopefully one day boats can overnight there safely and securely.

I hope a tradition has been set for a mid-Winter Queens Birthday Long Weekend Huon Cruise where the CYCT is the organizing host for this special interclub cruising event.

Boats were:



"Westerly" approaching Franklin

Absolute Waterfront, Aloha's crew, Andromeda, Bahloo, Blade Runner, Casimu, Chaika, Midnight Blue, Finesse Fremantle, Kapala Y, Latura, Marritikki, Meridian, Minerva, Puffin, Reflections, Serida, Serenade, Tektonic's crew, The Game, Vailima, Westerly.

Kermandie cruise – a newbie's perspective

Jackie Zanetti



Alex and I had eagerly been looking forward to cruising with the club. Having read many old Albatross articles about the fun, camaraderie and excellent anchorages, we readied ourselves for our first cruise. Unfortunately we missed most of the summer cruises, and we did the Navigation cruise on as crew on Windclimber, so the Kermandie/Franklin cruise on the Queen's Birthday Long Weekend was our last chance for a big club cruise 'til spring.

After talking with Chris Palmer, we decided to head off on Friday to get an extra day in the weekend. When we arrived at Kettering Friday morning and loaded our gear we began to rethink our strategy as gusts of 15 knots swirled around the marina. Then, during a short lull, the order was given to cast off and away we went. I wish I could say that we hoisted mains!

and beat our way through the headwinds that gusted up to 25 knots, but motoring seemed the safer and quicker option to ensure a timely arrival in Kermandie before dusk. A call to "Tommo" at the marina meant that we had a warm welcome and someone to catch our line as we came in. There were no dramas getting into the marina, although there was some confusion about which way to go around a white buoy (which turned out to be a green marker that the seagulls had pecked clean). Anyway, it was off for a welcome beer or two at the pub and then back to Chaika for homemade spag bol and the tellie while enjoying the comforts of our brand new Webasto heater.

Saturday morning was still and clear. While we waited for everyone else to arrive we amused ourselves by inflating the dinghy and rowing up the Kermandie River to the weir. Soon the place was a hive of activity as club burgees filled the marina. Socialising began almost immediately, with Andromeda's cockpit filling to maximum capacity. Meanwhile the Brewers headed off to the pub with armloads of decorations for the evening's themed dinner. Clearly a lot of preparation was involved. We were soon initiated into the ritual of sundowners, with an offer of drinks aboard Blade Runner. I was glad I'd brought along some homemade liver pate! Not too much to spoil our dinners tho'. At 6pm we joined the swingers, hep cats, and hippies gathered in the pub's dining room, and realised we'd been slack in not dressing for the occasion. Still, we had a chance to redeem ourselves in the 50's/60's quiz competition. Sadly, our team maintained a solid middle of the field position. Too exhausted by all the frivolity and good food to join in on the dancing, and fearing being shown up by the hot moves of those cool cats, the Brewers, we retired for another night.

Sunday morning was another fine and still day, although with a bit of cloud keeping it chilly. At 10 o'clock sharpish we all filed out of the marina and assembled in Hospital Bay ready to head up the river single file, under escort. Boy, were we glad to be in the middle of the pack for that! Keeping one close eye on the yacht in front of us and one on the depth sounder we wove our way through Crowther's Bay and Castle Forbes Bay. It must have been a sight for those on shore watching so many boats doing a conga line up the river.



We declined the option to take Chaika all the way up to the Huonville Bridge and instead headed straight into the Franklin marina where Laurence from Franklin Marine and his helpers



were on hand to make sure we berthed in a dignified manner. Thanks Laurence! At Franklin we were spoiled for choice in activities. After having a chat to the Living Boat Trust volunteers and touring their facilities we hopped on board "Tuna" for a guided tour around Egg Islands and through the colonial era canal.

On the way back to the marina, we were just in time to see the last of the radio sailors racing. We weren't sure, but Kiwi Magic looked to be a strong contender! Then off to view the privately run Naval Museum before racing back for the Wombat Springs wine tasting at Franklin Marine. Are

club cruises always this action packed? After a little siesta aboard Chaika, we headed off again to a lovely roast dinner put on for us by the very friendly folks of the Living Boat Trust. It was great to hear about this active community group and their plans and hopes for the Franklin waterfront.

Monday morning we woke to a low tide – too low for me to scramble up to the dock! There was much discussion about what would be the right time to leave Franklin in order to have sufficient water to clear the shallows. A few brave souls headed off around 9 am. Another group of us left at 10. We held our breath as we crossed Castle Forbes Bay - Chaika draws 1.9m and we watched the depth drop down to .3m below the keel, then .1m, then 0.0m. The boat gave a little tremble, but on we went. A little further on the sounder again read 0.0 and again we kissed the mud, but no dramas, Chaika glided on. Soon we were all back into deep water and engine rev'ed to 2500rpm we pointed her nose toward home.



Tony Brewer's "Kiwi Magic"

Even tho' our first club cruise didn't involve any sailing we had a marvellous time. We enjoyed meeting many club members for the first time and sharing stories and good company.

Thanks to Lew and all those who helped organised a great trip. We're looking forward to many more CYCT cruises, hopefully in warmer weather.



Kapala V powering upriver towards Franklin



Julie McDonald - Hula Hoop Queen



Latura in her element

“Darling, You’re Glazing the Bores”

Women on Boats – One-Day Diesel Workshop: Knowledge is (Diesel) Power

Who’d have thought you could get thirteen women out on a bitterly-cold Sunday morning (snow on the hills), driving to Franklin to spent a day learning about diesel engines? Yet they came, armed with photos and information on their individual engines and with questions. At Franklin Marine, Laurence Burgin had transformed one end of his store into a classroom and taking centre stage was a pristine little blue diesel engine complete with tank and battery, set up on a rolling trolley. Maybe all engines should come like this – labelled all over with part names and arrows?



The “Ford Lees” girls - Chris Barwick and Elizabeth Helm



Laurence Burgin giving his little blue engine some TLC

Soon after arrival, everyone was name-tagged and lo and behold, most found themselves related! There were Yanmar and Perkins sisters along with Sabb and Droffin orphans. As owners of British engines, the Ford Lees twins came in for some gentle ribbing, with the odd comment about oil leaks.

The women had brought photos of their engines and these were referred to throughout the day as Laurence explained and traced the saltwater, freshwater, oil and fuel systems. No doubt there were interesting questions for skippers afterwards as some of those photos revealed problematic installations and poor quality parts. Preparation had also included a list of questions to be answered in reference to their own engines, designed to get participants to take note of what is normal for their engine – the first step in recognising when things are going astray.



With only women in the class, everyone felt free to ask questions and Laurence kept the tone relaxed and humorous. He suggested the battery isolator switch be labelled “hotel” (rather than “house”) to signify the “party” bank, providing fun stuff like lights and cold beers. Among his many useful tips – use your smartphone to keep records – of wiring connections, parts and part numbers, instrument settings etc. The afternoon finished with a practical demonstration of changing a fuel filter and bleeding the fuel system. Included in the cost of the workshop was a copy of Laurence’s “Marine Diesel Engines for Beginners” manual and Kerry Williams of Cummins Hobart generously provided show bags with beanies, hats, pens, Cummins brochures – right down to a rag to make us look like professional engineers.



Laurence Burgin giving the lowdown on the tools required aboard



Adelle Wigley doing a filter change



The day was a great success, thanks to Laurence Burgin and Ewan, his right-hand man. Thanks too to Kerry Williams and Cummins Hobart for their support. And to Doug the dog – who has attended dozens of diesel workshops but still can't bleed a diesel engine.

The Women on Boats forums continue next month, addressing (among other topics,) navigation and knots. Later in the year we'll be looking at theory of sail and putting it into practice on the water. Come and join us!

DEAL ISLAND

Kate Johnstone

The Kent Group is an archipelago half way between the southern tip of Wilson's Prom. and the northern tip of Flinders Island. On a clear day from the lighthouse both can be seen on the horizon. Deal Island is the largest island in the Group and Dover and Erith are the other two main islands, joined at low tide by a 'swashway'. North East, South West and Judgement Rock are the smaller islands. Damian and I were there as volunteer caretakers for 12 weeks in the spring.



The Swashway between Dover and Erith Islands

Group in 1801. In November of that year he anchored in West Cove at Erith in the pass separating Erith from Deal. He wrote "furious gusts of wind from every point of the compass". The pass now bears his name. The current can run through the pass at up to 5 knots.

The Erith Mob. The Murray-Smith family and friends have been visiting Erith for three generations and have a hut at the northern end of West Cove. They have brought writers and artists to the island with them.

Many ships have come to grief around these islands and the caretakers keep a radio watch on VHF 16. Occasionally the coast guard or police will ask us to check anchorages to see if any overdue vessels have taken shelter in bad weather. We talked to RYCT, Bryn at Tamar Sea Rescue, Mary at Smithton and Port Albert Coast Guard as well as Jeremy Firth and a few passing yachts who knew we were there. Damian installed a new HF radio which was later tweaked and improved by Andrew Boone.

These are windswept islands and are in fact granite mountain tops rising from the sea floor. "The waters of the Southern Ocean surge into shallow Bass Strait from depths of 700 meters or more, beyond the continental shelf not far west of King Island. They spill out to a similar depth to the east of Flinders Is. in what hydrographers report to be a gigantic submarine cascade" wrote David Murray-Smith. (The Erith Mob)

John Murray, lieutenant of the *Lady Nelson* explored the Kent



Home away from home for 12 weeks

We were awe-inspired arriving here. It is such a huge landscape. Motoring in under 300m cliffs, around the headland and towards the curving beach and clear water of East Cove reminded us of the happy summer we spent there in 2006. The sun was shining and the day was warm but the weather was about to break and Jim was keen to get away. A flurry of activity ensued: unloading and storing gear, fixing pumps, having an introduction to the island and what we had to do, learning how to use the solar panels, grabbing some sleep, then up early, loading the out-going caretakers gear and waving goodbye very early next morning to be back in Whitemark before the weather broke. And break it did, with

To get to Deal Island we flew from Launceston to Flinders Island, where Wayne the ranger met us. We did last minute shopping for perishables and meat which had been cryovacced and frozen. Most of our stuff had come earlier by ship. We loaded everything we'd need for the 12 weeks onto Jim Luddington's *Strait Lady*, including a new water pump and a mountain bike for a foolhardy female who thought riding uphill into a typical Deal Island wind over rough terrain would be a breeze.



Friends of Deal Island pull ashore a water tank delivered by fishing boat

constant winds gusting to 45 knots, wild seas, sudden brief showers and cold for 2 weeks.

Our responsibilities varied depending on what needed to be done. There are some regular jobs; the rain gauge is read every day and transmitted to BOM by 9 am, the vegetable garden tended, the lighthouse aired and kept as dry as possible, the bank of solar panels kept clean, looking after the museum and of course, welcoming visitors. We mowed tracks, dug out thistles and pulled out sea spurge as well as general maintenance. We regularly walked beaches to pick up bits of plastic. We worked for the island in the morning and did our own thing in the afternoon. It was a very pleasant life. A BBQ at the jetty allows visitors to have an onshore gathering while keeping an eye on their vessels and we kept the wood stack full.



Damien turning over the generator in the lighthouse

The island has significant historical sites and natural values. The waters around the islands have the highest fish diversity of any location in Tasmania as well as great diversity of marine plants and invertebrates. A marine protected area covers all waters out to 3 nautical miles around the Kent Group. (TPWS)

Wildlife abounds. Wallabies, penguins, Cape Barren Geese, brush-tail possums and skinks



are the most obvious. Local and migratory and sea birds, insects, rats and rabbits are also common. Swallow chicks line up along the window sills and plover chicks go to ground when approached. Small birds come to the bird bath and cuckoos hang around calling all day. Birds of prey sweep the hillsides. Shy albatross skim through Murray Pass along with terns and gannets. The magnificent Cape Barren Geese were amusing. Two families lived

in the compound around the settlement; their territorial boarder was just in front of our house. Boarder disputes were common, they bullied the wallabies, and the male from the southern end blatantly had an affair with the female over the fence.

Two tall ships with cargos of teenagers came to visit while we were there which was very exciting. Looking out to see a tall ship sailing in, it might have been 200 years ago.

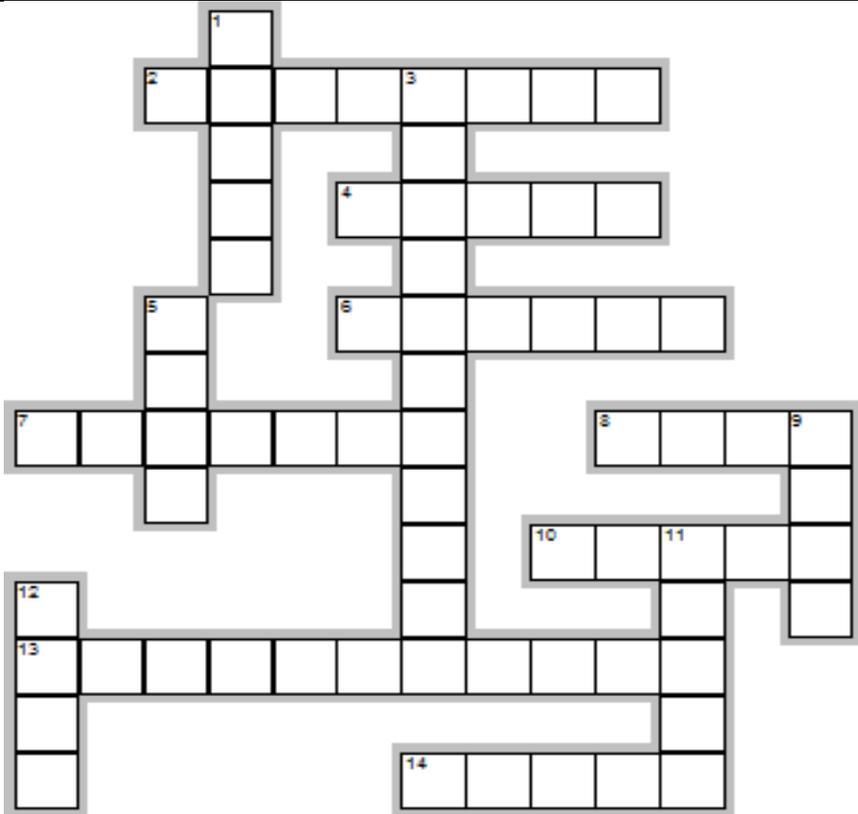
While we enjoyed being there and the time went by very quickly, it is unlikely we will go as caretakers again; however we might just turn up as visitors one day.



Beautiful East Cove in settled weather



Damien aboard Young Endeavour

**ACROSS**

2. Sharp end of a diesel engine
4. Island in miniature
6. Pirate's roar
7. Capital spot on Bruny
8. Ship's backbone
10. Mast supports that remain
13. Abnormally-low body temperature after a drenching
14. Heavy work hauling up tight

DOWN

1. Timbers which confine the ends of the beams to the vessel's side.
3. Quayside watering hole for government inspector
5. Noisy whack by foot of main
9. Lean over
11. Stop!
12. Son of the log



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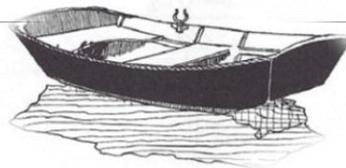
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“The desire to build a house is the tired wish of a man content thenceforward with a single anchorage. The desire to build a boat is the desire of youth, unwilling as yet to accept the idea of a final resting-place”

Arthur Ransome



Cruising Awards

The following information details the requirements of the 'Cruise of the Year' award and eligibility for Cruising Plaques. Members are invited to nominate themselves or another Club member for either of these awards.

Cruise of the Year Award

The premier cruising award of the CYCT is the Cruise of the Year award. This is a nominated award and is not necessarily awarded each year.

The Cruise of the Year sub-committee has recommended the following guidelines when considering nominations for the CYCT Cruise of the Year.

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered;
2. It is not essential that an award be made in any year if no cruise is considered worthy;
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commodore should prepare a shortlist for presentation to the Committee;
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed un-seamanlike;
5. The crew capability should be sufficient to undertake the cruise in a seaman-like manner but it is envisaged that providing this criterion is met then a weaker crew be more favorably considered than a stronger crew;
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc;
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member;
8. A portion of the cruise should have been taken during the current Club year;
9. The crew should (preferably) have lived on board for the period of the cruise;
10. An article for the Albatross should be encouraged as a sequel to the award, but is NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared;
11. Nominations should be sent to the Secretary.

Cruising Plaques

It is proposed that Cruising Plaques be awarded to Club boats doing significant cruises. It would be an automatic award to those who fulfill the following criteria.

1. The boat must cruise beyond the state boundaries or circumnavigate Tasmania;
2. The plaque is only awarded when the boat returns to her home port. (Note - this does not include a boat purchased interstate and delivered to her new home port in Tasmania);
3. Only one plaque is awarded for any particular cruise irrespective of the length of time taken to complete the cruise or the distance sailed;
4. The plaque is only awarded after the owners have written an article(s) for the Club journal or spoken about the cruise at a Club meeting;
5. The plaques are not awarded for events organised by other clubs, nor are they awarded retrospectively;
6. It is feasible that a boat winning the Cruise of the Year could also be eligible for a cruising plaque.



Cruising Yacht Club of Tasmania Inc
General meeting held at the Derwent Sailing Squadron On 5
June 2012

1. **Opening**

Commodore Chris Palmer opened the meeting at 8.00pm. Although not in attendance, he congratulated Andrew Boon on gaining his Yachtmaster's Certificate. A round of applause followed.

2. **Attendance**

Thirty seven members registered their attendance, there were three visitors and guests and five apologies.

3. **Minutes of the previous meeting.**

The minutes of the previous meeting held on 3 April 2012 were confirmed and signed.

4. **Business arising from those minutes (not elsewhere on the agenda).**

None.

5. **Introduction of new members and presentation of burgees**

The Commodore welcomed Julie and Ian Macdonald to the Club and presented their burgee.

6. **Vice-Commodore's report – Lew Garnham**

Some CYCT members who were also members of RYCT attended the Royal's cruise to Pear Tree

Queen's Birthday Weekend cruise. Kermandie marina has a list of boats registered. Activities organised include 1950s/60s dinner Saturday night at the Kermandie Hotel, a cruise to Huonville on Sunday as well as activities at Franklin.

No other cruises planned for July or August at this stage, but members encouraged to advise others of possible cruises via the Cruise Link on the web.

7. **Rear Commodore's report – Margaret Jones**

BBQ at Hut 9 Waterworks Reserve on 17th June from noon onwards

Guest speaker at the July 3rd General Meeting will be Rob Clifton of AAD about 'Shipping in Antarctica'.

Anniversary Dinner at Hobart Function and Convention Centre on 11th August. Guest speaker will be Paul Cullen.

The Commodore commented he has been in contact with TasPorts about berthing CYCT boats at Con Dock the night of dinner.

AGM. There will be no guest speaker but supper will be provided.

8. **Treasurer's Report – Wayne McNeice**

Wayne tabled his report.

Subs invoices were mailed with the June Albatross.

Entertainment Book. An email has gone to all members explaining the book. He commented this is a way of supporting the CYCT financially. Books are available for purchase tonight.

9. **Editor's Report – Kim Brewer**

A plea for articles and photos.

Marine Life Watch

The Commodore commented that in Alan's absence, data sheets can be handed to Margie Benjamin.

10. **Forums – Alan Gifford and Kim Brewer**

In Alan's absence, the Commodore commented the first of this series of forums was held last week at the Mariner's Cottage. Approximately eighteen attended. An interesting forum on buying and selling a boat. Check the Albatross for future forum dates.

Women on Boats. Approx 20 women are now attending these forums. A one-day diesel engine workshop is being run in late June at Franklin. Workshop full so another likely to be held

11. **Commodore – Chris Palmer**

Maritime Marketplace. Approx \$600 made to be split between CYCT and Kettering Yacht Club. Thank you to all those who volunteered on the day.

TMD donated an old life raft to CYCT to be used as a life raft inflation exercise.

AWBF. Registrations for next year's festival are now open to wooden boat owners. The CYCT will again have a stand and volunteers will be needed.

12. Other business

The Commodore gave a brief demonstration on parts of the website including how to purchase Club apparel, Marine Life Watch, Members Forum and archived Albatross. He also thanked Dave Davey for his work on maintaining the website.

The formal business concluded at 8.45pm.

13. Guest Speaker:

Leo Foley introduced the guest speaker Graham Cowie from Battery World. Graham and assistant Alastair gave an interesting and detailed presentation on various types of marine batteries, chargers and solar panels. Members and guests were also able to have many questions answered.

14. Next meeting

July 3rd at DSS.

15. Close

Meeting closed at 10.00pm.



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Drysdale Engineering's Margate workshop is fully-equipped for custom metal fabrication and Justin's experience includes building boats to 12m in steel and aluminum. He also offers a spray-painting service and recommends Jotun products.



Justin Drysdale with a bluefin tuna caught off the Friars

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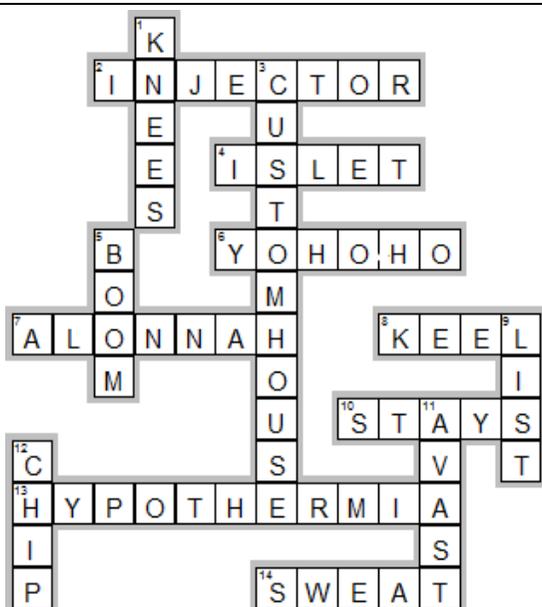
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Would You Respond Adequately To A Distress Call?

There has been some discussion recently on just how to answer a Mayday call. Apart from the recognised protocols, there is essential information which is needed to aid rescuers.

Use the following list to ensure you ask all the right questions. The first 10 are crucial, choose further questions as appropriate. If their battery power is limited, keep radio transmissions to a minimum. Allow emergency services and other vessels a chance to communicate. They may be in a better position to assist.

1. Vessel name and description, including callsign.
2. Position
3. Number of people aboard
4. Nature of distress
5. Help required
6. Condition and location of all crew (onboard or elsewhere)
7. Are all wearing PFDs?
8. State of batteries
9. Alternative forms of communication
10. Available means of evacuation (dinghy, liferaft)
11. Present conditions (wind, sea, visibility)
12. Availability of flares and other means of signalling
13. Sufficiency of water and provisions
14. Estimated time before abandon ship is necessary
15. Your ETA at their position and brief description of your vessel (or relay these details for other potential rescue vessels)
16. Offer ideas to help their situation, discuss possible solutions.

With acknowledgement to *Cruising Helmsman* magazine.





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