

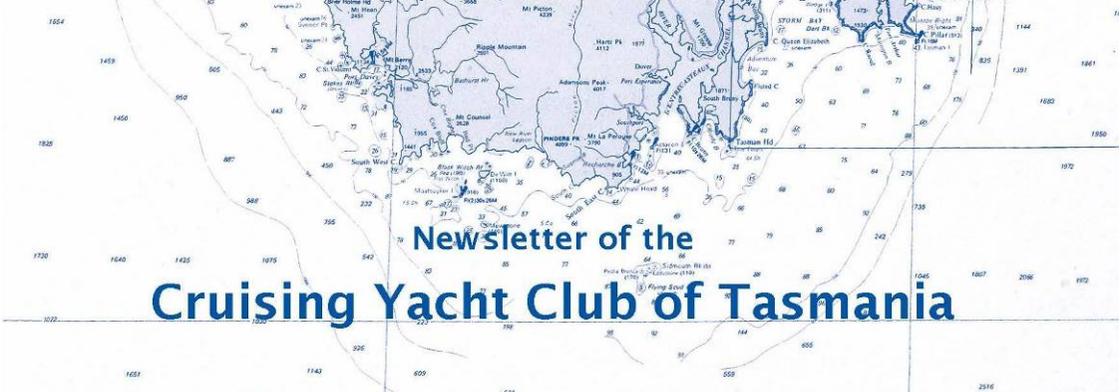
Albatross

Volume 39 No 9 October 2013



Ruth Smith & Ken Newham *Mariners cottages*

The Mercury, 7 May 1986



Newsletter of the Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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www.cyct.org.au

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**Send all material for publication in 'Albatross' to the Editor -
editor@cyct.org.au**



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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>OCTOBER</u>	
Tues 1 st	General Meeting @ DSS at 8pm Speakers: C. Palmer, M. Benjamin, A. Turnure, P. Aston
Sat 5 th	Opening Day, Combined Clubs Sail Past
Tues 8 th	Committee meeting @ DSS 7:00pm
Sat/Sun 12 th -13 th	KYC Channel Challenge
Tues 15 th	Women on Boats @ DSS 5:30pm
Sat/Sun 26 th -27 th	<i>Cruise:</i> Day or O/N cruise to Ralphs Bay
<u>NOVEMBER</u>	
Sat/Sun 2 nd -3 rd	<i>Cruise:</i> Barnes Bay Revisited
Tues 5 th	General Meeting @ DSS at 8pm Speaker: Rex Cox. History of the Port of Hobart
Tues 12 th	Committee meeting @ DSS 7:00pm
Tues 19 th	Women on Boats @ DSS 5:30pm
Sat/Sun 23 rd -24 th	<i>Cruise:</i> Coningham for Families

Visit www.cyct.org.au and click on the Calendar tab for more info 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



Another month has come and gone. Except for a couple of nights in town and Barnes Bay, poor *Chaika* has languished in her pen like a neglected puppy. I wonder what she'd think of being left alone so much (if she had a brain!). That leaves a lot of room for imagination – just think of a whole marina full of grumpy boats, tugging at their mooring lines as the breeze dances through the marina, teasing them. Thoroughbred racers growing stiff with mussels and weed, aging cruisers drooping with the extra weight of water in the bilge, just begging for a romp down the Channel. Surely it must be time to get out and about again?!

As I'm putting this issue to bed, the Tall Ships are converging on Hobart and I'm packing up provisions for a couple of days with the plan to head up to town on *Chaika* to welcome them. The last time I saw a gathering of tall ships was in 1976, in Newport, Rhode Island, where they gathered for the American Bicentennial. It was quite a sight, standing on the cliffs looking out at a bay full of three masted square riggers surrounded by bright little sailboats darting in and out between them. Hopefully, the weather will cooperate and Hobart's welcome will be just as grand. And hopefully someone will send me a lovely photo of the closing "Parade of Sail" to put on next month's cover!

Jackie



Чаїка (*Chaika*)

**If you have not renewed your membership, this is your last
Albatross!**

Membership will lapse for any member who has not renewed their annual subscription by 30th September. Don't let this happen to you! Please contact the Treasurer or Membership Officer ASAP.

Commodore's Report



And welcome to the new club year.

Many thanks to Chris Palmer and the outgoing committee for all their hard work and dedication over the last year (s).

Forums

These are going to be run by Ottmar Helm and Hans van Tuil. They probably won't start until next winter, so there is plenty of time to come up with ideas and suggestions.

Mariners Cottage

By the time this report is published, I expect that our long association with the Mariners Cottage will have come to a (sad) end. Many members old and new came to the goodbye function at the Cottage on Saturday 7th September, and there were many helpers the next day to move us out. Thanks to you all. Much of our paraphernalia has gone into storage at Han's commercial storage facility at Kingston, and thanks are due to him for offering us the deal he has.

New clubhouse?

Concerns have been raised at Committee regarding the dangers of us losing our identity if we don't have a place to call home. Committee is investigating options, and any thoughts or suggestions are welcome.

Cruising/Social Programme

Alan and Kim have been putting a lot of time and effort into the new cruising/social programme. I am sure there will be something for everyone.

Constitution

It has been suggested that the Club's Constitution is due for a major revision / rewrite. Watch this space.

In conclusion, the Club exists for the benefit of members. If there is anything you would like done or changed, let one of the Committee know. I can't guarantee that you will be satisfied with the outcome, but at least you will have tried.

Stephen Newham

Vice Commodore's Report



Cruising Calendar

The 2013-2014 CYCT Cruising Calendar is in its final stages of production. By the time your Albatross reaches you, your hard copy of the Calendar might have arrived also. The information will be on the Club's website and up-dates and changes will appear there as necessary.

The programme of cruises includes a mix of favourite destinations and several new anchorages. Where it was thought necessary, alternative anchorages have been suggested. We will combine with some local regattas and the programme will coincide with some special local events. The Calendar will include a long cruise up the East Coast of some ten days and we will try once again for a circumnavigation of Bruny Island. With a mix of lazy summer day cruises and more challenging cruises there will be something for all members. After all, we have boats to use and enjoy and what better way than in company with other members.

Kim Brewer has again undertaken the task of desk top publication with tireless enthusiasm and skill. Indeed without her, the job would not have been done.

The Working Party on Sewage Discharge from Vessels

Meetings, discussions papers and forums continue. It is too early to predict what the amendments to the current regulations will be but one thing is certain, changes to current practices will be imposed upon us. Inevitably, some proposals are highly restrictive and for most of us, likely to be prohibitively expensive. Other points of view favour only minor changes to the status quo. But the genie is out of the bottle and there is no way of putting it back. Members who have firm views on this matter should express them in a few lines in an email to me and I will take them to the following meeting. Time is of the essence as it is hoped to have Parliament deliberate on the amendments in November.

As the new season approaches

Most of us are at various stages of preparation for the coming sailing season. It is a good time to consider the less obvious tasks such as renewing disposable batteries in all our electronic and other equipment, checking the expiry date on our flares and fire extinguishers. Indeed it's a very good time to review the sufficiency of extinguishers and their placement around the boat. It would be worthwhile considering the adequacy of bilge pumps and make a check on the 12V house and engine batteries. What did you do with the maintenance list you made up at the end of last season? Did you get ANY of those things done? No doubt there are lots to do. To simply hope we can get through another season without attending to these matters might be as delusional as it is irresponsible. It's worth remembering that tradies and professionals who work on boats

will become increasingly busy as summer approaches and jobs that are urgent might have to wait in line for weeks.

It's probably best to hop into those jobs now so you can enjoy the coming season without a care.

Cruising Southern Tasmania

The sub-committee of members who are up-grading and adding to the current edition hopes to have the Fourth Edition ready for Christmas. New sections will include Norfolk and Frederick Henry Bays, the outer Tasman Peninsula, Maria Island, Schouten Passage and Wineglass Bay. A review of the general material in the front of the guide and updates to current anchorages are being completed. Our thanks go to all who have contributed to this time-consuming task and especially those on the sub-committee: Andrew Boon, Dave Davey, Alan Gifford, Julie Macdonald, Chris Palmer and Jackie Zanetti. The new, expanded Fourth Edition will make an excellent Chrissie present.

Alan

Guidelines for Contributions to the Albatross

The Albatross thrives on members contributions and we welcome them. Below are a few guidelines to keep in mind when preparing items for the Albatross. Please contact the editor (editor@cyct.org.au) if you have any questions or suggestions.

- Articles should be submitted as a Word document. Typically, stories should be less than 1600 words and contain no more than five photos related to the article. Longer stories will either be serialised or you will be requested by the editor to reduce the length.
- Boat names should be *italicised*, not in “inverted commas” or CAPITALISED.
- Photographs should be in .jpg format, about 200dpi. Please compress files to no more than 1Mb for emailing.
- Photos should be your own or clearly attributed. Please include a suggested caption for each photo where appropriate.
- The cut-off date for submission is the 20th of each month (there is no Albatross in January).

Rear Commodore's Report



How about that first day of spring? Twenty three degrees, blue skies and bright sunshine! Goodness knows what the summer ahead holds. Of course there were snow flurries a day or two later, just to stop us being too complacent, but even that was rather magical.

No doubt, like me, you have at one time or another day-dreamed about having a canal boat in Europe and visiting the great cities at leisure; living aboard in the centre of Paris or Amsterdam, watching the passing scene on the quay while lolling in the cockpit, sipping absinthe (or something equally sophisticated and awful). It's a big step though from dreaming or cruising the internet from your lounge to actually finding and buying a boat. Then add the challenge of doing this as a group of friends. Come to October's meeting to hear how one group have successfully accomplished all this. Three couples (Club members) did just that and are now enjoying their second season exploring the canals of the Netherlands. Chris Palmer, Margie Benjamin, Alison Turnure and Peter Aston will speak about the process of buying a boat, what they did to formalise the arrangement (and safeguard their friendship!) and the logistics of owning and using a boat in Dutch waters. Here's a wonderful opportunity to ask questions and maybe start to make your dream a reality.

If you would like to share a meal at DSS before the meeting, please RSVP vailimatas@gmail.com

Looking towards the end of the year, we have accepted the generous invitation of members Philip and Wendy Kennon to hold our Christmas BBQ at "The Wavestation", their property at Middleton. Mark Sunday December 15th in your diaries.

Kim

FOR SALE

1 x 3.3hp Mercury outboard in very good order	\$ 500
1 x 2hp. Honda 4 stroke outboard in very good order	\$ 650
1 x 2.3Mtr. Quicksilver inflatable dinghy in good order	\$ 850

Please contact Hans on 0417 511 240.

Introducing Your New Committee Members

Stephen Newham (Commodore)

I have been sailing all my life: my standard reply when asked for how long, is that 'Dad was building the family's first dinghy when I was born, and I have been boating ever since.' So, for half a century.

My parents were members of the CYCT from the early years, and I have been a member in my own right since returning to Tasmania in 1987, having worked on the mainland since graduating in Hobart in 1980.



I lived and worked in the Hunter Valley for 5 of those mainland years, and raced trailerable catamarans on Lake Macquarie. Returning to Tassie, I thought that staying drier would be a good idea, and so bought my first keel boat – *Taloo* – 24' plywood. This was followed a few years later by *Harmony*, 36' centre cockpit cold moulded King Billy, and lastly my current boat, *Nyanda*.

I bought *Nyanda* in 2000, and have since done 21,000 miles in her. She is an Adams 11.9m; a (now out dated) lightweight racing design with a lot of sail and not many creature comforts. For a number of years I raced her intensively with the Kettering Yacht Club, but the majority of my usage recently has been cruising. In addition to half a dozen trips to Port Davey, have circumnavigated Tasmania and had holidays to Deal Island, the Tamar River (twice) and solo to Wilsons Prom. I enjoy sailing, as distinct to motoring, and try to use wind power as much as possible.

I live in Kettering, and commute to Hobart, where I work for the Department of Infrastructure Energy and Resources (used to be the DMR) as a data analyst.

Mike Ponsonby (Secretary)

I am from Hobart originally but left here in 1973 initially to work in Victoria but subsequently I spent extended periods living and working in Papua New Guinea, Indonesia (where I met Julie) and East Timor. I returned to Tasmania in 2011, having spent the previous 7 years in Jakarta, with the intention of working less and doing more of the other things I like including sailing and carpentry.



My boating experience began in fishing dinghies and progressed to sailing in and building small boats (Sabots, Cherubs and Moths). After leaving Tasmania sailing became more difficult because of location and work. A couple of years in PNG was an exception where I owned a small Van de Stadt keelboat (Buccaneer design, 24 foot LOA) which was sailed regularly and also used for scuba diving and snorkelling. More recent experience was occasional day sailing and racing on other people's keelboats – occasionally in Indonesia but more often on return visits to Hobart.

The appeal of boat ownership and cruising was a key factor in the decision to move back to Hobart. We purchased *Rubicon*, a Huon 36, in August 2011 and after 18 months getting familiar with her and the coastal waters between Port Arthur and Recherche, I embarked on some major maintenance and improvements. We are really looking forward to getting back to cruising this summer including some trips further afield.

Julie and I have both enjoyed the CYCT activities and I hope I can contribute to the club through participation in the Committee's activities.

Ottmar Helm (General Committee)

(Ed. I'm still waiting for a bio from Ottmar, so I've decided to use editor's prerogative. You be the judge of whether there's a grain of truth in there somewhere...)

I began my sailing career at the age of 6 months with a plastic tugboat in the bathtub. I soon became an accomplished pilot, guiding the rubber ducky into its berth along side the tub.

I soon graduated to dinghies – my main skill being the bailing out thereof. Being adverse to the effort of rowing or dragging sails on or off, I naturally gravitated toward motor boats. Now my wife, Elizabeth, lets me drive our Pugh motorboat, *Intrepid*, whenever I want. I even changed my name to Helm because that's my favourite place to be.

I'm looking forward to being on the committee and doing whatever I am told to do!



Mariner's Cottage Farewell

Erika Shankley



Spring blossoms were bursting forth on Saturday 7th September when members of the Cruising Yacht Club of Tasmania gathered for a wake - celebrating the life of the Mariners' Cottages which had been the Club's home for 29 years.

Almost as soon as the Club was formed in 1975, members felt the need to have their own clubrooms. While meetings were initially held at the Kingston Beach Sailing Club and later in a classroom at the Kingston High School, land at Dru Point came under consideration. Then we discussed the possibility of sharing facilities with the Kingborough Aquatic Club. Other sites which drew passing interest were land near the Powder Jetty at Howden and a proposal for reclamation at Stinkpot Bay.

Next to take the Club's eye was a small plot of land adjacent to the Safcol factory near the jetty at Margate. Club member, Carl Mann, even drew up some grand plans for a clubhouse and slipway. However, this idea also fell by the wayside after two long years of negotiation.

Club member, John Wells, was at that time forging ahead with work on a marina at North West Bay. "Why not build a Clubhouse, here," he said. However, ultimately, the expected high costs and other difficulties put an end to that proposal, too.

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

The two derelict cottages, known as the Mariners' Cottages, above the slips off Napoleon Street, were about to be demolished. The land on which the cottages stood had originally been part of a grant to William Sorell, Lieutenant Governor of Van Diemens Land 1816-1824.



Mariners Cottages, 1984

At the end of his tenure, the land was sold to William Kermode for £600. It was sold again in 1833, this time to well known maritime identity, James Kelly, before passing into the hands of shipbuilder, John Watson. By 1842 there were two conjoined cottages on the site, along with other buildings related to shipbuilding.

When offered for sale in 1856 the property was described as “*That Extensive, valuable and Important Property known as Mr Watsons shipyards with cottages, workshops, stores, jetty and wharf etc. etc. ...*” - eventually selling for £4000.

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

The CYCT negotiated with the President of the local National Trust group, Mrs Ruth Smith, and a lease agreement was signed in June 1984 - the agreed rental being 50 man-hours of work each year on the restoration of both cottages. While Club had the use of the lower cottage, the upper cottage went through a number of uses, lastly as an antique shop with a maritime theme. While restoration work was in progress, Club meetings were held at the Derwent Sailing Squadron.

Initially, the list of jobs was endless with many Club members volunteering their skills. While some worked on the roof, others cleared a century of rubbish out of the roof-space, together with carpentry, painting, plumbing and electrics etc etc. Multiple ramshackle additions and outhouses were removed and modern accoutrements, such as a bathroom with shower, toilet and basin installed and kitchen upgraded.



Working bee, 1985

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

The following day, The Mercury described how the “*unique restoration project in which a love of sailing and a love of old buildings came together*” ...with finance for materials being generated from the Trust’s Battery Point walks and the voluntary labour provided by members of the CYCT.

Restoration continued with a picket fence installed in 1987 and the garden was planted out by TAFE horticulture students; inside, the walls were decorated with strings of colourful burgees, Club honour boards and paintings with a nautical theme. In pride of place was a watercolour painting of the Mariners' Cottage by artist, S. Fricker. Albert came to roost on a name plate outside the front door – CYCT members, indeed, felt they had at last come home!

In order to oversee the Club assets, to continue restoration and future maintenance at the Cottage, the position of Club Warden was created on the Committee. In later years, however, after the National Trust had decided to take on the maintenance themselves, the Warden's workload was reduced quite considerably.

Unfortunately, restrictions on alterations to the Heritage-listed building meant that, while the Club was pleased with the steady increase in membership, by the early 1990s we needed to find bigger premises for monthly meetings, while retaining the cottage for other activities. A number of other venues were investigated. After a cold winter at the Sandy Bay Sailing Club and a number of years at the Hobart Regatta Pavilion, the Club again returned to the Derwent Sailing Squadron, which welcomed us with open arms.

However, the Cottage was not forgotten. It became a tradition to hold our February meetings there, with members gathering for a barbecue in the garden. We also shared the rooms with the Wooden Boat Guild, and the Cottage became the base for Committee meetings, seminars, and the venue for our Women in Boats programme.

But, all good things sometimes come to an end – and a letter from the National Trust indicated that they had other ideas, and our tenancy of the Mariners' Cottage was not to be renewed. Appeals for a change of heart fell on deaf ears. It was perhaps, time for the Club to move on ...

Moving day arrived. Sadly we packed away the Club's memorabilia, each item evoking fond memories – all packed all away, to be held in storage – until we once again find a home.

The plaque outside the cottage reminds us that it is thanks to former Battery Point resident and National Trust member, *"Mrs Ruth Smith, and members of the Cruising Yacht Club of Tasmania [who] have given many hundreds of hours of labour and support"* that the historic Mariners' Cottages still stand today. One hopes that all our work was not in vain and the Cottages will continue to receive the tender loving care they deserve for many years to come!

(Thanks to Immediate-Past Commodore, Chris Palmer & Club Warden, Chris Creese, for their help in putting together this potted history of the Club's home of 29 years.)



Under the visitor's burgees



Beneath the cherry blossoms



Moving day



The end of an era

Introducing New Members

Peter Kensett (new member in September)

Unlike the majority of new members joining the CYCT I have no previous boating or sailing experience. Twelve months ago I purchased *Dove*, a Tradewind 33, a heavy displacement, long keel, GRP, cruising yacht. It was on the last day of week's holiday to Tasmania.

My intention was to get my boat and radio license and learn to sail. I lived aboard *Dove* with regular trips home to Queensland. In February a Tradewind 35 came on the market in Brisbane which I purchased. *Cries 'N Whispers* was Belgium registered. Four months later she was berthed in Kettering.

I was brought up on the Blue Mountains in NSW and schooled in Sydney. I worked for ATN 7 until enlisting in the RAAF in 1965 as a radio technician. After discharge I spent a number a years in NZ. I am sure the next twelve months will be eventful.



APPLICATIONS FOR MEMBERSHIP

Duncan and Eva McKenzie
LEMARIS

Jack and Kathleen England
TRES DE MAYO

Keith and Susie Anderson
DREAMTIME 4

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.

PART 3 - CRUISING TO TONGA 2012

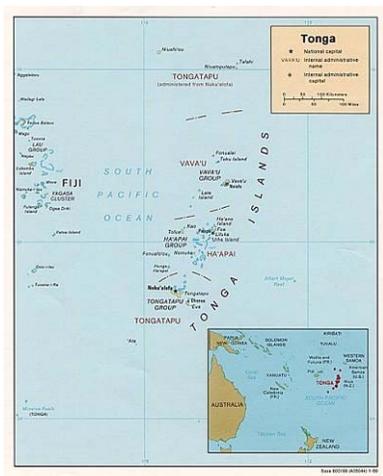
On returning to Tasmania in April 2012 I was diagnosed with bowel cancer. The subsequent colectomy took a while to recover from, so it wasn't until July that I was ready for a return to sea. This was precipitated by NZ Customs who were insistent that we depart by the end of July in order to avoid paying \$25,000 duty.

Cousin Bob Tanner and nephew Michael Churchill from Melbourne had agreed to join me as crew on the next leg to Tonga, so the last week of July saw us busy checking out sails, rig and systems ready for the 1150 mile leg north to Nuku'alofa. The weather continued as wet and windy as ever, and as our departure date drew near we saw a deep low moving in from the Tasman, bringing more rain and winds of over 60 knots.



Star in Bay of Islands, NZ

We could see an opportunity to make our escape on the back end of this system as the southerlies moved in, so we loaded provisions and refuelled for a departure on the last day of July. The weather had moderated by the time we sailed out of Opuia, and the wind dropped away as we left the coast of New Zealand behind. This left us bouncing around in rough seas for the first night, which proved to be a challenge for all of us in trying to find our sea legs!



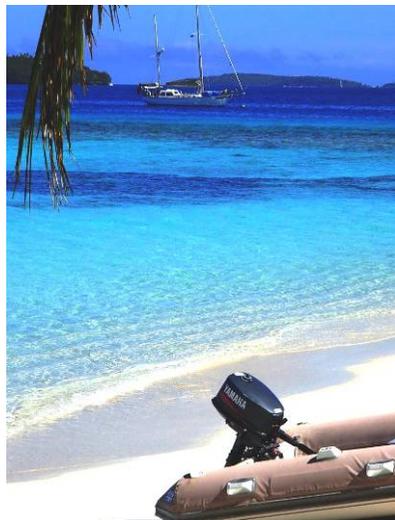
We soon settled into the routine of life at sea and experienced fair winds most of the way to Tonga, although we decided to motorsail some of the way in order to maintain our daily target of 120 miles. We experienced some spectacular sunsets, and only encountered one ship crossing our track as he headed east across the Pacific. We chatted to the captain on VHF, who turned out to be a keen yachting retiree waiting his chance to go cruising after retiring from his day job!

After 9 days at sea, we picked up the mountains on the Island of 'Eua and set course for 'Eueiki off the north end of the main Island of Tongatapu.

We had a strong northerly right on the nose and by nightfall it had started to rain – not quite the welcome we had expected for our first Pacific Island landfall! By dawn the next day the weather had begun to improve as we sailed up the east coast of Tongatapu. We then turned west into Piha Passage and after some careful navigation, rounded Makaha'a Island and headed towards Nuku'alofa Harbour with our Q flag flying.

Clearance formalities were relatively simple and straightforward (although expensive for those flying back to Australia), and we were soon ready to explore the town after anchoring with our stern kedge off the breakwater on the northern side of Fua Harbour and taking our bow lines ashore.

We found a very friendly and helpful taxi driver, Wesley Lau, who looked after us every day we were in Nuku'alofa, and at a moderate cost. He took us to a small guest house for showers and laundry, then gave us a guided tour of the town. On the following day, Wesley drove us around all the sights of Tongatapu including the impressive blowholes along the south coast, culminating in a Tongan feast and floor show with fire dancers in a cave on the east coast.



Ashore at Mounu Island

The next day was Sunday, when physical work of any kind is frowned upon in Tonga, so we headed across the bay to Pangaimotu Island and anchored off the small resort run by Ana 'Big Mama' Emberson. We were able to complete a number of maintenance jobs on deck as well as changing over a failed alternator, then went ashore for a welcome beer and a great feed of fish and chips.



Matamaka Villager off to church

Bob and Michael duly flew back to Melbourne and Alex arrived later in the week with another friend from Hobart, Ryan Cantrill. The following day we stocked up on food and other provisions, filled the tanks with fresh rainwater, and headed back over to Big Mama's at Pangaimotu Island.

We left the anchorage after lunch the following day, heading for Nomuka Island in the Ha'apai Group, about 60 miles to the north. With a brisk sou'easterly blowing, we ran on under reefed genoa during the night to ensure that

we didn't arrive too early, and picked up the light off the northwest end of Nomuka'iki just before dawn. After anchoring on the north side of Nomuka'iki within sight of the wrecked fishing vessel Takuo, we made our way ashore to explore the island, but we were unable to locate the old prison ruin.

As we continued our cruise through the Ha'apai Group, we were lucky to make several sightings of humpback whales and their calves, lazing around in the sun. We kept our distance and decided not to spend too much time looking at whales at this stage, as we expected many more sightings in the Vava'u Group. We were later to regret this decision, as we only saw one more whale from a distance during more than three weeks cruising the waters of Vava'u.



Humpback whale & calf

Our next anchorage was off the west side of Ha'afeva Island, where we spent some time snorkelling around the surrounding reefs before continuing on to Pangai on Lifuka Island. As the harbour was busy with commercial shipping including the inter-island ferry, we anchored outside and then went ashore for a meal at the Mariner's Café.

Considering the limited attractions of Pangai, we decided to head north to Ha'ano Island in the hope of seeing more whales, or at least finding better snorkelling opportunities. We anchored off the mushroom-shaped rock north of Pukotala Point, and immediately recognised our old friends from Opuia, Mike and Devala Robinson, on their Oyster 45 'Sea Rover' out of the UK. They had spent the last few weeks in the Ha'apai Group, encountering very few other cruising boats, but had sighted a great many Humpback whales. They had enjoyed a personal visit by a mother and calf while snorkelling off their boat. Devala said she could see the calf's eyelashes. Yachts are discouraged from approaching close to whales and the Robinsons definitely endorsed the passive approach.

After another overnight sail from Ha'ano Island, we picked up the light on Foeta Island at dawn and sailed up between Hunga Island and Nuapapu Island to Neiafu Harbour, arriving in misty rain around noon. Alex and I spent the next week exploring the islands of the Vava'u Group before Alex had to return home on the 4th September to prepare for a prearranged visit to our daughter Mae in France.

Julie and Ian Macdonald arrived on the 5th and immediately settled down to life on board *Star* and the fleshpots of Neiafu. The highlights included a wonderful crayfish meal at one of the many cafes and the Fakaleiti (the third Tongan gender) show at Tonga Bob's!

For the next two weeks we cruised among most of the islands in the Vava'u Group, visiting our favourite anchorages at Port Maurelle, Nuku Island, Lape and Vaka'aitu Islands, Tapanu Island, Ofu Island and many more. Julie had brought with her a good selection of pens, paper, books and children's clothing for distribution among the more remote communities, so we had a number of visits to various schools throughout the islands. It was good to see that education in these small communities is well organised and is given a high priority.

While moored off the Ark Gallery at Tapanu Island, we heard radio reports of an Australian woman who had suffered a shark attack while swimming between Eueiki and Taunga islands, and was being brought ashore on the beach opposite us, where an ambulance was waiting to take her to Neiafu Hospital. She had suffered severe injuries to her thigh, but these were not life-threatening. Ian offered to donate blood for transfusion but the hospital seemed to manage without his help! The patient was eventually air-lifted to hospital in Brisbane some days later.

PART 4 - BACK TO BUNDABERG VIA VANUATU

We returned to Neiafu on the 20th September in time to pick up Andrew Edwards, who had flown in to join us for the trip back to Australia. Julie flew back to Hobart on 24th September after waving us goodbye from the fuel dock at Neiafu.

The sun was setting off our bow as we sailed out of Vava'u north of Hunga Island, back into the Pacific towards Fiji. We had considered stopping at Fiji en route to Vanuatu, but decided that as our time was now limited, we would head directly for Port Vila on Vanuatu, which is about halfway between Tonga and Australia.



Sunset approaching Vanuatu

As we headed for Laté Island, we remembered the two Australian sailors who were lost here the previous year when their yacht ran into the rocky cliffs of this unlit mountainous island. We were on the same course, so took great care in giving Laté Island a wide berth as we set course to pass north of Vatoa Island in the Lau Group.

The trade winds treated us well as we sailed westward past Fiji, and we watched the mountains of Kadavu rise out of the sea as we passed south of Matuku Island at dawn on the 28th of September, with the larger peaks on Viti Levu forming a backdrop. Even

though we were experiencing more alternator problems, we resisted the temptation to head into Suva and continued on our course to Port Vila. With the south sub-tropical current in our favour, we were making good time and by the 1st October we could just make out the peaks of Erromango Island in the distance.

We picked up the light on Efate that night and by dawn the approaching coastline began to take shape. As we sailed into Mele Bay and approached the channel into Port Vila, we passed several impressive sailing ships at anchor. We recognised one of them as being the original four-masted single-handed staysail schooner 'Club Mediterranean', now fitted with a luxurious deck structure and flying the Maltese flag. We later heard stories of drugs and



Stern-to at Port Vila

gun running, with some local politicians being implicated in arranging residential status for the captain and crew. After anchoring in the harbour, we waited for the Port officials to come on board that afternoon, then arranged for a stern-to berth at the Marina to make shore excursions a little easier. We found the town of Port Vila very lively and its people charming. Everyone speaks English, but the French influence adds a sense of style that is missing in Tonga.

While Ian explored the island, Andrew and I spent most of our time over the next few days sorting out alternator problems and fixing the auto pilot which had begun to trip out. We eventually discovered that the 10 Amp circuit-breaker was tripping at about 6 Amps, so we swapped it over to a lighting circuit and the problem was fixed! We couldn't find a suitable replacement alternator and I was not inclined to risk trying to bring one in from Australia. The local mechanic assured us he could fix our damaged alternator, but on the day of our departure finally admitted defeat! The spare alternator seemed to be working at about half capacity, and with the WhisperGen performing OK we decided not to delay the trip any further.

After celebrating Ian's birthday on the 5th October with a most enjoyable dinner ashore, we made ready to depart Port Vila the following day. The weather forecast looked favourable and several boats from New Caledonia had already left. We sailed out of Mele Bay, setting a course for Petrie Reef north of New Caledonia and through Grand Passage.

No sooner had we left Vanuatu behind than our spare alternator decided to die, leaving us totally reliant on the WhisperGen to keep our batteries charged. It was shortly after this that the WhisperGen began to give trouble, tripping out on over-temperature after warming up. We could reduce demand by switching off the fridge and freezer and hope

that the two solar panels could keep up with the remaining load of navigation lights and GPS plotter, but our options were limited. Andrew and I set to work on the WhisperGen and eventually realized that if we hot-wired the cooling water pump, we could bypass the control circuit that was switching it off. This seemed to work, and we were most relieved when it appeared that we could still keep the beer cold!

Our course took us between Chesterfield Reef and Booby Reef, and by 11th October we were heading towards Bird Island. The wind was light and so we were motor-sailing in order to maintain a respectable daily run when we noticed a vibration developing down aft. The shaft packing gland had begun to leak, with the likely cause being excessive vibration of the prop shaft, which in turn suggested that the cutless bearing was worn out. After tightening up the packing gland, I decided we should stop using the engine until we were closer to port.

The forecast was for strengthening westerly winds, so our preference for keeping the wind aft of the beam was about to be tested. The next day saw us reefed down in 25 knots of breeze, putting in some long tacks to windward which gave us a 12 hour run of only 20 miles made good! The seas were very steep and uncomfortable, and we had the feeling that we were experiencing the tail end of a storm event further south. We later found out that this was indeed the case, and a lone sailor out of Newcastle heading down to Eden had been capsized in his Cavalier 36 and had lost his mast. He spent three days motoring before running out of fuel, and was eventually rescued a week later, having been blown almost halfway to NZ.

The next day saw a return to trade wind conditions as we sailed on towards Bundaberg in bright sunshine. During the evening of 13th October we saw the lights of Lady Elliot Island and Sandy Cape. By dawn the wind had dropped out enough for us to start motoring at low revs, heading up the piled channel towards Burnett Heads. We finally dropped anchor east of the Port Bundaberg Marina, and as it was Sunday with no Customs staff on duty, we settled down for a well earned rest.

Monday morning dawned bright and sunny and we headed over to the quarantine berth for clearance formalities to be completed. It felt good to have *Star* back in Australia after having left Kettering 18 months earlier. Andrew headed back to Hobart on Tuesday while Ian stayed on board to help with hauling out on



Hauling out at Bundaberg with Ian Macdonald

Thursday. After cleaning down the hull, *Star* was moved into the dry storage yard for the summer. Little did I realize that Bundaberg would shortly be tested yet again with massive floods down the Burnett River, but our location on dry land near the mouth of the river was never at risk. Tasmanian couple, John and Miff Fry chose to moor their S&S 39 yacht 'Sorcerer' up river near the town centre and it was swept out to sea during the floods, sustaining considerable damage in the process. Their insurance company wanted to write it off, but they finally succeeded in having 'Sorcerer' repaired and will probably return to Tasmania this spring.

Eight months later I returned to Bundaberg to get *Star* back in the water for our recently completed cruise north to Townsville.



Yachtsman's Hideaway – Nubeena

Lew Garnham

I encourage you to experience a brief 14 NM feel of 'ocean sailing' by crossing Storm Bay from the Iron Pot to Nubeena. A fair wind and a gentle southern roll with dolphins about the bow is a memorable experience. The distinctive Wedge Island appears misty against the coastline of the Tasman Peninsular. Betsy can be passed on either side. There is no need for a long bash against a southerly head winds, tides and backwash off Cape Raoul to reach Port Arthur when this underrated destination is on your doorstep.

Nubeena was established as an outstation of Port Arthur and for many years was an important convict farming community. Coal was once mined in the north west of the peninsular and settlement ruins are found at Salt Water River. Sea transport was very important. The corroded boiler from the steamer *Nubeena* lies on Cremorne Beach after the grounding in 1910. Her voyage was from Koonya, with 18 passengers, 40 cattle and goods.

As you pass to the north of Wedge Island staying close to the northern shore, the entrance to Parsons Bay becomes obvious with southern Apex Point marking the divide to the southern White Beach area. As you follow round into the bay passing northern fish farms, stay mid channel, past all the moored boats, and up to the township jetty on the port side. Opposite this are another jetty, slip, and the distinctive CYCT yellow buoy. Secure onto this and enjoy the carefree serenity. (For details see the CYCT web site).

It is difficult to find a close, clear, safe anchorage as there are numerous ground tackle, and soft holding in detestable trumpet-weed-covered mud. The anchor becomes weed choked and the chain a mud sausage! You are well sheltered from any sea but not from a

dislodging northerly wind. Anchoring is best along the shore opposite the town, but finding a site can mean a long dinghy trip to the jetty. A sandy beach lies on the northern side of the jetty.

Nubeena is the largest town on the Tasman Peninsula with a population of under 500. However in holiday time this distinctly low-paced town grows five-fold. Holiday shacks abound.

A highlight not to be missed is the Nubeena Regatta which will be held on the 25 - 26th January 2014. The area about the jetty has land and sea competitions, with boat races for dinghies, yachts with pot laying and retrieval for the fishing boats. At the oval are stalls with local produce, culinary temptations and evening music. Competition awards and prizes conclude the events.

The RSL is a short walk up the road and will allow use of their caravan shower facilities to yachties. The meals are good and cheaper than the famous 'Lucky Ducks Restaurant', but of course different in quality. The local shops and service station are welcoming. Other facilities include a 'capable' medical centre, library, Council Chambers, an active CWA and Rotary Chapter. Why own a shack when you can moor there and fully enjoy this resort!

Nubeena is also a stopover or refuge for voyages linked to Norfolk Bay or Port Arthur.



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Tall Ships arrive in Hobart - 20 Sept 2013



Minerva chasing Soren Larsen



Oosterschelde makes Preana steam



Europa greeting Eight Bells



Europa, Oosterschelde and the Lady Nelson in the Derwent

MARITIME MYSTERY OBJECT #6



What was this item used for?
(no rude suggestions, please!!)

Here's a brain teaser to test your knowledge of maritime history.

Answer in next month's Albatross.

Object courtesy of the Maritime Museum of Tasmania.

GOING ABOUT

Miscellany of items from near and far that may be of interest to CYCT members

RC Yacht Racing

Kim Brewer

Club member Tony Brewer left the big boat at home on Saturday 14th and instead raced his A-Class RC yacht to win the Southern Tasmania A-Class championship at Franklin. The fleet of eight included some ranked high nationally and there was great competition over 11 races. Conditions were sunny but cold (fog blanketed the Huon early on) and it was a picture-perfect setting. Light winds obviously suited Tony, who got his hands on the trophy just long enough for a photo! Dennis Lees is also a regular competitor and David Jones races One-Metres at Risdon Dam. If you are interested in having a go at RC yacht racing – contact any of these members. Be warned though, this is serious racing!



Not quite the America's cup, but sheep stations hang on the result



A picture of concentration



Kiwi sailors strike again!



Something Different...**Gus Vans-Colina**

While we haven't quite got back into the cruising mode, I had the chance to do "something different" this winter.

An old friend builds a particular type of "bush aircraft" suited to the rugged duties of a Toyota Land cruiser! And I was asked to deliver this one, brand new to a cattle station southwest of Alice Springs from the builder's hanger at Taree, NSW.

Now I have to tell you these aircraft are no rockets! 75 kts airspeed then plus or minus the wind for a ground speed (and I got headwinds all the way), so this brings the ground speed down to 60/65 kts, about the same as a car on the highway. In fact several times they went past me! This is a big station, 320,000 square miles!!!! Bigger than the ACT, running Angus cattle and the aircraft will be used for checking on the cattle, bores, fences etc.



[Photos best viewed in colour – have a look at the Albatross online!]

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ANSWER TO LAST MONTH'S MARITIME MYSTERY OBJECT



Aldis signalling lamp used by lighthouse keepers

Do you have a mystery object you'd like to share?
Send a picture (and the answer!) to editor@cyct.org.au

Recipe – Two Ingredient Cake

Judy Arundell

This is a simply brilliant cake with only 2 ingredients that have a long shelf life. You can quickly mix it and bake it if you have unexpected visitors on board. I mix the cake in the silicon pan that I bake it in. That way there's no bowl to wash up either.

I packet cake mix (eg no name vanilla cake mix)

I 410gm tinned fruit in juice (eg fruit salad in natural juice)

Mix together and bake in a moderate oven until cooked – 35-40 minutes depending on oven.

Try:-

Peach Melba – vanilla cake mix + tin of peaches

Black Forest Cake – chocolate cake mix + tin of cherries

You can also bake a cake with a packet of cake mix and I can (1½ cups) carbonated soft drink

Try:-

Choc Orange – I chocolate cake mix + fanta

Raspberry – I vanilla cake mix + raspberry soda



The ABC's of boating (cont'd):

Draft

How deep a boat sits in the water. Shoal draft means the boat doesn't sit as very deep, but often deeper than you think, resulting in your ending up on a shoal.

Estimated Position

A place you have marked on the chart where you are sure you are not.

Fluke

The portion of an anchor that digs securely into the bottom: also, any occasion when this happens on the first try.

**37th Annual General Meeting held at the Derwent Sailing Squadron
on 3 September 2013**

MINUTES**1. Opening**

Commodore Chris Palmer opened the meeting at 8:00pm.

2. Attendance

Thirty two members registered their attendance, there were three guests (Kath England, Jack England and Keith Anderson). Seventeen apologies were recorded in the attendance sheet. (The attendance sheet is filed with the official copy of the minutes.)

3. Minutes of the 37th AGM

The minutes of the previous AGM had been published in Albatross, and were confirmed and signed.

4. Business arising (from those minutes)

There was no business arising.

5. Treasurer's Report and Auditor's Report

The Treasurer's Report and the Independent Auditor's Report is filed with the official copy of the minutes. The Treasurer spoke briefly to the report. Key points were as follows:

- The Club is in a strong financial position;
- Income exceeded expenditure by \$4,309 for the FY to 30 June 2013;
- Strong cash position with approximately \$40,000 in the current account and term deposit;
- An increase in net assets over the FY to \$40,831.

The Independent Auditor's Report confirmed that the Financial Report of the CYCT was fairly presented in accordance with relevant standards and mandatory reporting requirements.

6. Appointment of Honorary Auditor

The Treasurer advised that Mr Rendell Ridge had agreed to continue as the Club's Auditor. Accordingly Mr Ridge's appointment was unanimously approved pursuant to a motion moved by Otmar Helm seconded by Paul Kerrison.

7. Commodore's Report

The Report of Commodore Chris Palmer was made available to members at the meeting and is filed with the official copy of the minutes. In speaking briefly about his report the Commodore mentioned the following highlights:

- It had been an active year for the club with increasing membership and a good financial outcome;
- Despite some weather disruption the cruising calendar was successful;
- The technical forums were very successful and the separation from general meetings proved a good decision;
- Women on Boats has been a real success story;
- A successful social calendar and in particular the Annual Dinner.

The loss of the Mariner's Cottage as the Club's premises was however very disappointing.

The Commodore thanked the Committee members that had very capably supported him throughout his three year period as Commodore.

On behalf of the Committee members Vice Commodore Alan Gifford thanked the Commodore for his excellent leadership during his term.

8. **Election of Office bearers**

All positions on the Committee were declared vacant. The Secretary advised the list of nominations already in hand, and called for any further nominations. Stephen Newham was nominated for commodore by Erika Shankley, seconded by Margaret Jones. As a result, the final list of candidates was:

Commodore	Stephen Newham
Vice-Commodore	Alan Gifford
Rear Commodore	Kim Brewer
Treasurer	Wayne McNeice
Secretary	Mike Ponsonby
Editor	Jackie Zanetti
Membership Officer	Julie Macdonald
Webmaster	Dave Davey
Committee (1)	Hans van Tuil
Committee (2)	Ottmar Helm
Warden	Chris Creese.

There being only one nomination for each position, all listed candidates were declared duly elected.

9. **Any other business**

There was no other business

10. **Close**

The AGM closed at 08:25pm.

There was a brief General Meeting following the Annual General Meeting – minutes published separately in Albatross.

**General Meeting held at the Derwent Sailing Squadron
on 3 September 2013**

MINUTES

1. **Opening**

Immediately following the AGM, there was a brief general meeting which was chaired by the newly elected Commodore. The Meeting was opened at 8:40 pm.

2. **Attendance and apologies**

The attendance and apologies were the same as for the AGM (thirty two members, three guests and seventeen apologies). A copy of the attendance sheet is filed with the official copy of the AGM minutes.

3. **Minutes of the last meeting (August 2013).**

The minutes, as published in the September *Albatross*, were confirmed and signed.

4. **Introduction of new members and presentation of burgee**

The following new members were welcomed to the Club by the Commodore, presented with their burgees, and briefly introduced themselves and their boating history:

- Ted Cutlan and Joy Stones (Parhelion);
- Peter Kensett (Cries 'n Whispers); and
- Narissa Bax.

5. **Update on Mariner's Cottage**

Information on the status of the cottage was provided by the Immediate Past Commodore and members of the Committee. Key points as follows.

- The Club will be vacating the Mariner's Cottage in time for the new tenant to move in on 16 September.
- There will be an Open Day on Saturday 7 September from 11:00am to 4:00pm. BYO with barbeque facilities available. Current and former members as well as interested members of the public are invited.
- The Club will pack up its possessions at the cottage and transfer them to storage in Kingston on Sunday 8 September, commencing 10:00am. Potential volunteers should liaise with Chris Creese.

6. **Close**

The formal business closed at 8:50pm.

The rest of the evening was devoted to socializing.

Commodore's Annual Report 2012 - 13

Introduction

2012-13 has been another active year for the Cruising Yacht Club of Tasmania, and I am continually amazed at the amount of work and creativity that comes from your Committee. Overall, your Club is in a very strong position, both financially and socially, and there is every reason to hope that we will continue to provide an interesting and varied set of activities that will appeal to cruising sailors.

Membership

We continue to attract new members, more than offsetting the ranks of those who have left for various reasons. Numbers at social events and cruises continue to be strong, which suggests that the Committee is largely meeting the expectations of members.

Financial

After three years of maintaining membership fees at the same level, the Committee felt it would be prudent to increase fees by \$10pa this year. At \$70.00pa they are still very low in comparison to other clubs but the increase has helped us achieve a cash surplus of over \$4,000 for the financial year. Thanks to Treasurer Wayne for his guiding hand in these matters.

Cruises

The cruising calendar for this year started with a bang with the production of the calendar itself – a detailed and indispensable document that impressed every member who received it. Thanks to Vice Commodore Alan and Rear Commodore Kim for this amazing publication.

Unfortunately, the weather disrupted some cruises, including the Easter Bruny circumnavigation, and forced the cancellation of the Donald Sutherland Memorial Cruise. Nonetheless, many members enjoyed time on the water with fellow Club members and once again, the Port Huon Queen's Birthday Weekend cruise was a great success

Forums

Our decision a couple of years ago to separate technical forums from general meetings continues to pay off and the forums provide good opportunities to learn from the experts. The forum on dealing with a fire on board was a particularly sobering experience. Thanks to Bryan Walpole for managing these.

Women on Boats

Without doubt, this has been the success story of the last three years. What started as a series of seminars has developed a life of its own and is now a regular monthly event attended by an average of around 20 women. As well as helping female members gain confidence, WoB has also resulted in new members to the Club. A highlight was a WoB weekend away in the Channel for five of the group's stalwarts. All credit to Kim and Alan for their untiring work running the group.

Social

Rear Commodore Kim continues to find interesting speakers for our general meetings and as a result numbers showing up at the meetings continue to be high.

In addition, other social events helped to make our Club a truly friendly organisation to belong to. These include –

- The Christmas barbecue, held at DSS for the first time in 2012
- A barbecue for interstate visitors to the Australian Wooden Boat Festival
- The Annual Dinner, held for the first time this year at the Theatre Royal Hotel, which attracted a record 84 attendees who heard a fascinating presentation from Rob Pennicott

All of these events were arranged and managed by Kim, whose level of energy never ceases to amaze.

Other

The Australian Wooden Boat Festival earlier this year provided us with an opportunity to display our wares to the boat-loving public and drew a lot of interest.

DPIPWE have proposed the production of a new edition of 'Cruising Southern Tasmania', and a sub-committee is working hard on revisions and additions to this publication.

Mariners Cottage

The one black spot on this year's calendar has been the loss of Mariners Cottage as our home. Enough has been written on this matter already, but suffice to say the Club feels that its landlord, National Trust (Tas), has not handled this matter in a way that brings much credit to that organisation.

As a result of this decision, a sub-committee is looking at potential alternative accommodation arrangements.

The Future

There is every reason to hope that CYCT will go from strength to strength over the coming years. We have a 'good head of steam', an energetic and creative Committee that works well together and an influx of new members, each of whom has the potential to make a significant contribution to Club life.

I will end this report with thanks and a plea. Heartfelt thanks go to my fellow Committee members who have done so many good things over the last twelve months, and a plea that more members consider getting involved in the running of the Club by nominating at some stage for a Committee position.

As this is the end of my final term as Commodore, I would like to thank most sincerely everyone who has given me their support over the last three years. It's been a great ride and I wouldn't have missed it for quids!

Chris Palmer
Commodore



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