



Albatross

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Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au

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**Send all material for publication in 'Albatross' to the Editor -
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Cover page: Minerva. Taken from the deck of C'est Si Bon Photographer: Chris Jones

Contents

CYCT CALENDAR	2
Editorial	3
Commodore's Report.....	4
Vice Commodore's Report	6
Rear Commodore's Report.....	8
Women on Boats.....	9
Going About	10
Tips for a Dark Return Voyage.....	11
New Members' Dinner	13
Albert Ross Dispatches.....	13
From an Albatross's Eye View	14
Introducing New Members.....	18
Good Times and Bad	19
Minerva Food Capers – eating our way to Deal Island and back	23
With Salt on Our Lips.....	28
June General Meeting Minutes	29

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 Tas Maritime Radio informed of their location, destination and plans during the course of any cruise.

Club Moorings: See p. 33

CYCT CALENDAR	
<u>JULY</u>	
Tues 5 th	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron CYCT Members will speak about recent cruising experiences.
Wed 6 th	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 12 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron Using Radios
Fri 22 nd - Sun 24 th	Camping at The Sands, 428 Dolphin Sands Road, Dolphin Sands Hosts: Alan Gifford and Jenny Dell
Tues 26 th	Winter Forum @ 6:00 pm. Venue: Derwent Sailing Squadron. Speaker: Dr Brian Walpole. Medical emergencies when boating.
Sat 30 th - Sun 31 st	Cruise to the Quarantine Station, Bruny Island for Oz-mass (upside down Christmas). Co-ordinator: Lew Garnham (Vice Commodore)
<u>AUGUST</u>	
Tues 2 nd	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron TBA
Wed 3 rd	Committee Meeting @ 7.30 pm. Venue: RYCT
Tues 9 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron
Tues 23 rd	Winter Forum @ 6:00 pm. Venue: Derwent Sailing Squadron. Speaker to be advised. (Topics being considered for the rest of this series include drive shafts, towing and insurance).

Not a CYCT Member?

Then download an application form from the Club website or 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



June was the month of Dark Mofo, of storms and floods, and it was also the month of the Queen's Birthday cruise up the Huon River. Lew and Lizzie Garnham were kind enough to invite me to join them on *Minerva*. The river was cold and quiet when we left and then just south of Blinking Billy Point we saw what I think may have been an Ackers tide (see p. 4). It presented as a sinuous line across the river, a long, low wave, and was probably a result of the wild storms and flooding that helped evoke the tempestuous atmosphere preceding Dark Mofo. The heavens hurled a 50 knot gust at us shortly after this and later buffeted us with rain, 30 knot winds and waves that smashed against the pilothouse windows. As I enjoyed the ducted heat and cups of tea (no need for wet weather gear) I thought what it would have been like to be out in those freezing conditions in *Samos*. There would have been interesting heeling, waves over the dodger, down our backs and in our boots and I would have been all layered up and plastered with heat packs.

The *Tempest* exhibition at TMAG with its stunning Prospero's Library installation, shipwreck paintings and wallpaper mural evoking misplaced Tasmanian landmarks embraced the wild, formidable and the nautical and so I thought it was fitting to use quotes from the exhibition in this month's Albatross. After all, Club boats in Constitution dock did their bit to add to the wintry, otherworldly atmosphere of the festival.

This *Albatross* includes a range of articles from members. Sometimes, through lack of space, there is no recipe but in this issue Dave Mitchell cooks up a storm on *Minerva*. Ever wondered why you go sailing when it's more misadventure than adventure? Wendy le Cornu sums up demoralisation on board with humour. Erika Shankley, Dave Davey and Graeme Breeze deserve accolades for the work they've done on the *Albatross* archives and Erika bases her article around this now complete resource. With the coldest days ahead of us, this is a good time of year to pen your own articles for the newsletter, or to put up your hand to take on the role of editor next year. It's a great way to learn a whole lot more about the club and what's happening locally in the sailing community.

Fiona

Naturally men are drowned in a storm, but it is a perfectly straightforward affair, and the depths of the sea are only water after all. ~ Virginia Woolf

Commodore's Report



The last month has been dominated by the severe weather events, both wind and rain, which wreaked havoc, particularly in the north of the State. The YouTube video of the Mersey Yacht Club marina, with moored boats attached, being swept downstream by floodwaters is enough to make any yachtie cry. Heavy seas off Tasman Island have hastened the demise of the landing at the bottom of the haulage way, with the jib of the old steam crane being swept away and half of the platform twisting away. There are many other instances of damage to maritime infrastructure: boat ramps, breakwaters, pontoons and navigation aids, not to mention damaged vessels adrift or sunken. Marine and Safety Tasmania (MaST) has been doing a great job of keeping us informed, via its Facebook page and by issuing Notices to Mariners.

The south-east of the State was spared the worst of the weather and the Club cruise to the Huon River was well attended. Thanks to Margaret, Lew, Val and everyone who helped with preparations and participated in the Saturday night frivolity. And thanks to Franklin Marine and the Living Boat Trust for most enjoyable pre-dinner drinks followed by a splendid meal.

I had a discussion with the GM of the Tasmanian Parks and Wildlife Service (TPWS) about relations between yachties and TPWS, as well as about the infrastructure, which we use and TPWS maintains. The outcome was positive, although subsequent discussions with MaST indicated that our proposal for repairs to the Melaleuca mooring was probably not sufficiently advanced in the planning and approvals process for it to get a guernsey this year. We will keep working on it!

I mentioned last month that I wasn't sure how often MaST's public moorings were serviced. Had I looked on their website I would have found that they are serviced annually, thus satisfying some insurers' condition that moorings must be serviced at least annually.

At the Franklin pre-dinner drinks I had a discussion with the Commander of the Kingborough Volunteer Marine Rescue (KVMR) unit, who informed me that the Australian Volunteer Coast Guard has withdrawn from Tasmania and that KVMR is a re-vitalised group and has taken over the assets of the old Kingborough Coast Guard. I hope we can arrange to hear more about the activities and plans of KVMR at a future meeting and organise a joint towing exercise with them.

Your committee continues to be active, with a very enjoyable New Members' night being held in June. The budget for 2016-17 has been finalised. Winter Forums continue to provide good technical discussions about many aspects of owning and operating a cruising boat. Keep an eye on the website for details of future sessions. We have had some interest expressed in participating in the preparation of a NE cruising guide and a decision will be made soon. Stay tuned!

Finally: the annual general meeting is coming up in September and all committee positions will be declared vacant. Some of us are prepared to stand again but we are definitely looking for new faces for secretary, editor and general committee member. Please consider whether you are able to contribute to your Club in one of these roles. A long history in boating or club membership is not a pre-requisite, just the willingness to help keep the wheels turning (tell-tales streaming?). If you are interested, please talk to me or to the incumbent about what is involved.

Andrew Boon

ACKERS TIDE

This is a phenomenon usually encountered at the entrance of a river/lake to the sea when the incoming tide flows in and over the outgoing tide before the ebb is completed. While the origin of Ackers seems to be unknown, in the early 1800's there existed an Ackers handicapping scale, which was based on tonnage as a means of enabling vessels of different sizes to compete against each other.



'In navy speak, Ackers is foreign coinage given in change.'

This information was discovered serendipitously, shortly after noticing the strong tide line on the Derwent, when I happened to pick up a copy of the Mainsheet, no 509 (2016).

BLOGS AND VLOGS

The web is rich territory for information on all things sailing and there is no shortage of blogs and vlogs about cruising. When the author of one of my favourites, *Past the Lighthouse*, arrived back in New Zealand after setting out from Turkey and concluded her blog, I went on the scrounge for others to take its place. Hans van Tuil put me on to this one:

Sailing with Uma

A young couple, both multi-talented, media savvy architects, set out to live and design sustainably. Instead of a couch, they buy a boat and with little to no prior sailing experience face a long list of maintenance and restoration challenges. They nonchalantly problem solve their way through all these issues, bringing a fresh approach to old dilemmas – e.g. why use diesel and how to manage waste. These are short videos. I'm still enjoying season one, with more seasons ahead of me and based on what I've watched, I highly recommend this vlog, not only for what one learns but also because it's entertaining.

Do you have a favourite blog/vlog you think members might enjoy? If so, please let me know
~ *The Editor*

Vice Commodore's Report



Past cruises

Queen's Birthday weekend had about 19 boats on the list for THE ROYAL EVENT at the Kermadie Hotel, however the list was weathered down. *Rubicon* and *Rusalka* used a pleasant Friday to arrive and their help organising berthing was very much appreciated. Friday was a wet and boisterous trip.

Boats were *Rubicon*, *Rusalka*, *Serenade*, *Schouten Passage*, *Juliet*, *Nantucket*, *Alida*, *Salsa*, *Luff*, *Stormfisher*, *Charisma* and *Minerva*. *Serenade* initiated the flying of the 'welcome aboard' blue albatross. David kept excellent champagne flowing while young Max served his baked biscuits, and Lucas helped distribute Isabella's freshly cooked cupcakes. Thanks again for your hospitality.

The Royal Event was indeed such, with medieval to the contemporary Princess Anne (with her obedient steed!) and Royal Cards. Val Nicholls was the compère extraordinaire with a royalty quiz and other fun activities. About sixty people attended.

The low Sunday morning tide rested our keel, a good excuse to rest ourselves too. By eleven most boats were leaving the marina and heading up to Franklin where some anchored midstream and others found sites at the jetty with Laurence Burgin's direction. It was a pleasant day to amble about Franklin Village before socials at Laurence's well stocked chandlery. (Don't forget that he will be running another two courses; diesel engines and a preparing your boat for voyaging). It was then a three course dinner at the Living Boat Trust; choice of two soups, well cooked chicken rice mains and dessert. Welcome to Bronwyn and Stefan at the LBT, the new owners of Kim and Tony's *Valima*.

A Sunday morning departure at 6am was in the dark with *Minerva* leading *Nantucket* and *Serenade*, whose snail track was lost. After we passed the gate, poles 6 and 7, daylight had still not quite arrived. It became a little interesting then with the ebb tide and winds suddenly blowing strongly. As the sun rose we entered Hospital Bay and headed for home. Off Gordon, even with reduced sail a wind bullet heeled us over so our aft toilet window was for fish viewing. We did still sail parts of the trip home to Hobart, till the fickle wind headed us. Fiona Preston and Colin Crowder were good company.

Dark Mofu

Eighteen CYCT boats intended to stay in Constitution Dock while the ten RYCT vessels chose to stay outside. Fourteen made it. What a great turn up! A visit to 'Tempest' at TMAG was fascinating, not only for this exhibition, but also seeing the museums makeover and great displays.

Future Cruises

Christmas in July, a get together late afternoon/night, will be on July 30 -31st at Quarantine Bay at the Glass House, Quarantine Station. Anchor in Quarantine Bay and use the dinghy landing jetty to access the shore. There are BBQ facilities, power, light, toilets and tables. Early notification of participation would be appreciated, preferably before the 22nd July so arrangements can be made and confirmed. All ideas for this fun gathering welcomed.

Welcome Aboard Flag

This is a white pennant with a blue albatross, a mirror image of our normal CYCT pennant. This flag is a 'Welcome Aboard' hospitality flag that is displayed when ready to receive or invite visitors to your vessel to socialise. A traditional green gin or drinks flag would mostly not be suitable if displayed in the morning when tea/coffee is appropriate, rather than imbibing alcohol. This flag is flown for social occasions when the boat is not underway. It is to assist you and friends to get personally 'underway'!

Lew.

GIN PENNANT

A *Gin Pennant* is flown to indicate that the [wardroom](#) is inviting [officers](#) from ships in company to drinks and although its origins are uncertain, it's been used since at least the 1940s. Originally it was a small green triangular pennant with a white wine glass, but is now a Starboard pennant with a wine/cocktail glass. According to Wikipedia, 'Its colour, size and position when hoisted were all significant as the aim was for the pennant to be as inconspicuous as possible, thereby having fewer ships sight it and subsequently accept the invitation for drinks.'

The Gin Pennant is still used by Commonwealth Navies, including the Royal Australian Navy (RAN) and when in port junior officers of one ship regularly attempt to raise the Gin Pennant on the halyard of another ship, as means of obtaining free drinks for the officers of the ship that managed to raise the pennant.

Should junior officers be caught raising the pennant, the plan backfires and it is their ship that is obliged to supply free drinks.

~ Wikipedia

Rear Commodore's Report



There is no report from Catrina this month as she is still cruising in Malaysia. However, despite the weather, there was a good turn out of members to hear Janet Fenton discuss the work of the Wildcare group, Friends of Melaleuca – both work completed and underway, their future plans and issues of concern within the Port Davey-Bathurst Harbour-Melaleuca areas of the World Heritage Area.

Lew Garnham, Margaret Jones, Val Nicolls, the generous crew of the *Serenade*, the Living Boat Trust and Franklin Marine combined forces to ensure that the CYCT cruise to Kermadie was an enjoyable and successful event.

At the July meeting some of those who went on the cruise to Victoria will be talking about their experiences. While there have already been reports in the *Albatross* this will provide an opportunity to ask questions and to find out a whole lot more about cruising the Bass Strait islands.

SOCIAL MEMBERSHIP

According to the Club's Constitution, as revised in September 2015, 'social membership is available to any member who has been an Ordinary member for at least three immediately prior continuous years and who does not own a boat'.

Social members will enjoy all the benefits of Ordinary membership but their membership will revert to Ordinary membership if a boat is subsequently acquired. The subscription for Social members is 75% of the Ordinary membership (i.e. currently 75% of \$80.00, or \$60.00).

Accordingly, the membership type has been amended for ten members based on the data in the members' database. These members have been advised by phone and/or email. Other members should contact the Membership Officer if they consider they may be entitled to Social Membership.

I expected every wave would have swallowed us up... and in this agony of mind I made many vows and resolutions...

~ Daniel Defoe

Women on Boats

The sun shone, the water shimmered, but the wind didn't blow on our recent WoB's Day Out. This made for an excellent opportunity to practice man overboard drills, pick up a mooring, exit and enter a marina berth, use the radio and understand prop walk, but left us all hungry to sail. Obviously another day or weekend is needed, so we can practice hoisting and reefing sails and hooting along with the wind in our hair. The three skippers who volunteered their boats for the day – Tessa Vance (*Two Step*), Julie Masaban (*Rubicon*) and Joy Phillips (*Holger Danske*) – were all wonderful and their generosity much appreciated. They worked competently through the 'job list' suggested by Kim and we all felt we had learned something new. We concluded the day with a convivial dinner and look forward to next time.



Linda Macaulay, Julie Macdonald, Annette and Tessa Vance on Two Step

Sea Worthiness

At June's meeting Patrick Synge discussed what to look for when assessing the seaworthiness of a boat. He started at the hull and finished with the rigging and kept everyone interested and many took notes about things to check on their own boats. Pat's vast knowledge about all types of boats was evident and the session considered very valuable.

July Meeting

The next meeting on July 12th will be all about radios. Kim is also organising a VHF radio course to start soon, so anyone interested please contact her ASAP.

Dave's Pick No. 3

This Albatross item is particularly noteworthy as it concerns starting work on the guide first published as "D'Entrecasteaux Waterways": The Anchorage - Survey of D'Entrecasteaux Channel, by Martin Seymour.

<http://cyct.org.au/Albatross/198510/19851024.php>

Copies of the Albatross (Vol. 1, no. 1-) are available on the CYCT website. Just go to Member Resources and log in.

Going About**Justin and Judy Arundell**

We were just about to leave the pontoon at Maclean on the Clarence River, NSW, when from on board *Hurtle Turtle* we spied Gus on *Innisfree* arriving.

It seems that there is nowhere that the Albatross burgee isn't seen.

Shake off those winter blues - Land Cruise the East Coast**Friday 22nd July till Sunday 24th July 2016**

Land cruising can be a little easier than cruising cold and lumpy winter waterways. So....

Join members Alan Gifford and Jenny Dell at "The Sands" 428 Dolphin Sands Road, north of Swansea, for a winter weekend getaway on Tassie's sunny East Coast.

CYCT members and families are invited to caravan, campervan, camper-trailer, motor-home, tent or swag for the weekend at our place. The sheltered camp sites are under lawn with a BBQ, a fire pit, four 240V electricity outlets and bore water and lots of space for the kids to run around. Its BYO everything so bring all your usual camping gear including camp toilets (there is a dump point in Swansea), drinking water, utensils and food.

Follow the Tasman Highway (Great Eastern Drive) through Swansea for a further 4 kilometres to the signed intersection with Swan River Road. Dolphin Sands Road runs off Swan River Road – both are sealed roads. The intersection sign also lists Nine Mile Beach.

Access to Nine Mile Beach is only 40m from the campground, Moulting Lagoon is a short drive away, Dolphin Sands Road is ideal for easy bike riding and several wineries are just up the road (hopefully they will be open on the weekend!).

Arrive anytime Friday 22nd July till Sunday 24th July but please let us know if you plan to join us to ensure there will be camp sites for all. We appreciate the wildlife that share our property so please make alternative arrangements for your pets for the weekend.

Contact us on 0447 250 945 (Alan) to accept our invitation.

Should there be sufficient demand we will extend the invitation for a second weekend Friday 5th – Sunday 7th August.

Tips for a Dark Return Voyage**Lew Garnham (Vice Commodore)**

1. Enable 'Snail trail' tracking on at least two GPS devices in case of a failure in one.
2. Plot route to pass well clear of hazards ensuring good safe pass distance in the dark.
3. Put safe waypoints on the chart especially when passing unmarked hazards (eg pile) to ensure position of good clearance.
4. Be aware that new hazards may occur, eg. unlit moored boats, pots and nets.

5. Plan your departure for a rising tide. Familiarise crew where specific dangers may arise.
6. Dress appropriately and preparedly for cold and possible wet conditions? Light equipped life jacket? Have MOB buoy with floating light at the ready.
7. Have a backup chart/map, notes ready and a red reading light to preserve night vision.
8. Dim instrument lighting and turn off all non-navigation lights. Have a spotlight ready.
9. Use the plotter, echo sounder and possibly radar for navigation. A magnetic compass will show direction change quicker than a chart plotter and is better for maintaining a heading unless a distant light is used.
10. Assign crew tasks e.g. steering, chart plotter instrument navigator to ensure on track and most importantly, a lookout forward. This gives extra boat length safety distance and the ability to listen for boats or breaking waves. Do not rely on instruments alone!
11. If possible, steer outside for all round vision. Windows reflect and greatly reduce visibility.
12. A good spotlight used judiciously by the look out, without back reflections from the boat or water, can find hazards ahead, especially piles, moored boats and buoys.
13. Proceed at a slow speed; be on the ready to stop or reverse. An ebb tide or downstream trip increases your speed and collision risk. Be prepared for emergency anchoring.
14. A second light to line up with the stern light allows a following a vessel to see heading changes more easily.
15. Chose a ship to ship radio frequency, used on low power for inter-fleet communication.
16. Have a sound signalling device and spotlight at the ready. Do not blind with the beam.
17. Distances are deceptive. Bright far lights appear closer, dimmer ones seem more distant.



New Members' Dinner**Julie Macdonald**



New members dinner: the Commodore makes his address

Photographer: Julie Macdonald

Nineteen new members were welcomed to the club at the New Member's dinner on Saturday June 4th. In keeping with tradition the committee provided lots of delicious food and wine, the Commodore welcomed everyone and an enjoyable night was had by all.

The quote of the night came from Sheenagh - "I've never joined such a friendly club!"

Albert Ross Dispatches

Albert was enjoying an early morning sojourn on the Huon River's No 5 lateral mark one recent Monday morning when he was rudely interrupted by a sudden jolt. Unruffled, he carried on, although he did notice a scraping of Nauticat toe railing left on the pile.



An archive of the Club's activities over 40 years

*The Albatross ain't like a Pelican
Whose beak can hold more than its belly can.
But like most good birds
With hard cash (and sweet words)
It can give you more fun than the telly can.¹*

Written by Max Redmond in 1976, this poem succinctly points out that membership of the CYCT, with its annual subscription of only \$10 at that time, was well worth the money - if only just for the Club's magazine, *Albatross*! This journal, chock-full of news, views and cruising stories, has regularly appeared in members' letterboxes each month and is now a valuable on-line archive of the activities of the Club over the 40 years since its inception in 1975.

In 2005 Webmaster, Dave Davey, felt it was a pity that such valuable information was not available to more recent members and decided to add earlier issues to the Club's recently created web site. However, as he wrote in the April *Albatross* "*This is a slow task, partly because I keep reading the issues rather than scanning them!*"²

By 2007, issues for the first 3 years had become available. Then in 2009, with the help of Graeme Breeze, issues from 2004 onwards were added, mostly as pdf files. There was a long hiatus until 2016 before scanning and indexing recommenced in earnest when Dave and I joined forces to complete the job. All told, many months have been spent slaving over the scanner and computer until all issues are, at last, on the Club's web site. Current issues are now added at the time of publishing.

Occasionally a bit of detective work has been required to sort out idiosyncrasies. Editors do a fantastic job but, inevitably, human error has occasionally crept in. A glitch back in 1995 went unnoticed when issues for July, as well as October to December were labelled with the Volume number 21 instead of 20. The error was perpetuated in succeeding years, with the result that the *Albatross* for the 2015 40th anniversary year was No 41 instead of 40. There also was a period when the December issue also became the January issue and was labelled as such on the front cover - a librarian's cataloguing nightmare! Page and issue numbers were not immune either with two issues No 2 appearing in 2002, but they weren't for February but the ones for May and June! Page numbering style also varied from editor to editor, sometimes with no numbers at all!

¹ *Albatross* Vol 1 No 11, December 1976

² *Albatross* Vol 31 No 3, April 2005

Apart from the Club's own collection, Ken & Doris Newham and Chris Creese also had copies of a number of issues. The Newham's collection had, at some time, been home to a small sink whose remains had resulted in a large stain on the front cover of September 1992! Volume 10 No 8, August 1985 seemed to be missing altogether. However, as luck would have it, the Club regularly sends a copy of each issue to the Tasmanian Archives & Heritage Office and a request to their Senior Archivist, Nolan Navarre, produced a pdf of the missing issue.

As Dave had said, scanning, and more particularly the indexing of each issue, has been very time-consuming, mainly because it was inevitable that we'd pause to read the many interesting articles from yesteryear. Stories about cruising, both coastal and offshore, jostle for space alongside technical articles, jokes, poems, quotations and, of course, notices of Club meetings and cruises.

In February 1989, Editor, Pauline May, posed a question: "*How did Mistaken Cape on Maria Island get its name? What was it mistaken for? Who made the mistake? Who can supply the answer?*" The query was repeated in the March edition and again in 1990 but no answer has come to light through the *Albatross*. Now, after 27 years – here's the answer: "*Mistaken Cape: The extreme easterly point of the northern section of Maria Island, was named in 1789 by Captain John Henry Cox of the brig Mercury, after he had realised he was mistaken in assuming that this was Cape Frederick Henry (now Cape Queen Elizabeth), north of Adventure Bay, to which place he had intended to sail*"³ One could probably forgive his error - charts must have been pretty rudimentary at that time.

Of course, the *Albatross* couldn't exist without contributions from the Club's members. "*Of course editors can only edit,*" wrote Dave Davey, who was Editor in 1994/1995. "*... it is up to you as readers to be authors as well, and keep me busy putting together content-rich editions. You can also help by persuading fellow members who you know have interesting tales to put them on paper ...*"⁴

A number of Club members have done just that. Denis Alexander wrote 180 articles for *Albatross* between 1978 and 2002 and many articles which I have written have also featured – the first in 1976 and my pen still hasn't run dry, hundreds of articles later!

A browse through all 440 issues which make up the *Albatross* archive will take you cruising with Life Member Derek Farrar on one of his many adventures up north in *Tudor Rose II* or enjoying Ted Huddleston's tales as a temporary lightkeeper at Maatsuyker Island.⁵ ⁶ You can also follow the saga of *Alkira* as she attempted a crossing of the Tasman Sea⁷ ⁸ or the dismasting of *Meridian* in the Indian Ocean.⁹ And there's an interesting article on how to keep your freezer cold,¹⁰

³ www.placenames.tas.gov.au

⁴ *Albatross* Vol 30 No 9, October 1994

⁵ *Albatross* Vol 13 No 12, December 1988

⁶ *Albatross* Vol 14 No 3, April, 1989

⁷ *Albatross* Vol 13 No 11, November 1988

⁸ *Albatross* Vol 13 No 12, December 1988

⁹ *Albatross* Vol 36 No 2, March 2010

various articles by Shipwright and Sparks and the visit in February 1989 of the 26000 tonne sailing bulk carrier *Swift Wings*.¹¹ Some authors like Roger Locke covered many subjects both technical and cruising and he reminisced in December 2015 over the past 40 years and the various boats he had sailed in. For armchair sailors there are tales of cruising the Pacific, Indian, Atlantic of Southern Oceans or even round Cape Horn, intermingled with many stories of local cruising and much, much more.

Now, having completed this fabulous collection of the Club's activities over 40 years, a browse through the archive at <http://cyct.org.au/Albatross/> is well worthwhile. For a more advanced search click on 'Search available issues' at the top of the screen from where you can find individual articles by a search of title/author/keywords or issues. **

You will find a wealth of information - you never know what interesting articles you might find.

**** Note:** *Because of inconsistencies in volume and issue numbers, when searching for an individual issue, it is important to insert the issue identifying number which includes the year and month concatenated – ie June 2016 Albatross is 201606.*

*I looked down from Mount Wellington
A score of years ago
And marvelled at the waterways
Stretched endlessly below.
There were islands, bays and lighthouses
With areas of golden sand
Enclosing sheltered harbours
With intriguing arms of land.
I knew for sure that I'd explore
Those channels, creeks and ports
And knew some day I'd find a way
To get a boat of sorts.
Denis Alexander¹²*

¹⁰ *Albatross Vol 19 No 8, August 1994*

¹¹ *Albatross Vol 16 No 2 February 1989*

¹² *Albatross Vol 17 No 5, May 1992*

APPLICATIONS FOR MEMBERSHIP

Stefan Eberhard and Bronwen Prazak

Vailima

Brian Parkinson

Huon Belle

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

Philip and Julie-anne Garlick

Cleo

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 New Members

Philip and Julie-anne Garlick

Julie and I have been into boats most of our lives. We started with powerboats, but I had a passion for sailing, which probably stemmed from sailing sabot when younger. We brought our first yacht, which was a Cole formula ten about 10 years ago, but this did not last long as the kids found the adventure boring and too slow. We then brought a 28 foot power cruiser and started exploring Tasmania. We had many good adventures as the children were growing up, especially to Maria Island. We hired a yacht to explore the Whitsundays and really enjoyed this. The passion was back for another yacht!

We now find that there is just the two of us and so decided to start our own adventure and bought a 23 foot trailer sailor, which we towed around the state but it was one weekend just after Christmas, while anchored in the duck pond, that Julie said to me “we need a bigger boat.”

I don't need telling twice as it is not very often that your wife tells you that you need a bigger boat. So we went searching and found *Cleo*, a Challenger 36. She needs a bit of TLC but we fell in love with her and so our new chapter begins.



Cleo

Good Times and Bad**Wendy le Cornu**

My eyes sting as they peer through the darkness, searching for the channel leadlights, desperately wanting to find the flashing green and red signals that will lead us safely into the marina and to rest. I lick salty lips and my stomach churns empty, but this time from nervousness, not seasickness. That had been earlier. The taste on my lips reminds me. Salt, sunscreen and spew. Yuck! What a day we've had. It had started so well: a snorkel before breakfast, cornflakes in the sun, surrounded by seagulls and glittering seas, but now that wonderful sense of well-being has been lost in the anxiety of arriving at a new harbour in the dark. We didn't intend to, of course, but intentions have very little to do with end results out on the ocean.

The wind played games with us all day. It was frustratingly light in the morning. Then we lost it completely around lunchtime, slopping about in the sun and swell, becoming short-tempered and sick. At three o'clock the afternoon sea breeze finally kicked in with unpredicted force resulting in a panicked struggle to change headsails and reef the main. My hand rubs the thigh that bears the most bruises from these endeavours. It had been worth it though. For the next few hours we'd raced along at a steady six knots doing the sort of sailing we love the best, the only worry the darkening clouds of a storm brewing. We want to find our berth and get tied up before that breaks, and besides, I've had enough. My muscles are aching and it's getting cold and scary with the wind tearing at the sails, strong gusts warning of the squall to come. Lightning flashes appear on the horizon. Why do I ever let myself get talked into these adventures?

I turn to look at the reason - my husband, having the time of his life at the wheel. He tosses me a grin, then as his eyes drift upward, my tired body anticipates his next words, 'I think that jib needs to come on a bit, honey.' Wearily I fit the winch handle and give it half a turn. Jib sheet cleated, I collapse back into the cockpit, huddling deep into my wet weather gear. Something must have signaled my fatigue to the skipper as next minute a hand closes over my shoulder giving it a squeeze as he asks, 'Want to take the wheel while I go and make us a coffee?'

Coffee. Just the word brings comfort. I've been thinking about coffee for ages, but haven't been able to face the trip below. With the boat heeled over and all the hatches closed, belowdecks is my least favourite place to be. I prefer the buffeting roar of the wind to such claustrophobic coziness. The skipper knows this, and though he has Captain Bligh tendencies, he is a sensitive new age husband. I nod gratefully, the smell of coffee already in my mind, warming me, promising that relief lies not far ahead.



Past cruises

Queen's Birthday Weekend Cruise in Pictures



*Serenade with champagne and the delicious results of wizardry from the galley
Photographer: Lizzie Garnham*



*Phil Bragg in his
tender - 'three days
to build, two weeks
to paint.'
Photographer: Julie
Macdonald*



Val and the judges off Serenade discuss the royal parade. Photographer: Tony Peach



Stormfisher motors up the Huon to Franklin. Photographer: Julie Macdonald



Tony Peach, Ian Barwick and Andrew Boon at Franklin Marine
Photographer: Lizzie Garnham



CYCT shellbacks dinning at the Living Boat Trust

Photographer: Lew Garnham

Minerva Food Capers – eating our way to Deal Island and back

David Mitchell

I love food, I am going to admit this straight up, I enjoy looking at food, imagining what I can do with it, buying food, let alone preparing and cooking. And so as a result of Captain Lew (*Minerva*) asking whether I would like to join the crew for the cruise to Flinders and Deal Island at Easter, the opportunity for this would be boat owner (I really am looking and learning from everyone I can), to combine both the desire to learn to sail and at the same time be useful onboard with something I am familiar with (provisioning and cooking) for the crew was too good to miss up.

Of course, while I am well experienced in planning, provisioning and cooking for groups, and/or functions (I am a keen amateur), doing this in regards to a sail trip, let alone cooking on a boat was going to be new for me. The layout of the galley, preparing and/or cooking at sea (on a moving platform), let alone working with a small two burner stove, learning how to manage fresh food in a small boat fridge and/or shelved to ensure food didn't go off, was all new to me. However, I was confident in what I already knew and/or could manage.

In undertaking planning for the trip, in conjunction with Lew and our other crew member Chris Lloyd, we discussed the type of meals that one could make while on the boat, let alone might like to eat. Afterall, eating and yes, having a few drinks (especially the ubiquitous sundowners) is a part of going cruising, or so I thought. The task therefore of understanding what we might need, and/or like was made easier by some lists of food types, meals and importantly typical quantities required, provided by Chris and also by Mike Ponsonby (*Rubicon*). This information was much appreciated. Now Lew didn't specify how much to spend but working from past experience, I figured it should be possible to provide and create a range of interesting and sustaining meals for less than \$15/person/day. We achieved this, though in truth I suspect if one added the cost of drinks perhaps \$20 per person/day was a more realistic figure. Afterall, those gin and tonics, beers and wine sure do add up ☺.

As I am sure most sailors will know, space on a boat is at a premium, hence while the amount of food and drink looked vast when arriving at *Minerva* prior to departure, with some creativity somehow we readily managed to store it all away for our two week trip.

Lew and others have already recanted the highlights of the CYCT cruise including our somewhat modified version of this. Lew also spoke a little of some of the meals enjoyed on and off *Minerva* and so rather than repeat this, what I wanted to share were a few of the recipes for the meals enjoyed, in case they might be of interest to other CYCT members.

Prior to departure I had taken the trouble to work out a possible two week menu for us, but I also knew that it would need to be fluid and hence possible changes made on a daily basis

depending on what we all felt we might like to eat. Again, so long as one has provisioned adequately, this is totally achievable.

Below is the menu I worked out for our trip, and just to note, all our meat was cryovaced, which for cruising seemed to work out especially well. The one other thing I learned from this trip was which veg needed to be re-frigerated, which didn't or at least initially. I am sure this is unlikely to be new to most cruising members but it was very educational for me and will serve me well going forwards.

Roast chicken (Hill Street pre-cooked) steamed pink eyes and salad

Middle eastern beef curry with spiced couscous

Tuna mornay pasta bake

Thai green chicken curry

BBQ scotch fillet steak, mushroom sauce and salsa verde with steamed pink eyes and salad

Pork with cannelloni bean, chilli, veg casserole with steamed pink eyes and fresh corn

Chilli con carne with corn chips, avo and salad

Indian beef curry with rice, condiments and naan bread

Pork goulash with pasta

Spaghetti Bolognese

Fresh fish (if we could catch some), steamed on a bed of lemon, fresh herbs and sliced tomato with a dash of soy sauce, in foil), with steamed pink eyes and carrots

Ham and veg frittata with steamed pink eyes, fresh corn and salad

Of course as I expected, we didn't eat every meal on the menu, and what with eating off the boat twice at Trousers Bay with friends of Chris's, this also contributed to that. The good thing was that in the end we actually came home with some food, but that is fine as it is probably a good thing to over than under-provision when cruising, so long as any spoilage of fresh food can be kept to a minimum, which we did.

So now to some recipes:

Middle eastern beef curry with spiced couscous

300g diced beef
extra virgin olive oil
1 onion diced
2-3 cloves garlic diced
1 carrot, stick of celery
½ zucchini, and quarter of a small aubergine
1 tin of chopped Italian tomatoes, chick peas
handful of pitted Kalamata olives
2 teaspoons cumin
1 teaspoon tumeric
1 teaspoon sweet paprika
1 teaspoon cinnamon
1 teaspoon ginger
pinch of saffron
1 beef stock cube
1 teaspoon lemon finely chopped lemon rind
Handful of roughly chopped fresh coriander
Pepper and salt to taste
Couscous (approx ½ cup per person)

Add a decent dash of oil to a pan, brown the meat with onion then add garlic and spices for a few mins. Then add the diced veg (carrot and celery first) thereafter zucchini and aubergine. Once slightly softened add tinned tomatoes and chickpeas, and olives and cook for 10mins on low flame. Add lemon zest, and finally coriander. Allow to cook for approx another 10 mins or so. Check seasoning and adjust as needed.

For the couscous. There are various ways to do this, either to steam it, adding a little chopped garlic, turmeric and coriander or alternatively cook in a little water for approx. 2mins and allow to steam off. Couscous needs to be gently forked to break up any clumps (to be light and fluffy). Add a little knob of butter or oil and stir in lightly prior to plating up.

Thai green chicken curry

6-9 chicken thighs (chopped)

1 onion (sliced diagonally)

3 cloves garlic (finally dice)

1 red/green capsicum (sliced on angles)

1 carrot diced julienne

6 button mushrooms (quartered)

1 lime (grated rind)

lemongrass (optional) cut finely

1 head broccoli (broken down)

handful of snowpeas (optional)

1 tin or foil pack (good for sailing) coconut milk

2-3 tablespoons fish sauce

1 teaspoon sugar (cane sugar preferable)

1 tablespoon Mae Ploy (Green Curry paste – the best)

Handful of chopped fresh coriander

Deep fried onion (optional)

Oil (including sesame – optional)

Fish paste (optional)

Seasoning

Basmati or Jasmine rice (1/3 cup per person)

In a wide pan, or better still a wok (though this might be difficult to use on a boat), add to hot oil, chicken, onion, garlic, and lemongrass (if using it), stir fry quickly for a few minutes. Add carrot, capsicum, broccoli, continue to stir fry for a min or two. Add mushrooms, fish sauce, sugar, (curry paste), and fish paste (if using though only add a little). Cook off and add coconut milk, snow peas (if using), a dash of sesame oil (if available), fresh coriander and season as required. Cooking time should be kept to a minimum to ensure vegetables stay crisp, maximum approximately 10 mins (make sure chicken cooked through).

Commence cooking the rice prior to starting the curry. The absorption method should work well on a boat stove.

Serve curry on rice, adding additional coriander and some deep fried onion (if available and liked).

Pork with cannellini bean, chilli and vegetables with steamed pink eyes and fresh corn

300g cubed pork

extra virgin olive oil

1 large onion diced

3 cloves garlic, finely chopped

1 tablespoon cumin

1 tablespoon sweet paprika

1-teaspoon chilli flakes

1 can diced Italian tomatoes

2 cans cannellini beans

1 zucchini, coarsely diced

1/3 aubergine coarsely chopped

salt/pepper

1 lime

handful coarsely chopped Italian flat parsley and coriander

sour cream (optional)

6 small pink eye potatoes

fresh sweet corn per person

Add oil to pan, and brown the pork, add onion and garlic and cook over high flame for 3-5 mins. Add vegetables and spices and cook for additional 5 minutes over medium flame. Add tomato, and beans and a little water to cover. Cook for additional 20-30 minutes, adjusting seasoning as required. Steam/boil pink eyes and corn. If doing at home (cook for up to 1 hour over very low heat). At the end add parsley and coriander and stir in prior to serving with a dollop of sour cream if desired. Lime wedges on the side.

For next year's cruise to Flinders on *Minerva*, (I think I am invited) I might have to come up with a range of other recipes for Lew and Chris. After all, I need to keep them on their toes guessing a little as to what culinary delights await them each night once the hook is dropped.

With Salt on Our Lips

There comes that moment of crisis for all crew when skippers, not yet honed by the ocean into states of chilled out calm, unleash conflicting commands that sound all but foreign to the uninitiated. Hapless and helpless, the only certainty seems to be that disaster is looming and they will be held solely responsible for the loss of the boat. The plank, at times like this, seems kind of inviting, if not for personal use, then for the skipper.

Just to prove that certain nautical phrases are open to more than one interpretation, here are some you can use in your turn to confuse the skipper.

Amidships	When you're surrounded by heaps of other boats.
Beam Sea	When waves strike from the side and the boat heels unpleasantly. Actually, this is one of four directions producing physically uncomfortable wave action. The other three are 'bow sea', 'stern sea' and 'following sea.'
Boom	Called boom for the sound made by a swinging boom hitting crew on the head. Called 'boom, boom' for slower crew members. (See also 'gybe')
Bottom Paint	What you get when the cockpit seats are freshly painted
Calm	Sea condition characterized by the simultaneous disappearance of the wind and the last cold beer. Crew calm and skipper calm may give way to squalls.
Chart	A type of map indicating precisely where you've run aground
Circumnavigation	To sail the world, seldom returning with the same partner. (See also 'calm').
Displacement	When you dock your boat but can't find it later
Gybe	A common way for a skipper to get unwanted crew off the boat
Sheet	Cold, damp and salty night covering

Source: Chesapeake Catalina Yacht Club. <http://sailccyc.org/humor.htm#liners>

General Meeting held at Derwent Sailing Squadron on 7 June 2016

MINUTES**Opening**

Commodore Andrew Boon declared the meeting open at 7:30 pm and welcomed those attending.

Attendance and apologies

Fifty five members registered their attendance. Sixteen apologies were recorded on the attendance sheet, which is filed with the official copy the Minutes. There were three guests including the Guest Speaker.

Minutes of the last General Meeting (3 May 2016)

The Minutes were published in the *Albatross*. These were confirmed and signed as a true record of the meeting pursuant to a motion by Barry Jones seconded by Ottmar Helm.

Business Arising from those Minutes

There was none not already covered elsewhere in the agenda.

Introduction of new members and presentation of burgees

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

- Nicholas and Taff Gales (*Cachalot of Hobart*);
- Sheenagh Neill and Christian Narkowicz (*Tahiti*); and
- Ray and Sandra Moroney (*Phoenix*).

Rear Commodore's Report – Catrina Boon

Report as published in the *Albatross*. Catrina was an apology for the meeting.

Margaret Jones advised that members wishing to attend the Kermandie dinner who have not already booked should see her after the meeting. The dinner timing 6:00 for 6:30 pm. Members wishing to attend the Living Boat Trust dinner on the Sunday should let Margaret know. Timing is 6:30 for 7:00 pm with pre dinner drinks at Franklin Marine around 5:00 pm.

Julie Macdonald advised the venue for the Anniversary Dinner (3 September) will be *The Old Woolstore*. Catrina will advise details in due course with information being provided in the *Albatross* and on the website.

Treasurer's Report – Alex Papij

The Treasurer advised that the Club finances are generally tracking in accordance with budget. A copy of the Treasurer's Report was made available at the meeting and a copy has been posted to the website. Alex advised that:

- Subscriptions should not be paid until July to avoid accounting issues with payment being received in the prior financial year; and
- Social membership is available for the first time this coming financial year, providing the same benefits as Ordinary membership for longer term members who no longer own a boat, at a slightly lower cost. (*Secretary's note:* Details have been posted to the Member's section of the website.)

Vice Commodore's Report

Report as published in the *Albatross*. Lew made mention of a number of specific items as follows.

- He added his welcome to the new members and also mentioned the very successful New Members night held on 4 June;
- He noted that there has been little formal cruising of late and that the Donald Sutherland Memorial Cruise (DSMC) was cancelled.
- There are currently 18 boats registered for the Kermadie/Franklin Queen's Birthday long weekend. Lew provided some advice on the entry to the Marina at Kermadie for the benefit of first time users as well as comments on tides and water depths for the transit to Franklin. He also mentioned the need to raft up at the Kermadie Marina to accommodate most of the boats. Alternative mooring locations are available if necessary (Hospital Bay and in the vicinity of the Huon Yacht Club/Public Jetty).
- Lew also advised that an Oz-Mass cruise is planned for 30-31 July at the Barnes Bay Quarantine Station. Refer to the website for details.

Commodore – Andrew Boon

Report published in the *Albatross*. Andrew made mention of a number of specific items as follows.

- *North East Tasmania and Furneaux Group Cruising Guide:* Andrew referred to the article in the *Albatross* and advised that this proposed cruising guide would extend from the area covered by Cruising Southern Tasmania (CST), north to the Furneaux Group and west to the Tamar to a similar standard of documentation and level of detail to CST. He noted that this will be a significant undertaking and that successful completion will require appropriate resources, leadership and commitment. These are currently being assessed prior to a "go" decision being made by the end of June. Interested members should contact Tony Peach.
- *Recreational Boating Fund application:* Andrew previously advised that an RBF application had been submitted for repairs to the old Deny King mooring facility at

Melaleuca. Subsequently there has been discussion with Parks and Wildlife (PWS) on a range of issues relating to recreational boating in the Port Davey/Bathurst Harbour area. MAST have responded favourably to the proposal but indicated that further preparation is required and that it is unlikely to be accepted in the current round of grants. There has also been discussion with PWS (and MAST) on repairs to the Waterfall Bay “mooring infrastructure” and the need for toilets at Claytons Corner.

- Annual General Meeting: Andrew advised that the election of a new Committee will occur at the AGM in September and encouraged members (including new members) to consider taking a role in management of the Club by standing for the Committee. He noted in particular that a new Editor is required because of Fiona’s travel commitments next year and that the *Albatross* is a key element of the Club’s routine operation.
- New Zealand Maid: Club boat *New Zealand Maid* is now in New Zealand (Bluff) and its progress can be followed on the Marine Traffic website.
MAST mooring survey: MAST has undertaken a review of moorings and is requesting input from interested parties as a follow up from the review. Among other findings, the review indicates low utilization of existing moorings. Members can participate in the review process through a survey. Details may be found on the MAST website at <http://www.mast.tas.gov.au/moorings/>.

Women on Boats

Kim advised that the WOBs weekend event ended up as a day sail for various reasons. This was followed by a dinner for participants at Kingston. Three boats participated including *Rubicon* and *Holger Dansk* out of Kettering and *Quickstep* out of Bellerive. Kim thanked the boat owners for making their boats available.

The next WOBs meeting will be next Tuesday (14 June) with Pat Synge talking about sea safety checklists.

Items from other officers/other business

- Dark MOFO arrangements (18-19 June): Kim advised that 14 CYCT and 9 RYCT boats have registered for this event. Con Dock entry will be via a single entry (most RYCT boats will be at the Public Dock). If additional members wish to participate they need to advise Kim ASAP.
- Winter Forums: The next winter forum will be at DSS on 28 June with Mike Burrows talking about tanks (fuel tanks, holding tanks, water tanks etc.).
- Fair Wind and Smooth Sailing: Members who have not collected their copies can do so tonight after the meeting from Margaret Jones.
- Apparel etc.: Will be available for sale including the new “Welcome aboard” pennants. See Elizabeth Helm.

Next Meeting

The next GM will be at 7:30 pm, 5 July 2016 at DSS.

Close

The formal meeting closed at 8:20 pm.

Guest Speaker

Andrew Boon introduced Janet Fenton, daughter of Deny King, who provided a comprehensive presentation about Melaleuca and Bathurst Harbour and what volunteers are doing down there and what plans the Friends of Melaleuca has for the future. A number of Club members are involved in these activities. On behalf of the Club, Erika Shankley thanked Janet and presented her with the customary bottle of wine.

Close

The meeting and presentation concluded around 9:25 pm.

Your CYCT Membership Details

It's simple to change your contact details or the way you receive information, such as the *Albatross*. Log on to the internet and go to:

- cyct.org.au
- *Select Member resources*
- *Then My Membership*
- *Check/edit your database entry*
- *Scroll to the bottom of the page and click Submit Changes*
- *Check your publication options then click the green button at the bottom of the page*
- *make your changes*
- *click Submit Changes*

Guidelines for Contributions to the Albatross

The Albatross thrives on members' contributions. Here are a few guidelines to assist you but please contact the editor (editor@cyct.org.au) if you have any questions or suggestions.

- Submit articles as a Word document, ideally less than 1600 words and no more than five photos related to the article. Longer stories will either be serialised or the editor will either reduce the length or request you to do so.
- Boat names should be *italicised*, **not** in “inverted commas” or capitalised.
- Images: .jpg format, compressed to less than 1Mb for emailing and appropriately titled.
- Photos must be your own or clearly attributed and should include a caption.
- The deadline for each month is the 15th (there is no *Albatross* in January).

CYCT MOORINGS

Nubeena: Mooring number 9615 at Nubeena is a bright yellow buoy situated close to the jetty opposite the main town wharf. It is in a great position to row to the main wharf, boat ramp or beach. The depth at high tide was 5.7m, with about 21m of mooring tackle to the three heavy train wheels. The position is 43°06.265'S 147°44.346'E. The buoy is yellow with hooks for the pickup float. The mooring is a short row from the public jetty in the SE corner of Parsons Bay.

Barnes Bay: Mooring number **8584** at North Simmonds Bay is a Yellow buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2 inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain. Simmonds Bay mooring is for up to 12.2 m vessels.

Mooring guidelines:: https://secure.cyct.org.au/mooring_guidelines.php

**** When on a club mooring please fly the CYCT burgee ****

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members (log in [here](#)) or emailing the Vice Commodore, Lewis Garnham at ViceCommodore@cyct.org.au



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