

Albatross

Volume 47 No 1 2021



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006
cyct.org.au

Committee Members

Commodore Val Nicholls	0404 825 310	Aziza
Vice Commodore		
Rear Commodore David Bowker	0418 136 493	Duet
Treasurer Paul Peacock	0466 184 809	Pacific Haven
Secretary Allison Peacock	0448 41 007	Pacific Haven
Editor Albatross Julie Macdonald	0417 385 719	Westerly
Elected member 1 Ian Barwick	0419 007 606	Willyama
Elected member 2 Andrew Perkins	0419 375 500	Amodet
Membership Officer David Mitchell	0419 565 786	
Warden		
Webmaster Paul Kerrison	0429 999 911	Irish Mist
Quartermaster Elizabeth Helm	6229 3932	Intrepid

Life Members

Erika Shankley Dave Davey Chris Creese Andrew Boon

Guidelines for contributions to the Albatross

These guidelines are to assist members prepare articles for the *Albatross*. Please contact the Editor (**Julie Macdonald – editor@cyct.org.au**) with any questions.

- Submit articles as a Word document, ideally less than 1600 words and no more than 5 photos related to the article. Longer stories may be serialised.
 - Boat names should be *italicised*, **not** “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 caption.
 - The deadline for each month is the 19th (there is no *Albatross* in January)
-

Cover page photo: Deep Hole beach - Janna from *Cirrus* has fun being ‘rescued’ using a heaving line. Photographer: Julie Macdonald

Table of Contents

Table of Contents	1
Editorial	Julie Macdonald..... 3
CYCT calendar Check the website for more details	4
Commodore's report	Val Nicholls 5
Rear Commodore's report	David Bowker..... 6
Membership Officer's report	David Mitchell 7
Applications for membership.....	8
New Member Directory from Nov 2020 – 2021	8
What's on my bookshelf	Val Nicholls..... 9
Albatross archives	Erika Shankley 9
A day sail to Pedra Branca	Alex Papij..... 10
Five Years Afloat	Scott & Rachel Poulter ... 13
Spring Getaway – an East Coast cruise	Jackie Zanetti..... 18
Women on Boats	Tracey Taylor 22
Southport and New Year's Eve cruise	Mark Stephenson... 23
CYCT Moorings	26
MAST Moorings	28
General Meeting Minutes Tues 1st December 2020	31
Members' Buy and Sell	33

Not a CYCT Member?

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!

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:

Name: Cruising Yacht Club of Tasmania Inc. **BSB: 067 002 Account: 2803 5573**

Please include your name and brief details of the purpose for the payment.

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 crew or persons.

Skippers are encouraged to keep Tas Maritime Radio informed of their location, destination and plans during any cruise.

SAFETY • All participants in any cruise will have acknowledged the Club safety recommendations when they indicated their intention to join the cruise. The Club's safety recommendations should be reviewed by the cruise contact prior to departing on any cruise.

These can be located on the club website under the Member menu.

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

Editorial**Julie Macdonald**

Put the kettle on, push the cat off your favourite chair and settle down for a good read. This month's Albatross has some articles that will make you want to clear your calendar and sail off into the sunset.

Alex shares his one man southern adventure with us with amazing photos, including one of an office block rising straight out of the ocean alongside the towering Pedra Branca - magnificent scenery.

Over the next five issues, we will read about Scott and Rachel Poulter's five years afloat. In that time they have sailed extensively around South Australia, Victoria, NSW and Queensland but now returned to Tasmania. Their travels make great reading as well as providing loads of information for anyone planning a similar journey.

Don't miss Erika's article about accessing the Albatross archives. There is a mine of information in past issues that will make researching your next cruise a doddle.

And that's just a taste of what you'll find in this month's issue!

This coming April is a significant month for the Albatross as it will be the 500th issue! Erika, our historian, is preparing an article to mark the occasion but if you have any particular articles you remember for some reason, or you have musings, stories, recollections, reflections, no matter how long or short, that you would like to share with our members, please send them to me, editor@cyct.org.au

Thank you to all the members who have submitted articles this month.

Finally – the club still needs a Vice Commodore and a Warden so please consider putting your hand up for one of these roles.



Nautical sayings from TheYachtMarket.com

Three sheets to the wind - very drunk. In sailors' language, a sheet is a rope. If three sheets are not attached to the sails as they ought to be, the sail will flap and the boat will lurch around in a drunken fashion. Sailors had a sliding scale of drunkenness. Tippy was "one sheet", whereas falling over was "three sheets"

	CYCT CALENDAR Check the website for more details
February	
Tue 2nd	General meeting
Sat 6 th /Sun 7 th	Richardson's Beach & Parade of Sail.
Mon 8 th	Women on Boats
4pm Fri 12 th / Sat 13 th	Clean up Australia (D'entrecasteaux Channel) Day cruise
Tue 16 th	Committee meeting
Sat 20 th	Norfolk Bay cruise
Sat 27 th	Extended East Coast cruise
March	
Tues 2 nd	General meeting
Fri 5 th / Sun 7 th	Cygnet Regatta
Mon 8 th	Extended West Coast - Port Davey cruise

Commodore's report**Val Nicholls**

The year 2020 already seems so very long ago. Having said that, I recall fun and convivial times at our last General Meeting, held at Tas Maritime Radio station. Despite the threat of foul weather members turned out to watch the station in action, participate in CYCT process, cook a sausage or two as well as sample sensational abalone shared and cooked by Ian Johnston. Similarly, a Christmas BBQ at Dru Point was well attended and enjoyed. Thanks Barbara and Phil. I hear our Christmas and NYE Cruise was a great success. Thanks Mark Stephenson for putting your hand up as Contact.

With the Christmas feasting done and New Years' resolutions forgotten our attention has turned to Meteye; checking out, and locking in every opportunity to get on the water. January to April are such splendid months for all things nautical. Coming up on the CYCT cruise calendar is an Australia Day weekend at Dover, a social event with Alan and Dinah, an overnight at Richardson Beach followed by prime viewing of the AWBF parade of sail. Catrina Boon is facilitating our Clubs participation in the Cleaning up Australia campaign. Then two extended cruises, Norfolk Bay and East Coast cruise will see us through to the end of February and early March. Please, waste no time to get onto the website and register.

I recently spent a sensational 10 days on the east coast of Tas. I was gobsmacked at the beauty of the beaches, land and seascape. With this in mind I would like to remind folks who have yet to make the Denison Canal - Marion Narrows transit that MAST has a downloadable chartlet of the passage with recent updates of depths. Their notes, in combination with considerations of wind and tide described in the Southern Tasmania Cruising guide, set you up well for a safe journey and open up a whole world of wonderful cruising.

How good is it when the CYCT Editor has so much interesting material for the Albatross, one is asked to keep the report short this month? I couldn't be happier to oblige. It is very affirming to recognise when the membership is contributing, supporting and strengthening the life and vibrancy of the club. So that's it from me this month. I look forward to seeing you on the water, at our meetings and in print in the Albatross.

On behalf of the CYCT, we wish you all a happy, healthy and nautically adventurous 2021!

"On a day when the wind is perfect, the sail just needs to open and the world is full of beauty." —Rumi

What if ...?

It's a festive day on the Derwent, as boats from many clubs gather to celebrate the 50th anniversary of the Tasman Bridge. Flags are flying and the Governor is standing on the Egeria take the salute... But you won't be there. After anchoring briefly at Mary Ann Bay to fill in time before heading to Hobart, you go to pull up the anchor and discover that the anchor winch won't work. No amount of fiddling with switches and wiring will get it to work and it looks like it's a job for an electrician. Meanwhile you still have to get back to the marina which means retrieving 30m of chain and a 20kg anchor by hand, in the teeth of a fresh 15 -18knt breeze. Any ideas?

Consider your response alongside Some Points for Consideration on page 10

Rear Commodore's report**David Bowker**



Well, we will be back into the swing of general meetings on February 2nd. Our first speaker is Ian Johnston who has some cautionary tales on anchoring which I think will make most of us wiser. We can learn from his experiences.

Following on from that we have a tale of crossing the Pacific, the history of the Rhona H and I am hoping to get Chris Short back for his South West Anchorages less visited.

Please remember to register for the meetings and I recommend the RYCT meals beforehand to make it into a real evening out. I look forward to seeing you all there.

Membership Officer's report**David Mitchell**



Its January 2021 and as such our esteemed Editor has requested once more our reports for the Albatross. While sometimes I am inspired to write or even better still I may have things to talk of regarding membership matters, this month alas there really isn't much to discuss.

Now I know its only the beginning of the new year, and I am sure like most having got through the silly season, life is returning to its normal pattern. For me, mostly, it has been a time of carrying out more but much needed renovations at home. So, I have to admit there has been little boat time.

I have spent some time making some minor improvements to the boat I race on, Glenshiel 12 (previously known as Mulberry), which thankfully I am happy to say have worked a treat much to the delight/thanks of her skipper/owner. We even had our first mid week lunch time race, albeit without the skipper who is currently unable to race. The result was nothing to write home about but it was good to put the boat and crew through its paces as we chased the other boats around the marks on the river.

As to cruising, well I am aware that some of our members managed to get away over the Christmas/New Year break to various locations, but alas I haven't yet managed to be able to do so for various reasons. Even this coming long weekend's trip down the channel is a non starter for me, let alone for Lew/Lizzie on Minerva, due to various other commitments. Hopefully, those who do get away, will have had a great time out on the water.

In respect of membership matters, the only thing I can note is that we have had an application to join the club from one new member but more re that on another occasion.

Cheers David

APPLICATIONS FOR MEMBERSHIP

These applications for membership will be automatically ratified within 14 days of the date of the scheduled General Meeting immediately following this publication of the *Albatross*, subject only to any member lodging an objection, in writing, to the Secretary no later than that date.

Freebooter

Geoffrey Hooke

WELCOME TO NEW MEMBERS

On behalf 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, both on and off the water.

Distant Sun

Rob and Nicola Bryce

Snug

Johnathan Ross and Nathalie Amey

New Member Directory from Nov 2020 – 2021

<i>Distant Sun</i>	Rob and Nicola Boyce	0448 876 655
<i>Snug</i>	Jonathan Ross and Nathalie Amey	0423 497 176

What's on my bookshelf

Val Nicholls

Once is enough by Miles Smeeton (1959)

Miles and Beryl Smeeton are an inspiration and real favourites of mine. Cruising adventurers in an era past. This book shares their two attempts to sail round South America from Pacific to Atlantic. Both times their 46ft ketch Tzu Hang was turned right over and dis-masted, almost every scrap of rigging being lost. Both times she made port under an improvised rig. Miles writes with detail and humour of the sea, sailing, jury rigs, landscapes and cultures. His style is easy and a delightful personality shines through, and there is plenty to learn from. But I admit it's Beryl that I love. There's a black and white photo of her on page 80. She's at the tiller, dressed in thick basic oilskins, she has what looks like a hemp line tied around her waist, it looks freezing, she is smiling. Below is another photograph, of the kind of sea they were sailing in when Tzu Hang went over. You won't like it. Beryl is a real trouper. I've named my tiller pilot after her as she's the kind of gal I want around when the going is good and more so when it gets tough.

Albatross archives

Erika Shankley

The Club's monthly magazine, Albatross, has been the mainstay of the Club since its inception in 1975. Regularly, without fail, (though not without the occasional glitch!) our intrepid Editor puts together each issue for printing in time for arrival in our letterbox prior to the monthly meeting.

Since the first issue in December 1975, there have been 497 issues, full of news, views, articles by Club members, cruising stories, items for sale, maintenance issues and many other snippets of interest. It would be a pity if such a wealth of information, accumulated through the years, was not available to more recent members.

So what happens to all this information, you may ask, once you've read each issue from cover to cover? Such valuable information is not lost. Each edition is methodically indexed and the contents stored on-line, available for retrieval, thanks to Club member and former Webmaster and Editor, Dave Davey, through a simple search mechanism.

All Club members may read each edition of Albatross via the URL <http://albatross.dfd.id.au/>

Search Available Issues can be done by Title; Author Surname; Key words; All Fields or Issues. There's also an Advanced Search mechanism to refine your search. To identify an individual volume or issue, it is important to insert the identifying number with the year and month, concatenated – ie June 2016 as 201606.

If you forget the URL, there's an aide-memoire on the Club's website. Just sign in and go to Member Menu/Documents/Albatross/Albatross Index/Past Issues Index, then download the document and the URL will be revealed!

There is an amazing amount of interesting information and numerous articles relating to cruising and associated subjects. Check out the 54 articles on Port Davey and the 180 contributions from former member, the late Denis Alexander, and a number of entries about offshore islands such as Tasman, Maatsuyker, Maria or Deal Island.

You never know what you might find!

What If? Some options/ possibilities

- Jettison the anchor, add a float attached for later retrieval
- Make a purchase using blocks
- Haul in using rode/ sheet attached to chain with weight bearing rolling hitch and led to (say) starboard winch, winch in to bring chain onto starboard deck, repeat with rode and rolling hitch onto the port side. Keep going!
- Use the motor to ease pressure on the anchor chain

A day sail to Pedra Branca

Alex Papij

Pedra Branca is one of 3 rocky outcrops south of Tasmania. Pedra Branca Island rises 60m and has an area of 2.5 hectare. It is a big mound of a rock. About a mile to the east, Eddystone Rock spectacularly rises 30 metres vertically, which from a distance, looks like a modern office tower in the middle of the ocean. A further mile to the east is Sidmouth Rock, a collection of rocky outcrops and shoals only a few metres above sea level.

Sighted by the explorer Abel Tasman in 1642, he chose the name because it looked similar to Pedra Branca, a rocky island near Singapore. In Portuguese Pedra Branca means “white island”, where guano covers most of the top of the rocky island.

It can be a dangerous and wild place.

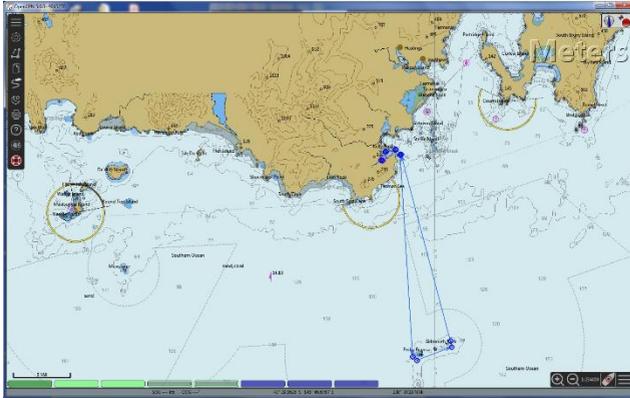
A researcher involved in long-term monitoring of the recovery of skink, shy albatross, gannets and seal populations was swept off in wild weather in 2003. At the time, the Cape Sorell buoy off Strahan recorded 14m waves. As the Age newspaper reported “Mr Saunders, wearing wet-weather gear, but no lifejacket, was caught when a wave washed over a saddle 40 metres high, casting him down the rock face and into foaming water....”.

In 1973 a 250 tonne Japanese fishing vessel hit Pedra Branca and sank within minutes. All but one of the 22 crew were lost.

Extreme surfers have made expeditions to ride the huge waves - not for the faint hearted or the novice.

The island, and the nearby sea, teams with bird life. Various gulls, gannets, cormorants and the shy albatross nest on the island.

Like most places, it's not always wild and dangerous. On a clear day it can be seen from mainland Tasmania. Picking the weather and sailing at 5 to 7 knots, the 44 nm return from Recherche Bay can be a pleasant day trip.



Checking the weather forecasts during the previous week, Saturday would have light winds and on Sunday morning there would be 25 knots westerly winds for the sail to Pedra Branca.

Not very early on Saturday 14 November *Rusalka* set off from Kettering for the 35 miles to Recherche Bay. No wind, so it was motoring. Just off Southport, with the

In suitable weather, a 44nm day cruise
crayfish season starting, it was good to see the police approaching vessels checking on cray catches.



Cray fish season starts with police checks

See more of Alex's southern adventure here:
https://www.youtube.com/watch?v=h_Xjm2BFnWU



Early morning quick start????

Saturday was an early night as the alarm was set for first light Sunday, 4:45am. Sunday, up by 5am, a quick breakfast and an early start.... until....

Getting that knotted mess of weed off the chain and hook took time and I finally got under way at 5:45; so much for the early start.

A new item I installed earlier in the year was the Hydrovane wind vane steering which I'd set up to give it a run in open clear air. Hopefully there

would be reasonably steady wind and seas. There was no wind. I was beginning to wonder whether this was going to be motoring and wallowing all day. By a third of the way the wind came, so sails up, engine off and trim the Hydrovane steering. After a little while I was sailing with wind steering in gentle 15 knots winds. Soon the horizon cleared a bit and Pedra Branca and Eddystone Rock could be seen.



Pedra Branca



Sidmouth Rock

Albatross are always beautiful to see as they circle and glide so close to the water, at times their wing tips touch. Flocks of gannets were disturbed as *Rusalka* approached them sitting in the water. Some of the gulls were as large as the albatross.

I planned to sail around the west of Pedra Branca, across the south of the group of islands and then round Sidmouth Rock to head north back home. Sailing so close to these magnificent outcrops was a wonderful experience. They look unexpected, but at the same time quite natural to be here.



Eddystone Rock



Leaving Pedra Branca under Hydrovane steering

I used the Hydrovane to do all the steering, including gybing around Pedra Branca. The stronger the wind the better it performed. Approaching Sidmouth Rock, the wind picked up and seas increased. In 20 – 25 knots rounding Sidmouth then, heading north unencumbered by headlands and reflected waves, it was glorious

sailing and the Hydrovane was managing it all effortlessly. As it was not too late, I decided to continue all the way to Kettering, finishing a long 13 hour day.

It's hard to write about a simple trip to one place and return without stopping, exploring or otherwise doing something there. But the sailing itself and just to see the birds and these beautiful outcrops was a wonderful, fulfilling and enriching experience.

But, with no barbecue on shore would this cruise make it into the CYCT cruise calendar?

Alex Papij

Rusalka



Five Years Afloat

Scott & Rachel Poulter

A series of articles about living, cruising and exploring aboard our sailing ketches from Lizard Island in the North, Tasmania in the South, Vanuatu & New Caledonia in the East, Port Lincoln in the West and many beautiful places in between.

Part 1: 2020, **South Australia**, Tasmania, NSW and Queensland. **COVID and La Nina.**

Part 2: 2019, **Tasmania, Victoria**, NSW and Queensland. **A Medical Emergency**

Part 3: 2018, **Queensland**, NSW and Tasmania. **A New Ketch**

Part 4: 2017, Tasmania, NSW, Queensland, **New Caledonia, Vanuatu and the Coral Sea.**
Offshore

Part 5: 2016, Queensland, **NSW**, and Tasmania. **Living aboard**

Introducing Scott & Rachel:

Rachel learnt to sail at the age of eight in Mirrors at the Deviot Sailing Club on the beautiful Tamar River, later representing the state at the women's nationals in Perth 1984. Scott learnt to navigate as a Deck Officer Cadet at the AMC in Launceston and soon after learnt to sail and cruise aboard *Quasimodo* sailing from Kettering to the Whitsundays with Mal & Val Innes and past CYCT life member Ken Newham. Scott and Rachel first joined the CYCT in 1990, sailing their first cruising yacht a beautiful *Compass 28*. After moving interstate in 1996 they re-joined the CYCT in January 2019 and are now once again based in Tasmania.

Part I: 2020, South Australia, Tasmania, NSW and Queensland. COVID and La Nina.

Our lovely cruising ketch *Gradiva*, a 1987 53' Amel Mango #70, was moored at the Tamar Yacht Club, Beauty Point, early in 2020, after Christmas and family wedding celebrations. In February

we departed the Tamar heading for South Australia. We enjoyed anchoring at Rocky Cape, off East Inlet in Sawyer Bay, Stanley and off Lavinia Beach on the northern end of King Island.

The 267 nm run from King Island to Robe in South Australia was an uneventful overnight sail in light SSE conditions on the front of an approaching high-pressure system. The challenge came on approach to Robe with fading light making the hundreds of cray pots extremely difficult to evade. Robe is a beautiful anchorage for the prevailing SE breeze with lovely walks, cafés and services. The marina entrance was too shallow for *Gradiva's* 2.1 m draft but the regular dredging was due to commence.



Gradiva Anchored at Robe, Mathew Flinders & Nicolas Bauden Monuments

We departed Robe the following afternoon, with plenty of light to avoid the cray pots, arriving at the delightful Antechamber Bay, Kangaroo Island at the entrance to Backstairs Passage the next day (116nm). We spent the next week enjoying the Nepean Bay area of Kangaroo Island, which has a number of anchorages providing shelter from most winds, except strong N to NE, including Penneshaw, Newland Bay, Red Cliffs and Kingscote.

Anchoring south east of the Jetty at Kingscote allowed us to do all our reprovisioning within one block of the beach. We spoke with Carol at VMR American River VHF Ch21 on a daily basis and she was extremely friendly and helpful. Heading further west (44nm) along the north west coast of Kangaroo Island we found the beautiful but tight anchorage at Western River. A W/SW ocean



West Cape Bay, York Peninsula

swell pervades this coast and the surge made the rocks seem closer than we were comfortable with.

The next day we were happy to sail 30 nm north to the stunning West Cape Bay nestled under the cliffs on the tip of the York Peninsula. West Cape protects this bay from the SW swells allowing beach access on a good day. Nearby

Pondalowie bay provides even greater protection, beach access and a fishing fleet. Enjoying the coastal walking where the desert meets the sea, we moved north to anchor off Dolphin Bay. This anchorage is outside the bay in the lee of Royston head as a reef extends from the west across the entrance to the bay.

A 55nm run to the NW from Dolphin Bay brought us to Reevesby Island and the Sir Joseph Banks Group in Spencer Gulf. These low islands with beautiful white sandy beaches provide good anchorage for most conditions. We anchored in the “lagoon” on the western side of the island. The anchorage, like many in this area, is in ribbon weed over sand. Our 30kg WASI anchor managed to cut through the weed into the sand below, provided it was not dragged along prematurely. The local boats use a custom two prong pivoting anchor. Avoid anchoring on the few inviting areas without weed as these are probably thin sand on sandstone.



Memory Cove, Lincoln National Park

with direct access to the very friendly sailing club and town facilities. There is a good marina which is about three kilometres from town. There is a fuel wharf near the marina, but care is

Port Lincoln and the Lincoln National Park lay 20nm to the SSW. The approaches to this area are dominated by large scale tuna farming, which uses similar equipment to salmon farming but with higher density. We chose to remain in the designated shipping channels to transit these areas simplifying our passage. Spalding cove provided a glorious anchorage, white sandy beaches, with access to the coastal walking tracks of Lincoln National Park. Six miles across the bay lies Port Lincoln with a great anchorage for south westerlies off the town beach and town facilities. There is a good marina, but care is required as it is designed for trawlers and is blow on in the SE sea breeze. Boston island lies 4 miles to the east providing additional anchorage options for most winds with lovely white sandy beaches.



Thistle Island, Rachel & Bonnie

20 nm to the south of Port Lincoln on the Eyre Peninsula in the Lincoln National Park lies Memory Cove. A beautiful bay where Mathew Flinders lost several of his crew in Thorny Passage while searching for water in one of the ship's boats. We found good anchorage for NW to SW winds and excellent coastal walks.

An 11 nm trip east from Memory Cove & Cape Catastrophe brought us to Thistle Island a high sandy private island providing excellent anchorage for the SW weather. Now on our return journey to the SE, we had a lovely 78 nm sail from Thistle Island to Emu Bay on the North Coast Kangaroo Island.

It was now around the 20th of March and COVID was starting to impact Australian life. We decided to fully restock *Gradiva* and return directly to Tasmania, our home state, with the next available weather window. Our original plan had been to make our way around the Victorian Coast and then north to join the Louisiades Rally from Townsville. To reprovision in the strong SE winds we headed to the west coast of the Fleurieu Peninsula and Normanville where we found an excellent anchorage, a beautiful beach and a short 2km walk to the supermarket. While waiting for the south easterlies to die we enjoyed Aldinga Bay and Rapid Bay, also on the Fleurieu Peninsula.

After registering our travel and onboard isolation plans online and speaking directly to the Tasmanian Police on the Tasmanian Health hotline, we departed Rapid Bay on the Fleurieu Peninsula on the 28th March sailing directly to Tasmania. We had a fantastic, three-day passage accompanied by dolphins, stunning bioluminescence and excellent sailing. Upon arrival in Tasmanian waters off King Island, as per our submitted plan, we once again spoke with the Water Police assigned to the COVID taskforce. As anticipated the weather was changing to the east so we confirmed with them our plan to remain self isolated onboard *Gradiva* while making our way down the West Coast of Tasmania towards Hobart. Our AIS remained on at all times, we remained onboard and we reported in to Tas Maritime Radio on a daily basis as planned.



Rapid Bay, Fleurieu Peninsula

We found good anchorage at 9 mile beach off King Island, Hunter Island, Hibbs Pyramid (one of our favourite anchorages) and then sheltered at Kings Point Bathurst Harbour for four days of strong south westerlies. We stopped at Schooner Cove waiting for the sea to abate, then the stunning New Harbour on the South Coast and on to the Coal Bins at Recherche Bay to shelter from some more strong north westerlies. After a couple of nights at the Quarries we arrived at Missionary Bay completing 18 days of self-isolation aboard *Gradiva*. We once again called the COVID Hotline and were very happy to be

welcomed home safely. We celebrated the end of self-isolation and Rachels's birthday ashore, around the fire with a glass of red by ourselves.

As live aboards, we were allowed to remain on *Gradiva*, making use of the lovely anchorages in the channel, but missing the company of other cruisers, sometimes with the beautiful police vessel *Vigilant* our only company in the anchorage. We were still not allowed ashore at many of the usual anchorages where most of the land is under the control of National Parks and therefore closed during the lockdown. We explored anchorages, old and new, wherever shoreline was

council controlled to discover the best walks available including: Drip Beach, Gourlays Bay, Mickeys Bay, Missionary Bay, Little Peppermint Bay, Barnes Bay, Snug Bay, Bull Bay & Nutgrove Beach. Our first winter days on the water in the channel for 25 years were a bit of a shock but gave us the opportunity to fully test the ducted Webasto heating on *Gradiva* which performed admirably.

As restrictions eased in Tasmania in early June, we were able to head north towards NSW with the promise of being allowed into Queensland after July 10. We spent four nights in Port Arthur and three nights in the beautiful Canoe Bay, Fortescue bay. We made the most of the walking tracks being reopened at both of these lovely anchorages. Mayfield Bay, Muirs Beach Coles Bay, Hazard Bay, Cooks Corner, Bryans and Schouten Island allowed more great bush walking and some provisioning while waiting for a weather window to cross the strait.

On June 26 we departed Bryans Bay, stopping at Picnic Corner on the North Side of Eddystone Point for a night and then directly to Eden. Upon passing Gabo Island we crossed our southbound track made in December 2019, completing our second circumnavigation of Tasmania, this time in an anti-clockwise direction.

Arriving in Eden's Nullica bay we were informed by the local water police that, while anyone can drive, fly, train, walk or run into NSW, if you arrive on a boat you cannot go ashore and must quarantine for 14 days. A little worried and with no help from NSW police, the telephone number for the right person in NSW Health came from someone on Facebook. Twenty minutes later we were emailed an exemption from an unfortunate law, presumably designed to prevent more Ruby Princesses from arriving unnoticed.

After a week in Eden & Twofold Bay reprovisioning, walking and waiting for suitable weather we continued north. With favourable offshore westerlies we did an overnight passage to Jervis Bay. The Victorian second wave was starting to bite, so we continued on the next day avoiding Sydney with another overnighter directly to Port Stephens where northerlies stemmed our progress. After four days in the lovely Port Stephens it was the 10th of July and the Queensland border opened, but for how long? An east coast low was predicted to form just offshore from Port Stephens on the 13th shutting down any options for a week or more. Luckily there was a period of light offshore winds preceding the low so we started the iron headsail and bolted for the border. Before departing we had completed the necessary paperwork, contacted Marine Safety Queensland and received a Welcome to Queensland approval to cross. We arrived at the Goldcoast Seaway on the 13th July a week or so before the border slammed shut once again.

Safely in Queensland, we headed to the Royal Queensland Yacht Squadron in Manly, our base from 2001 to 2019, to complete a few maintenance items and catch up with friends. On the 25th July we departed Manly heading north. With the Louisiades Rally likely to be cancelled our Plan B was Australia's coral sea islands, where COVID was unlikely to limit our movements. We made our way north through some new, and many familiar anchorages including Lady Musgrave Island, Great Keppel Island, Pearl Bay, High Peak Island, Rescue Bay, Middle Percy, Keswick Island, Turtle Bay, Brampton Island, Thomas Island, Roberta Bay, Gaibirra Island and Whitehaven Beach in the Whitsundays. Unfortunately, as we looked at the unending forecast of strong SE trade winds, the Bureau of Meteorology confirmed a very strong LaNina pattern for the remainder of the season.

Weather is our ultimate boss so Plan C was enacted. We continued north along the coast, stopping at Bona Bay, Cape Upstart, Magnetic Island, Orpheus Island, Hinchbrook Island, Goold Island, Dunk Island and Fitzroy Island. The sailing was fantastic with the strong SE trade winds and on 17th September we arrived in Cairns where we could visit our daughter when the wind was blowing and visit the reef when it eased. We had some fantastic snorkelling and canoeing at Green Island, Arlington Reef and Michaelmas Reef.

Cairns was our turn around point this year. On the trip south we once again focussed on the Barrier Reef, anchoring, snorkelling and canoeing at Normandy Island, Taylor Reef, Walker Reef, Lodestone Reef followed by a week at Horseshoe Bay for more strong SE trades. Then, the stunning Stanley Reef, and Darley Reef and back into the Whitsundays. Another five days sheltering in Island Head Creek from more strong SE trades dashed our plans for the Swain Reefs so it was on to Great Keppel Island followed by a magnificent week at the beautiful Lady Musgrave Island and Lagoon at the end of November. Moreton Bay for Christmas and then home to Tasmania in January 2021.

To keep Part 1 concise, we have been brief in descriptions of cruising the Queensland and NSW coasts with these areas to be described in Parts 3 and Part 5 respectively.



Spring Getaway – an East Coast cruise

Jackie Zanetti

After a long winter confined mainly to nearby waters, we decided to head off for a week or two further afield. *Sheokee* decided to sail in company with us and together we set off on a fine, calm morning across Storm Bay.

With no wind to steady our sail we bounced around a bit in the confused waves caused by reflection off the land, but it was worth it to see the towering dolerite cliffs facing the Southern Ocean from Cape Raoul to Cape Hauy.



Cape Raoul

Just as we started to round the outside of Tasman Island we noticed *Sheokee* had stopped motoring and were raising sails – not sure what that was about, but we continued on. Soon afterward we were hailed on the VHF – *Sheokee* was having engine problems and could we stand by? So we motored slowly around in circles on the eastern side of Tasman Island waiting to see if *Sheokee* would need our assistance.



Dolerite cliffs



Cape Hauy

by a pod of whales passing by, slapping tails and blowing.

While we were waiting we enjoyed the views of rugged Tasman Island and were rewarded



Sheokee in front of Tasman Island

<https://youtu.be/sEP6jYnHpfk>

Sheokee eventually got the motor going but decided to head to Port Arthur for the night. We decided to join them



and turned back around Tasman Island for a peaceful night on the MAST mooring beside the Port Arthur Historic Site.





Port Arthur and Isle of the Dead

The next morning *Sheokee* decided to head for home while we headed east and north, pulled through the gap between the mainland and Tasman Island by a couple of knots of current. More whale sightings in the distance before we pulled into peaceful, but shallow Canoe Bay and tucked in behind the breakwater wreck. Several hours of fishing only yielded one big flathead and one small squid, but it was enough for dinner.

The next morning, after disentangling our chain and anchor from masses of fine seaweed, we motored northward. Still too calm to sail, but great for whale watching. We saw many spouts out to sea near the horizon and came close to a few humpbacks that ignored us as they made their way southward.



We arrived at Shoal Bay, Maria Island just after lunch, to catch up with **Cachalot**

of Hobart. First job was to inflate our brand new Takacat dinghy and see if she floats – yep, a lightweight, fully inflatable alternative to our heavy Caribe dinghy!



Canoe Bay



The next morning, while polishing the blue stripe on our cabin top, I noticed a pod of dolphins heading into the bay, spread out in a fishing pattern, herding the fish right past us and into the shallows.

With the forecast of a southerly change overnight we opted to head for our favourite bolt hole at Orford to ride out a couple of days of wind. After a walk ashore to buy the Saturday papers, I put out the squid jig and nabbed two calamari – one was a whopper! Salt & pepper squid one night, squid on black pudding the next night and still half a squid in the freezer!



The next day we sailed up to Schouten Island, using the new Hydrovane wind steering the whole

way. It was a bit tedious at first, with fickle winds, but once clear of land we had a great run north, with more whale sightings on the way. https://youtu.be/icMD_7xpfuU



We caught up with **Cachalot of Hobart** again at Schouten and enjoyed drinks aboard each other's yachts over the next couple of days. We went for a walk on the island and it was great to see some of the improvements that Parks and Wildlife have made



Rusalka, Schouten Island

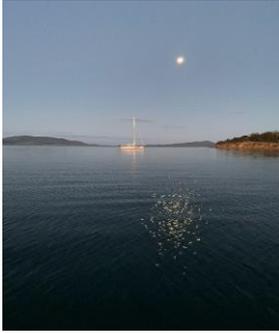
since we were last volunteer caretakers there (almost 10 yrs



L'Envol

ago!). There was another boat in the bay with us – **L'Envol**. This tiny boat (25ft) has sailed from France around Cape Horn to Australia. Quite an amazing couple!

After a couple of damp, but pleasant days it was time to head for home. One last day at Maria Island, when the sun made it feel as though summer may well be on its way, and then back through the canal to Norfolk Bay.



Relaxing at Lime Bay on our last evening out



Cachalot of Hobart coming through Denison Canal

Women on Boats

Tracey Taylor

Our last Women On Boats gathering for each year is always highly anticipated. Taking a moment out of busy schedules to "Hove To" amongst other festive gatherings..... is always worth while. This year proved no different, with a great, garrulous gathering of WoB for our annual Christmas party. Sue Powell graciously invited all WoB to her new home In Kettering, hosting a terrific party. Thank you, Sue.

It was a time for sharing stories, plans for cruising over the summer and reflecting on the year that was. A lovely speech was given by Julie Macdonald on behalf of Women on Boats to thank Sally Schofield and myself for our contributions to coordinating the women on boats, navigating in the right direction and ensuring the smooth voyage of WoB through the past several years. It was a very clever speech with lots of nautical terminology.



It's interesting to note that next year will prove to be the 10th year of Women on Boats meetings. A decade no less. We ruminated on how well the group has worked as a whole, how much knowledge the participants have gained overall and the confidence that has ensued.

We look forward to the year ahead in 2021, with Sue Powell and Beverley Hitchings as our new coordinators. Thanks again to those who have supported me in my role as co-ordinator especially Janne who has continued to provide excellent technological support and stepped up, when needed. A terrific team effort.

Wishing everybody all the best for the new year. Perhaps will see you on the water. In the meantime.....

Happy Summer sailing everyone. Cheers Tracey



Southport and New Year's Eve cruise

Mark Stephenson



Easting Down under full sail

The intended departure from Kettering was preceded by an overnight in Alexanders for two of the fleet. The expected change to a south westerly wind came as a solid 20kt southerly gusting up to 38 kts for a half hour before turning to the forecast south west. *Heather Anne* anchored next to us, appropriately distanced, in the dying north west breeze only to find themselves only 10 metres from *Crown Venture* with the southerly wind. She was moved once the wind eased; impossible to do earlier as the anchor

was right underneath us. I'm pleased to report that our new Sarca Excell anchor has excelled as an anchor. About 15 boats were blown out of Quarantine Bay and moved across to Sykes, Rosebanks and Alexanders. Pleased to report no dramas anchoring in the gusty conditions and no anchors dragging.

A comfortable night onboard then a slow start to the day. Planned that way to allow boats from Hobart to leave early and be in Kettering by 1100 hours. I found there was only one boat heading south, two boats in the area and five had already left and had overnighted further south.

The wind was mainly from the west but as usual in the Channel very variable. Some sailing was possible at times but the diesel mainsail was required. Those of us without a real mainsail made our usual noise and headed south with a 1 knot current assistance. We were lucky to cruise in company with *Easting Down* and excited to see her under full sail. Quite a sight, seeing 60t alongside us heeling just a bit and gaining that extra half knot hull speed.

A bit sloppy crossing past Zuidpool Rock so I headed west of the fish farms and towards Dover to be bow into the sea rather than rolling with the waves. We seem to roll very well.



What a catch!

ashore at 1700 hours for drinks and nibbles on the white sand beach. It really is such a beautiful spot, even with a large flotilla at anchor. The locals call it the City of South Southport when all the anchor lights are lit up at dusk.

Tuesday morning, after a calm night, we did a walk to Southport Lagoon. About 45 minutes each way, very easy ramble through light bush with a few orchids and irises on display. The lagoon was new to me, very calm, large, had swans and other birdlife around. White beach again, very shallow it seems too. We were hesitant about walking to the Bluff and the George III monument as Shona (*Easting Down*) told scary stories of the return on the foreshore being very difficult. We were not in the mood for difficult.



Your editor preparing to rescue Janna with a heaving line.

on a stick, Janna and Steve (*Cirrus*) showed such prowess with a full colour selection - green, red and yellow peppers with cherry tomatoes and chicken pieces all on a stick, followed up with a ham and pineapple version. Not as colourful but full flavour ! The best descriptor was PepperPig, Christine's (*Willyama*) pork and red capsicum offering. Not to be left out was Gus (*Storm Fisher*)

A flotilla had assembled in Deep Hole, about 20 boats the first night, about half CYCT members. Lots of tinnies out fishing as the Australian Salmon were running hot. Then the next day the Atlantic Salmon were next to run hot. A small dinghy with two 15 year olds had caught about a dozen and were giving away whole fish. These were the full size escapees from the Huon Aquaculture fish farm a month before. I was fortunate to receive a side of salmon and it was really good eating.

We dinghied



Walking to the lagoon

A Heaving Line display ashore was the next attraction and with Janna in the life ring screaming to be rescued, Julie (*Westerly*) proved to be the most accurate in getting the line directly to her. Most who attempted would have saved her - eventually !

The old railway station gazebo provided a good sized venue for "Things on Sticks", an opportunity for socialising while devouring things on sticks. Whilst there was no competition, I have to declare that Geoff (*Freebooter*) indulged us with marinated scallops

with a skewer of course, but with a sausage on it. Not any old sausage, these were Duck and Venison. Not like any of the other things on a stick but worthy of mention!

Another calm evening at anchor, before a morning departure of most of the fleet. Some headed south to Recherche for the night, some headed back home with other commitments, leaving only two in the anchorage. *Crown Venture* remained awaiting friends to board and spend time fishing and diving. NYE in Southport was pretty quiet, two police cars with lights and sirens arrived about 1830 hours then nothing until midnight when 4 rocket flares lit up the sky, one shot off into the sand, a few hand flares were seen, topped off with someone throwing petrol onto a bonfire. All quite tame really.



John and Steve cook Things on Sticks.



Uninvited guests at the NYE bbq, Lodge Bay.

The Southport CYCT flotilla included *Easting Down*, *Heather Anne*, *Cirrus*, *Freebooter*, *Willyama*, *Crown Venture*, *Storm Fisher*, *Storm Boy*, *Argos of Sydney*, *Westerly*, *Intrepid*.

The fleet then gathered at Lodge Beach in Barnes Bay for NYE where a well-tended fire provided atmosphere and a focal point for those who tried (and some succeeded!) to stay up to greet the new year. From there boats came and went, enjoying some terrific sailing weather. The cruise continued on to Adam's

Bay (just around the point from Stockyards), Chuckle Head and most were in Little Fancy for the final night. The flotilla included *Westerly*, *Honeywind*, *Pacific Haven*, *The Piper*, *Juliet*, *Easting Down*, *Duet*, *Dulcinea*, *Irish Mist*, *Pandora*, *Willyama* and *Storm Boy*.



CYCT Moorings

The CYCT owns two moorings, available for the exclusive use of CYCT and CCCA members (see CCCA MOU).

The use of a Club mooring is always at your own judgment and risk.

The CYCT accepts no liability for damage caused to vessels using the mooring or any damage caused by any failure of the mooring. You must have adequate insurance for your boat and third party liability.

The following are the rules for the use of CYCT club moorings:

- The Club burgee (CYCT or CCCA) must be displayed on your vessel whilst on a club mooring.
- There must be a current insurance policy in force for the vessel, including third party liability.
- Maximum stay on the mooring is 24 hours; in unusual circumstances, the Vice Commodore may approve an extended stay.
- If a boat without a CYCT or CCCA burgee has picked the mooring up, kindly ask them if they are a member, if not then advise them that the mooring is private and request them to leave.
- Notwithstanding that the moorings are lifted and serviced yearly, at all times the use of the moorings remains at member's own risk.
- Members are asked to email the Vice Commodore and register their use of the mooring as soon as practicable.



CCCA burgee



North Simmonds Bay, Bruny Island Number 1 - 8584.

Mooring number 8584 at North Simmonds Bay is a yellow buoy with a pillar for the pickup rope.

The depth at LMWS is about 5 metres.

It is located at 43° 07.446' S, 147° 21.396' E.

The mooring consists of 3 wheels, then 6 m of 2 inch chain, then 6 m of 1-1/2 inch chain then 6 m of 5/8 inch chain.

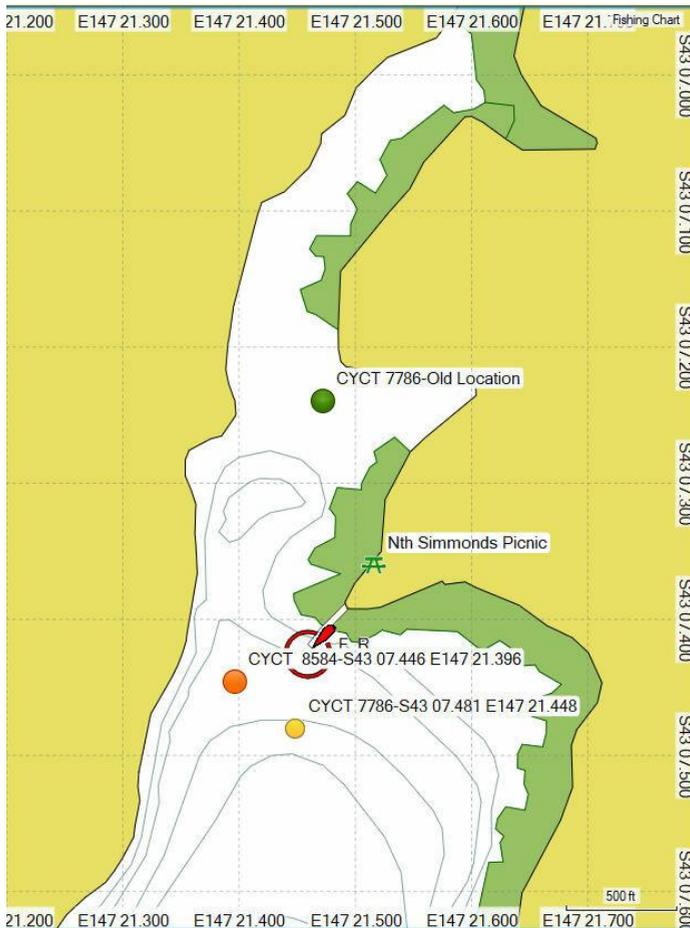
Maximum length permitted by MAST is 12.2 m.

This mooring was last serviced on 6 July, 2019.

North Simmonds Bay, Bruny Island Number 2 - 7786.

Mooring number 7786 at North Simmonds Bay is a bright pink (Dec. 2020) buoy tail and smaller pale pink float. The depth at LMWS is about 7.5 metres. It is located at 43° 07.481' S, 147° 21.448' E. Maximum length permitted by MAST is 12.2 m.

This mooring was last serviced in January 2019.



MAST Moorings

MAST provides several public moorings around Tasmanian waters and these are at the following locations. They have been sorted by latitude.

Location	Latitude	Longitude
Grassy Harbour King Isl.	40 03.086	144 03.066
Grassy Harbour King Isl.	40 03.830	144 03.780
Port Davies (Emita)	40 00.585	147 52.588
Prime Seal Island	40 04.137	147 45.717
Lady Barron	40 12.750	148 15.060
Lady Barron	40 12.792	148 14.994
Trousers Point	40 13.726	148 02.085
Binalong Bay	41 14.835	140 18.201
Binalong Bay	41 14.897	148 18.290
Coles Bay	42 07.734	148 17.642
Coles Bay	42 07.708	148 17.629
Swansea	42 07.038	148 03.780
East Shelly	42 33.928	147 53.645

East Shelly	42 33.960	147 53.603
Maria Island	42 34.718	148 03.828
Maria Island	42 34.738	148 03.826
Maria Island	42 34.747	148 03.785
Dunalley	42 53.199	147 49.231
Taranna	43 02.955	147 51.703
Pirates Bay	43 01.925	147 56.547
Nubeena	43 06.126	147 44.396
Port Arthur	43 09.026	147 51.208

The Christmas party at Dru Point was a great success. Thanks Phil and Barb for bringing it all together.



Photos by Erika Shankley and Julie Macdonald.

General Meeting Minutes Tues 1st December 2020

1. Opening

Commodore Val Nicholls opened the meeting at 6.10pm

2. Attendees and Apologies

Signing of the attendance sheet – 25 members and 1 guest were present

- Apologies in advance – Paul and Allison Peacock, Mike and Sue Powell
- Any other apologies – Erika Shankley, Heather and Lance Cowled, Tolly and Josephine Jaworsky, Julie Porter, Lew and Lizzie Garnham, Rob and Jo Nolan, Jean-Pierre and Mireille Corgnet, Kris and Darren Schmidtke
- Any guests to be introduced – Alan Haddow

3. Guest Speaker

Members observed the TasMaritime Radio Sked at 5:33 pm.

4. Minutes of the last General Meeting (3 November 2020)

Motion: That the minutes of the General Meeting held on 3 November 2020, as published in the Albatross, be signed as a true and accurate record of the meeting

Proposed by: Lyn Peach

Seconded by: Ottmar Helm

Carried

5. Business arising from Minutes

The Commodore highlighted the importance of members reading the minutes so that they are a true reflection of the meeting.

6. Introduction of New Members and presentation of Burgee

Ken Johnson and Nathalie Amey were not present. Jonathan Ross was present but chose not to make himself known and so no presentation could be made to new members.

7. Treasurer's Report

There was no report as the Treasurer was an apology for the meeting

8. Vice Commodore

Position vacant, nominations still being accepted.

Mark Stephenson *Crown Venture* has volunteered to be the cruise contact for Christmas Cruise.

The Commodore raised the possibility of moving the April General Meeting date as it falls on Easter Tuesday. On a show of hands nobody supported moving the meeting.

9. Rear Commodore's Report

Report from David Bowker

Report as published in the *Albatross*. David reminded members of the Christmas Barbecue at Dru Point on 5 December and will send out an email to all members to remind them.

10. Commodore's Report

Report from Val Nicholls

Report as published in the *Albatross*

The Commodore noted the vacancy of the Vice Commodore position and that the role of a committee is to seek progress and not perfection.

11. Women on Boats

The ladies will be having their Christmas party shortly, party theme is Frocked Up.

12. Editor

Report from Julie Macdonald

Report as published in the *Albatross*. Julie had some copies of the magazine from the Coastal Cruising Club of Australia. The copies are with the Commodore and can be borrowed by members. It was noted that they have moorings which are available to CYCT members.

Julie also noted that the May edition of the *Albatross* will be the 500th edition so there will be some retrospective articles. Members are encouraged to provide articles for this special edition.

The Commodore complimented Julie on the fresh approach and new ideas such as the book review section.

13. Membership Officer

Report from David Mitchell

Report as published in the *Albatross*. The new members barbecue was very successful with kind weather and 57 members attended. Two couples are in process of joining. They are Rob and Nicola Boyce and Jonathan Ross and Nathalie Amey.

14. Other Business

It was noted that Andrew Wilson's new book has been launched and members should deal directly with booksellers if they wish to purchase a copy.

15. Next Meeting

Tuesday 2 February 2021 7:30 pm at the RYCT

16. Close

The meeting was closed at 6.31pm

Members' Buy and Sell

Club members may advertise marine items free of charge. Contact the editor.

FOR SALE!



Do you want to explore in safety?



This is a well-known CYCT boat. She has cruised the east coast of Australia, and ventured to Lord Howe Island, circumnavigated Tasmania on three occasions, explored the Gippsland Lakes. Multiple sorties to the Furneaux and Hunter groups of Islands and Port Davey. She is an ocean traveller, of American construction. A **NORDHAVN 40** and is now being offered for sale. She has a very economical with a 2,400 Nautical-mile fuel range. Hobart to the Whitsundays with 30% reserve!

Full details at : <https://nordhavn.com/brokerage/listings/n40-westwind-of-kettering/>

\$595,000.00 including all taxes and duties to allow international journeys.

Contact Peter Devers: +61.419 760 258

peter@nordhavn.com.au



CYCT Members Buyers' Group.

Steadfast Insurance Brokers	David Page. 6231 3360
Wattyl Paints	Scott Jarvis 62728533
Steadfast Insurance Brokers	David Page. 6231 3360
Island Batteries	Kayne 62722943

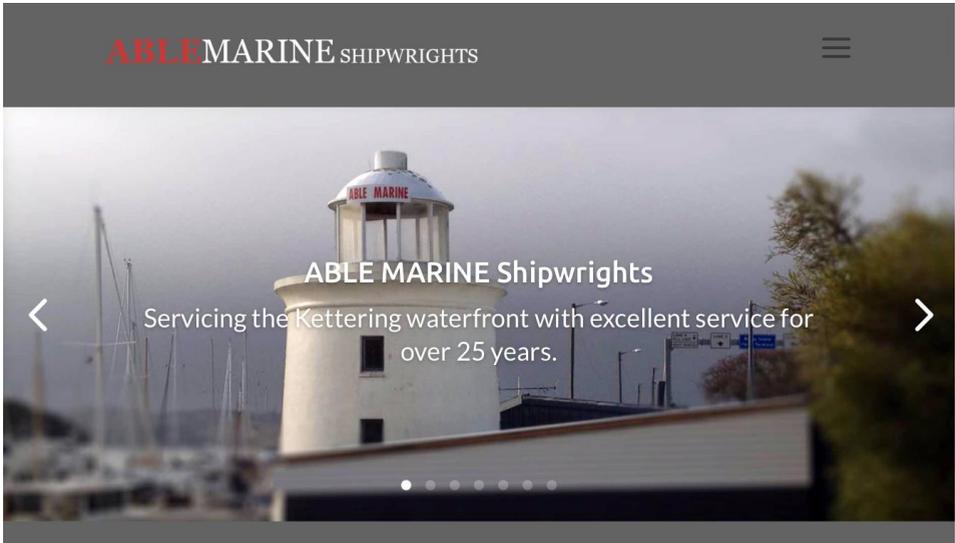
These companies provide specialist goods and services and are certainly worth a phone call. Genuine savings can be made to Club members; just present your Club membership badge to receive best prices.



Able Marine – Quality Shipwrights in Kettering.

61 Ferry Road, Kettering, TAS (0429 174 168 or 0418 301 929)

Visit our website: www.ablemarine.com.au





Mooring & Marine Services

Look for the Green Boat 'Indian J'

Servicing and installing moorings in the Derwent, Channel and Huon.

Ewen Mickan

Ph. 0457 811 070

moorings345@outlook.com



STRAHAN
HOLIDAY RETREAT

Phone
64717442
Special
Winter Deals

- 8 Acres of tall trees and meandering Platypus streams
- Very Central. Easy walk to Cruise Boats
- 19 Retreat Cottages from studio to 4 bedroom.
- 40 Retreat Cabins plus budget cabins
- On-Site Café , Bottleshop, Tour Desk, Free Wifi

bookings@strahanretreat.com.au **www.strahanretreat.com.au**

OYSTER COVE MARINA BOATYARD

Tasmania's premier private marina offers state-of-the-art boatyard facilities to the boating public. Our fully sealed, 26 site hardstand is serviced by a 50-tonne capacity Marine Travelift able to lift boats up to 6.1 metres beam and 18 metres in length. Very competitive lifting and hardstand pricing with discounted long-term winter rates. All marine trades on site.



Services include:

- Powerful 3 phase pressure wash
- On site Chandlery
- Boats supported in cradle and adjustable boat stands
- Fully qualified Travelift operators
- Innovative keel-pit for topsides work
- 15 and 20 metre undercover sheds
- Crane and forklift hire
- Mast and Engine lifts
- 24x7 self-serve fuel – ULP and Diesel
- Quality 24x7 amenities block
- Coin operated laundry

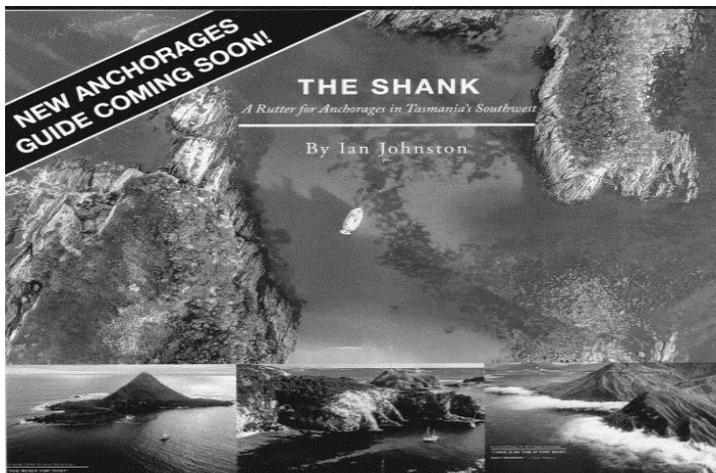


For bookings or more information

62674418

7 Ferry Road

Kettering



"IAN JOHNSTON HAS BEEN NAVIGATING THE OCEANS FOR MORE YEARS THAN HE'LL CARE TO ADMIT. HE HAS A PENCHANT FOR THE WILD PLACES WHERE FEW PEOPLE GO, AND IN 'THE SHANK' HE DESCRIBES SOME OF THE WILDEST."

– Paul Cullen, Director, Australian Wooden Boat Festival



COMPETITIVE
BERTHING RATES

UP TO 50% LESS

www.princeofwalesbaymarina.com.au



0400 927 510
powmarina@gmail.com

20 Bender Drive, Derwent Park, Tasmania 7009





Your Link to Adventure.

Take in the amazing views across the D'Entrecasteaux Channel with SeaLink's car and passenger ferries.

Operating 7 days a week from Kettering to Roberts Point on North Bruny, the ferry crossing takes just 20 minutes.

SeaLink – your link to Bruny Island.

For timetables, fares and bookings visit sealinkbrunyisland.com.au



Credit: Robyn Tilmont & Rob Burnett





Beneteau Oceanis 473 "Nereid"

\$219,950

The Oceanis 473 has particularly nice lines and is noted for its outstanding performance. The level of comfort above and below deck can only be described as luxurious. "Nereid" is set up to be efficiently handled by a small crew. The spacious cockpit offers complete shelter with near new spray dodger, bimini/infill and side curtains. Below deck, there are three double cabins with en-suites and a spacious saloon which includes the comprehensively equipped galley.



A NEW 75HP YANMAR ENGINE, transmission and shaft were installed recently (2020) and a huge amount has been spent on new equipment and upgrades over the past 24 months.



- 3 double cabins with 3 bathroom
- NEW Yanmar 70hp diesel
- Air-conditioning
- Large saloon
- Full cockpit covers with clears

www.boatsalestas.com.au

03 62248288

'Muirs Boat Yard' 44 Napoleon St, Battery Point

Paul Nanscawen 0418385866