

Albatross

Volume 47 No 2 March 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 Mark Stephenson	0438 854 380	Crown Venture
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 Kim Brewer

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*.
 - 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: Very enjoyable social event at Dover, hosted by Josephine and Tolly Jaworsky. Photographer: Tolly Jaworsky

Table of Contents

Editorial	Julie Macdonald	3
CYCT calendar Check the website for more details		4
Commodore's report	Val Nicholls	5
Vice Commodore's report	Mark Stephenson.....	6
Rear Commodore's report	David Bowker.....	7
Membership Officer's report	David Mitchell.....	8
New Member Directory from Nov 2020 – 2021		9
Women on Boats	Sue Powell.....	11
What's on my bookshelf	Sue Drummond.....	12
What's in a name?	Erika Shankley.....	12
Clean up cruise	Catrina Boon.....	13
Argos Rock	Alan Gluyas.....	14
Five Years Afloat	Scott & Rachel Poulter	15
Australia Day cruise, Dover	Richard Taylor	19
Beach washed art	Kate Johnstone	22
Nine glorious days in Port Davey	Chris Evenhuis	22
CYCT Moorings		28
General Meeting Minutes Tues 2nd February 2021		29
Members' Buy and Sell		31

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.



Once again we have a newsletter bursting at the seams with great reading. We have the second instalment of Five Years Afloat with Scott and Rachel Poulter, the first instalment of Chris and Rose's trip to the west coast and an article from Tony on anchor alarms. We also have the first of an ongoing series of quizzes which will test your knowledge of the Colregs, a book review and lots more.

We're all aware of the amount of fish farm debris that floats around our waterways and ends up wrapped around our propellers or on our otherwise pristine beaches. As a club we do what we can to warn other sailors of floating objects and we participate in clean up days - read Catrina's report about the recent successful weekend. But instead of taking this marine rubbish to the tip, one of our members has found a use for the smaller bits of flotsam that are easy to gather from our beaches. Rather than look at the negative side she has suggested using it to create artwork and objects displaying a variety of colours, fibres and textures. Now would be the time to start beachcombing to see what you can find so that you can start making your own original creations.

Are you someone who prefers to collect your copy of the Albatross from your letterbox not your inbox? If you are, then you miss out on seeing the photos at their best in full colour. Some of the photos our readers send in are sensational and need to be seen in colour. So when you receive your email to say that the Albatross is available online, follow the link and scroll through the pages to look at the photos even if you hold off to read the articles in the paper copy.

Thanks to all the contributors to this, the 499th issue of the Albatross.



Nautical sayings from TheYachtMarket.com

Log book - an official record book. An early way to measure a boat's progress through the sea was to throw overboard a wooden board or "log" with a string attached. The rate at which the string was paid out as the ship moved away from the log was measured by counting knots in the string. These measurements were recorded in a book, the "log book" and from here we also get "knot"- the unit of speed at sea

	CYCT CALENDAR Check the website for more details
<u>February</u>	
Sat 20 th – Fri 26 th	Norfolk Bay cruise 42.963S – 147.779E
<u>Feb/March</u>	
Sat Feb 27 th – Fri March 12 th	Extended East Coast cruise
<u>March</u>	
Tue 2 nd	General Meeting
Fri 5 th – Sun 7 th	Cygnet
Mon 8 th – Sat 20 th	Extended West coast cruise: Port Davey 43.1948S 145.5436E
Mon 15 th 5:45	Women on Boats
Tue 16 th	Committee meeting
<u>April</u>	
Fri 2 nd - Tue 6 th	Easter cruise: Bruny circumnavigation 43.22S – 147.17E
Tue 6 th	General meeting
Tue 20 th	Committee meeting
Fri 23 rd – Mon 26 th	ANZAC weekend: Dover/Port Esperance
<u>May</u>	
Tue 4 th	General meeting
Thu 13 th	Winter forum
Tue 18 th	Committee meeting

Commodore's report
Val Nicholls



What a month of blustery weather! Heading out on the Dover Cruise, was I alone in missing the link between the forecast of 10-15kts and the 35kts of wind pushing my startled lone staysail along at 7.7kts? Judging by the stories shared next day in Josephine and Tolly's lush garden haven, I don't think so! What is happening? It's noted that local weather pattern interpretation and prediction has moved out of Hobart ...and then there's the small print: "Wind gusts can be 40 per cent stronger than the forecast, and stronger still in squalls and thunderstorms. Maximum waves can be up to twice the forecast height." A

sobering reality and reminder. With that in mind, my favourite quote this month: *The pessimist complains about the wind, the optimist expects it to change, the realist adjusts the sails.* (William Arthur Ward)

It was a great pleasure to introduce and welcome Mark Stephenson as CYCT Vice Commodore at the February General Meeting. Mark brings experience, enthusiasm, and creative thinking to the CYCT Committee Team. His contribution has already increased the possibility and potential of our current and ongoing Cruising Calendar. Having said that, we must remember that all Cruises are conditional and reliant on the willingness of members putting their hand up to be a Contact. Don't forget, if there's a cruise you would like to add, just get in touch and nominate yourself as Contact!

Here we are in the prime of the summer sailing season and dreaming only of getting on the water for a few days or to cruise in company on one or more of the upcoming extended cruises detailed on our Calendar and elsewhere in the Albatross. However, as the days shorten our thoughts also turn to winter and with that the Technical Winter Forums. The Winter Forums present an especial opportunity to focus on boat related technical issues within the context of a relaxed learning environment led by presenters generous with their knowledge and experience. To make the best of this opportunity, now is the time to put forward suggestions of topics you would appreciate learning more about. Please contact Committee members Ian Barwick and Andrew Perkins.

Many thanks go to Catrina Boon for organising CYCT participation in the Clean Up Australia Cruise. One of the satisfactions, apart from having fun, developing friendships, enjoying chats and continuous informal learning about gear and anchorages etc, was an appreciation of how good it felt to participate in a community action that gives back to the land/sea scapes, flora, fauna and marine life that are so much part of what we relish as sailors. Catrina will provide the detail in her article, enough here to invite reflection, on a personal and club level, on the concept and responsibilities of environmental stewardship.

A Reminder: to meet our COVID responsibilities it is **essential** that you register both on line and on attendance for General Meetings. Enthusiastic anticipation for Ian Johnston's engaging presentation on all things anchors was such that pre-registration exceeded COVID capacity. Disappointing as this was for some, the online registration system alerted the need to cut numbers to meet our safety obligations. In similar vein, it is our club's legal responsibility to be able to

confidently account for attendance at meetings. So, when that clip board comes round, get your name on it please! If you come in late, find that clipboard! Bring your own pen if you prefer.

Over the next month or so, your CYCT Committee will revisit the outcomes and findings of the CYCT Strategic Planning Survey conducted in 2020 with a view to identifying priorities and strategies for the ongoing development and longevity of our club. We will keep you posted.

Fair winds and following seas.

Vice Commodore's report

Mark Stephenson



Greetings from on-board Crown Venture on a warm, calm summer's evening. Quite a rarity to want to sit on the foredeck at night, with stars glinting away and very clear reflections in the water. Sadly we are in the DSS marina, not anchored off a beautiful beach, and have sirens and trucks spoiling the peace and tranquility!

I had been reluctant to offer myself for the Vice Commodore position, as living in Devonport and a 4 hour trip each way for meetings discouraged me. Last year my partner Russell and I spent 121 nights aboard our boat and it occurred to me that with a bit of planning, and an understanding committee, I could make it happen. After a bit of encouragement from our Commodore I am happy to commit to the role.

My life has always been on boats, mainly yachts until a few years back when the cold Tassie winds encouraged us to move from the cockpit into a heated indoor helm. Our 30 years in Darwin ended with me co-ordinating a cruising group called the Stressbusters, with trips away over public holidays, longer cruises to National Parks, local events such as lamb on a spit for 50 people at an island in the harbour, and a wet season Titanic party in a pool with bags of ice thrown in to keep us cool. I do get a deal of satisfaction from arranging events, and hope that I can continue this, inspiring members to get out and about and join in.

Recent CYCT cruises have done that, with over 20 boats for the post Christmas/New Year cruise to Southport, and the weekend in Dover had similar numbers. Clean up Day prompted many to join in. The forthcoming Norfolk Bay and East Coast cruises have a dozen boats registered so far. These two are beautiful cruising grounds, protection from all directions never too far away, a great beach called Callum's Beach in Norfolk Bay, an un-named beach until our Westie Callum came along! There are wonderful landscapes in the Freycinet park and on Maria Island, and seeing these from the sea enhances the experience so much more.

We have been advised the Cygnet Regatta will not be going ahead as advertised due to Covid19 restrictions. Certainly difficult times for organisers these days. It is still possible to cruise to the area for the long weekend. Not too far to go, choice of anchorages in Cygnet, Copper Alley Bay, Deep Bay and Sandrock Bay to name a few, with protection from all directions available in

the large bay. The PCYC will still be holding races for their members so there will be some activity to watch while relaxing onboard.

This year is hopefully the year we can circumnavigate Bruny Island over the Easter weekend, 2 to 5 April. I succeeded 2 years ago and the scenery is spectacular. Do consider joining in with fellow members to cruise in company around a magnificent Tassie icon. Please register on our website for events, and also let me know if you are heading away somewhere else; there could be club members who would like to cruise in company.

The Donald Sutherland Memorial Navigation Cruise is planned for Saturday 17 April in Barnes Bay. Test your navigation and boating skills over a few hours in the afternoon, competing for some interesting prizes. Expect an outstanding theme for the get together afterwards.

And lastly, don't forget when you pick up a club mooring, **text the Vice Commodore** that you are using it, before you forget.

Fair winds !

Rear Commodore's report

David Bowker



It was really great to get back to having our General Meeting after the Christmas break. Ian Johnston led us off with a marvellous talk on the intricacies of anchors and anchoring. Our March presenter is Chris Short who was scheduled to present at our November meeting but did not make it. He is going to talk about South West Tasmania where you can put your new anchoring skills, which you learnt in the last meeting, to good use.

Please remember to let me know if you come across any interesting characters who would make a good presenter for the General Meeting.

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are still limited and they seem to be popular meetings. RYCT are offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 6:00pm.

Membership Officer's report**David Mitchell**

In respect of membership matters, there isn't a lot of news at this time, beyond welcoming Geoff Hooke to the club and as well noting that recently we received an application to join the club from Steve and Lynne Logan. Welcome.

I am slowly catching up on a number of matters re membership cards for some of our recent new members, and for a few others who needed an updated card. Bear with me as I get this sorted out with our printer. For those who haven't yet received your cards please catch up with me at a club meeting, for I have many new cards ready waiting to be collected. It really would help me if members would take their cards with them, rather than leaving it to me on the night – I seem to have such a vast number of member cards in bags and holders. By the way, I also have plenty of the plastic holders so again if you need one see me at the next meeting – I will bring them with me.

On a completely different note, it was so good to get out on the river over the weekend of 7-8th of Feb on *Rubicon* with Mike, Rosa and Col for the AWBF Parade of Sail. What a terrific fleet of historic/wooden boats we have here in Tasmania. From the smallest of boats to the classic wooden sloops and ketches to the glorious racing boats of the past including the magnificent Gretel II. What a treat to see her in full sail slicing through the silvery waters of the Derwent on Sunday. Sunday night saw Lew and Lizzie join us at the waterfront to go and watch the Hobart Regatta fireworks while we were anchored off the Regatta grounds. A first for me to see and hear the thunder and lightning, colours and sparkles from the water. Having moored on the public marina berth at the waterfront overnight, we had a spirited sail on Monday morning with a nice beam/broad reach on a 10-20kt NW back towards Kettering. Alas this changed to a southerly as we reached Kingston and thereafter, precipitating the use of the iron sail. Many thanks to Mike and Rosa for their hospitality aboard *Rubicon*.

One of our readers mentioned that he would like to see "Birds' Eye View", a regular column from the past, reinstated.

If you see or hear a snippet for this column please send it to the editor ... it might or might not make the final cut!

Here's something to get us started:

Our spy was out on the water for the Hobart Regatta when he noticed Commodore Val out on her boat, proudly flying her burgee - upside down! He rang her up on his mobile to ask if she was "in distress".. Whoops! she said, rushing to reset the burgee before anyone else noticed!

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.

Steve and Lynne Logan *Torn the Page*

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.

Geoffrey Hooke *Freebooter*

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
<i>Freebooter</i>	Geoffrey Hooke	

What if?

You are offshore enjoying a delightful afternoon sail. You are approximately 2 days away from landfall, with a favoured forecast for most of the week. A crew member goes below to pass up drinks for the entire crew seated in the cockpit. A clatter and thumping reveals the crew member has missed his footing and fallen heavily onto the galley. What if, as you rush below, you see he is unable to move and he's complaining in a weak hoarse voice of acute chest pain?

Introducing Geoffrey Hooke.

I have been sailing since 2004 when I bought an old 14' Wayfarer dinghy in Abu Dhabi and taught myself to sail from a book bought at the Marina Mall

Since then I have owned a 21' wooden gaff-rigged trailer sailor (2005-2012 – pictured below) and a Northshore 27 (2012-2017) before acquiring Our Tommy, nee Freebooter, in 2019. I sailed her down to Tasmania in early 2020 and plan to explore the waters there for a few years before, with luck, cruising up the Whitsundays.

More information can be found on Geoff's website - <http://www.thisroughmagic.co/welcome/>



Freebooter



Here are a few questions to test your memory, or dig out Tassie's Boatwise Buddy for some assistance.

1. What does a fixed blue light usually represent?
2. A flag with a vertical red and white stripe means ?
3. 3 long blasts from a ship's horn indicates movement in which direction?
4. What distance should you keep abeam of whales ?
5. List the times Tas Maritime Radio announce on Channel 16 that they are about to broadcast weather skeds.
6. Two vessels close to each other, each with a vertical diamond shape displayed indicates what is between them ?

Women on Boats – fishing in our local cruising grounds

Sue Powell

Our first WOB meeting for the year 2021 was held at the RYCT at the new time of 5.45pm until 7.15pm. Hopefully this slight time change will allow our working girls a little extra time to arrive, order their particular poison and relax before the curtain up time of our evening.

Our guest speaker was a well-known member of the CYCT, Tolly Jarworsky ably assisted by his wife Josephine. His topic of fishing in our local cruising grounds drew much attention from partners, but they were told they could only attend our meeting if they wore a dress and promptly declined. (Note: Tolly, be prepared for a request to repeat your talk at a general meeting of the Club).

Tolly started his session by emphasising the dangerous fish we are likely to hook and how to handle them. Beware of the Gurnard Perch: its spikes are pain inflicting weapons and the small fillets are not worth the excruciating pain if spiked while handling so cut the line, waste a hook and retie your rig, was Tolly's advice.

We learned about fishing rigs, rods, reels line, hooks and sinkers and then there are lures. Tolly produced boxes containing his most favoured, successful lures. Of course, there are lures for all types of fishing and we saw examples which ranged in price from a few dollars to \$15 and more each. We have to spend our money wisely and Tolly explained the reasons for choosing more \$\$\$ spent and where compared to the cheaper versions found in \$2 type stores. As the lures were introduced the type of fish they would attract and the locations where to use them were explained. It was a relief for some to understand we did not need to have stinking bait aboard our boats and I am sure plastic wiggly 'thingamyjigs' will be purchased and stored in our boat lockers.

The rods were small and very light made of carbon fibre these days. The fact that they become great lightening conductors is burned in my brain through Tolly's animated tale of fishing with his mates in a tinny during a storm.

Like all things boating, the importance of fishing gear maintenance was discussed and the advice about never putting used lures back in our tackle boxes without time spent on maintenance was emphasised. Salt is the enemy and washing in fresh water and lubrication for reels is essential before stowing.

Our speaker was a mine of information and his knowledge of fishing was evident from his enthusiasm for the topic. All too soon it was time to draw the meeting to a close and it was with some difficulty I had to remind everyone the club was closing and we needed to vacate the premises.

Our evening concluded with quite a gathering for dinner at the Prince of Wales in Battery Point.

Our March meeting will be held at the RYCT on the 15th commencing at 5.45pm.

Good Luck with another B Knot – Bowlines and Blood Knots

What's on my bookshelf**Sue Drummond***Just me at sea* by Jaqueline Hope

I met Jaqui through a mutual friend who encouraged us to take up rock and roll dancing. She had just returned from her 3 year solo circumnavigation in a Contessa 32 and was writing her book so as soon as it was published, I nabbed a copy.

I found it a gripping read. She describes the physical and mental challenges of solo sailing well. She crossed the Indian Ocean with a failing rig and had to juggle small fuel supply and fluky winds in the doldrums. There were romantic attachment which threatened to derail her trip.

I feel that it is a sailors' book as I think it might be hard to decipher the sailing terms and weather issues for a non nautical person. It is definitely a must read for any solo passage maker and is full of troubleshooting examples that any cruising yachtsperson would value.

Jaqui has been lately successfully treated for cancer and I think if you want to obtain the book it might be best to email the publisher (eQuil Books, equilbooks@fastmail.fm)

What's in a name?**Erika Shankley**

In February 1989, Albatross 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"¹ One could probably forgive his error - charts must have been pretty rudimentary at that time.

Answers to the quiz:

1. Jetty or wharf
2. Pilot onboard
3. Astern
4. 100 metres
5. 0745, 1345 and 1733 hours
6. A tow rope

¹ www.placenames.tas.gov.au

Clean up cruise
Catrina Boon

We had a total of 15 boats attending this cruise. *Aziza, Briubi5, Cantabria, Dalliance, Duet, Easting Down, Elsie, Huon Mistress, Juliet, Phase III, Solemer, Storm Fisher, Trim, Wanderer III* and *Julene*. Not to mention Joanne Naylor who lives in Barnes Bay and although she could not attend by boat drove to the head of Simpsons bay and worked her magic there.



We met on the shore at Aikens point on Friday night for a briefing and socialising. As there were quite a few boats we decided to pool resources and crews worked together on some of the boats. The next morning the boats took off at 9.30 with their various crew and spent the bulk of the day combing the shorelines for rubbish. *Birubi5* had the crew from *Dalliance, Juliet* and *Aziza* aboard and covered the right side of Missionary Bay. *Easting Down* had the crew from *Duet* and *Cantabria* aboard and covered the left

side of Missionary Bay and Stockyard Point. *Storm Fisher* had the crew from *Trim* aboard and covered Little Fancy Bay, *Huon Mistress* had the crew from *Elsie* aboard and they covered Ford Bay, *Wanderer III* had the crew of *Solemer* aboard and they covered Fancy Bay, *Phase III* took Max the dog and covered Simpsons Point. Ian arrived on Saturday morning and dropped anchor at Aikens point, jumped in his dinghy and set off along the shore line to see what he could find. Joanne covered a section of the beach near at the head of the Simpsons Bay.

All boats were given a scavenger list to try and find on the way and a prize was awarded for the most interesting object found on the day. Andrew and Judy Boon found a yellow cross - a navigation special mark - and collected the prize which was a small basket made with a bit of repurposed rope. Ian Johnson got the runner up prize with his find of an almost complete picnic set and a wheel. *Storm Fisher* got an award for their effort but the best effort of the day went to Joanne. Joanne spent 6 hours on her own during which she collected 38 oyster floats, (big black plastic containers),

4 oyster growing cages, 1 bag full of glass bottles and bits, a large section of rope, a scuba head over and a small toy bus. As she could only carry 4 of the floats at a time she did several trips back to her 2 stash piles. An amazing effort rewarded with a bottle of port donated by John McClea.



Simpson's boat ramp



Junior Boon with sea urchin shells

Our collected effort in the bay was deposited at the end of Simpsons Point for collection by Kingborough council (thanks to Richard and Shona).

We finished off Saturday with a BBQ on the shore of Aiken Point and a presentation. Owen, our 3 year old junior crew, proudly showed everyone his collection of sea urchin shells and crab shells.

From my observation having taken part in a clean-up several years ago, there seemed to be much less rubbish around the bay, certainly not as much rope, with the exception of the area that Joanne covered. All in all a productive and enjoyable weekend.

This was a registered Clean up Australia event.



Argos Rock

Alan Gluyas

For those who don't know, Argos and I have joined the Tasmanian "Find Your Own Rock" club, by making contact with a reef in the channel, between Simpsons Point and Sheepwash Bay (opposite Three Hutt Point).

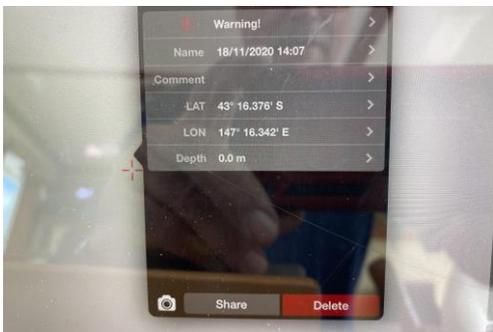
Unlike Tony in Westwind, we found our rock very gently drifting at about 1/2 a knot with the current while fishing and suffered minor damage to the lead keel sole plate and one of our roll chocks. The damage to the skippers credibility was much worse.

There was around 1.7 mtrs of water over the rock toward the bottom of the tide. Unfortunately we draw 1.8 mtrs!

Argos Rock appears to be a rocky mound at the end of a rocky ridge approx 150 mtrs off the shoreline. The water around is approx. 12 mtrs and we found around 8 mtrs over the rocky ridge toward the shore..

To keep the membership of the "Find Your Own Rock Club" at manageable levels, I have attached a photo of our plotter with the lat and long.

I dived on the rock a couple of weeks later and can report it is inhabited by only small crayfish.



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. Included in February's edition was **Part 1: 2020, South Australia, Tasmania, NSW and Queensland. COVID and La Nina.** Now:

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

In December 2018 after an enjoyable week in Eden waiting for a weather window to cross the Strait we headed for the stunning Killiecrankie Bay on the north west coast of Flinders Island. As we approached the bay, we received a call on VHF from a friendly local inviting us to pick up his mooring. We enjoyed a great night's sleep after our passage and a lovely walk on the beach in the morning. We continued on the next day to the beautiful sandy point on the eastern side of Badger

Island. The Furneaux Group is one of our favourite cruising grounds: challenging with strong tides, corner winds (strong and variable) and difficult anchoring. Rewarding with rustic mountains, brilliant white sandy beaches, beautiful rock formations and many anchorages.

With a light westerly we had a fast passage through Banks Strait and down the coast to anchor in the Bay of Fires. The following day we continued south to Bryans bay on the glorious Freycinet Peninsula.



Figure 1 - Smoky Hobart, January 2019.

With a plethora of anchorages available to suit most weather conditions, good holding, and always one within reasonable proximity, the cruising areas from Wineglass Bay on Freycinet Peninsula to Recherche Bay in the far SE, is one of the greatest all-weather cruising areas in Australia. We continued south via Mayfield Bay, Orford, Maria Island, Stewarts Bay & Safety Cove in Port Arthur, Nubeena, Lime Bay, Lagoon Beach, Howrah Beach and then RYCT for Christmas.

We saw in the new year at Lodge Bay, surrounded by the CYCT fleet. A great night was had by all and we were inspired to re-join CYCT as we were spending more and more time back in our home state. After a few weeks in the channel and back to Port Arthur it was time to meet up with some cruising friends and head to Port Davey.

Our passage around the south coast to Port Davey was shrouded in a thick blanket of smoke from the terrible bush fires, limiting visibility to less than a mile. We arrived at Bramble Cove with sufficient time to climb the ridge leading to Mount Milner and enjoy a magnificent, although somewhat smoky, panorama of Port Davey, the Entrance Islands and Bathurst Channel. Schooner Cove the next day and a walk up the ridge for a view to Spain Bay, then through the channel to Claytons Corner and a walk up Mount Beatie. We took shelter behind Kings Point for three days



Figure 2 - Claytons Corner from Mount Beatie

of wind and rain peaking at 40 knots on the first day. A great anchorage with sea room, a good anchor, lots of chain, a good book and everything was fine.

After a lovely sail around Bathurst Harbour looking in awe at the stunning mountain ranges, we made our way back out through Bathurst Channel to Schooner Cove in preparation for heading up the West Coast. That evening Rachel began to experience severe stomach pain. By first light on Thursday, with no improvement, I

enlisted some assistance from friends and we headed back to Claytons Corner. I made Tas Maritime Radio aware of our situation and they liaised with Par Avion, whose flight was delayed due to smoke, ensured a seat was available, confirmed revised timing and were ready to activate emergency services if I requested. Rachel arrived in Hobart on Thursday Afternoon on the par Avion flight and was taken by my sister directly to emergency at the Royal. On Friday evening Rachel went into emergency stomach surgery where 30cm of twisted & blocked bowel was removed and repaired.

We were very, very lucky. Had this happened 18 months sooner when we were cruising through Vanuatu, the outcome may well have been very different. Our plans to return to the Pacific this winter season were shelved in favour of coastal cruising. A big thankyou to Tas Maritime Radio and to Chloe from *Believe* who helped me sail *Gradiva* back to Hobart as the weather allowed, arriving on the Sunday.

Rachel made a speedy recovery and we were back in Port Davey by late February, linking up with three yachts who we first met on our trip to New Caledonia and Vanuatu. This time we had excellent weather and anchored in Paine Bay. The following morning, we had a fantastic dinghy run up the Davey River with stunning reflections and the magnificent cliffs of the first gorge. We



Figure 3 - Hibbs Pyramid

then explored Bond Bay, Spain Bay and Bramble cove. We had a dinghy ride around Breaksea Islands before leaving the others and continuing our circumnavigation.

New coastline is always exciting and Tassie's West Coast is stunning. Light easterly breezes allowed us to day sail the entire coast. First stop was the impressive Hibbs Pyramid, providing an excellent anchorage, a safe beach landing and a very

friendly seal colony. Next stop was Macquarie Harbour after negotiating Hell's Gates. We quickly headed down to Kelly Basin with views of Frenchmans Cap and then up the magnificent Gordon River to Warners Landing. We enjoyed an impromptu BBQ with the first of the VDLC Fleet at Sir Johns Falls jetty, a great bush walk and a stunning dinghy ride through the gorge to Pyramid Island and the Franklin river junction. As we headed back down the river, we passed 12 more of the VDLC Fleet heading up river to a now very crowded St Johns Falls and Warners Landing. One of the last yachts heading up was *Time Bandit* who promptly turned around and followed us into Birchs Inlet. We first met the crew of *Time Bandit* at Lolong on Pentecost Island in Vanuatu, 8 years into their circumnavigation. We explored the Birchs creek by dinghy and found the old Orange Bellied Parrot camp. We then enjoyed a tour of Sarah Island before making our way up to Strahan.



Figure 4 Warners Landing, Gordon River

At Strahan we refuelled, reprovisioned, walked and enjoyed the show "The Ship That Never Was". Our next weather window had arrived and we headed out of the harbour to a good anchorage at Pilot Bay. Next stop was Sandy Cape where we tucked in safely behind the point (Venables Corner) and listened to the surf crashing onto the magnificent Sandy Cape beach. Ann Bay at Marrawah provided reasonable shelter the following night. The Hunter Passage was challenging in good conditions with the confluence of swell, current, wind, islands and rocks keeping us vigilant with Bear Bay and Coulomb Bay on Three Hummock Island providing a welcome anchorage. We stopped at Cable Point, west of Stanley and Sisters beach before making our way back into the Tamar by the end of March.



Figure 5 Refuge Cove, Wilsons Promontory

Early in April, with a lively south westerly blowing, we headed for Refuge Cove on Wilsons Promontory. We enjoyed the excellent anchorage, beautiful beaches and fantastic coastal bushwalks. Approaching Lakes Entrance we were nervous, a dangerous coastal bar and a shallow waterway awaited! What we found was the best managed bar and waterway in Australia. The bar is dredged, sounded, there is a wave buoy, tidal flow rate prediction, actual flow rate, two web cameras, monthly soundings of the waterway, free 2 hour and 48 hour jetties in front of most towns and beaches and all of this presented on the website / app showing your real time position. Wow! Some of our favourite spots were Flagstaff Jetty, just inside the entrance, Bancroft Bay, Metung, Paynesville, and Duck Arm. *Gradiva* draws 2.15m and we had no

trouble navigating these areas. In late April 2019 we arrived in Eden crossing our south-bound track from December 2018, and completing our first circumnavigation of Tasmania.

From Eden we made our way north with the weather, arriving at RQYS Brisbane in mid-May. We hauled out in Bundaberg in June and by late July we were enjoying the lovely warm weather and fantastic reefs offshore from Cairns.

In Late August we started to slowly make our way south, focussing on the reefs offshore from Dunk, Hinchbrook, Orpheous and Magnetic Islands including Beaver Reef, Walker Reef, Bramble Reef, John Brewer Reef and Lodestone Reef. By mid-September we were back in the Whitsundays with much nicer weather than July and a visit from our daughter. We made a quick trip south to Brisbane stopping at some of our favourite spots before arriving in a stormy Brisbane at the end of October.

A broken strand hastened the replacement of the standing rigging in Brisbane before heading south to Tassie for Christmas. On the NSW coast we enjoyed good northerlies, survived a few

afternoon storms and met some lovely cruisers on the fleet of yachts anchored in East Boyd Bay near Eden, all waiting for a weather widow.

We chose an overnight run of 140 nm to Lakes Entrance and then enjoyed another nine days in the Gippsland Lakes, sailing west as far as Locksport. On the 18th of December we arrived at the Tamar Yacht club after a 206 nm run from Lakes Entrance. It was now time to enjoy Christmas with family.



Figure 6 Flagstaff Jetty, Lakes Entrance.

Once again, to keep Part 2 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. Next up:

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**



What if Some Points for Consideration...

What immediate assistance should be offered – provided? How can his condition be assessed? What could be the likely conditions? Broken ribs which, might have punctured his lung, a heart attack, broken or dislocated limbs. What type of emergency is this? Will you call for assistance? How will assistance be sought – May Day or Pan Pan or a call to any vessels nearby? If a medical evacuation is advised by Shorebased authorities, what response could you expect and what actions might be required of you and your crew?

Should you conduct a review of hazards onboard?

Review First Aid equipment on board and reference literature?



Australia Day cruise, Dover
Richard & Shona Taylor

This cruise was a popular event. In fact we had 23 yachts registered and attend.

We were planning to meet some of the Port Esperance sailing club members for a BBQ at their temporary premises on the Friday night.

The forecasts for the weekend were for relatively light winds and clear skies but it became quite obvious on the Friday that we were in for a big change. We left Kettering around midday to face a strong 35 knot plus sou/ wester. Many of our other members who had already left were taking shelter along the way. Many decided to stay put in their safe anchorage and start again next morning.

When we arrived in Dover around 2.00pm on Friday we dropped our anchor off the beach near the PESC . The wind was still piping from the s/west that prevented us from going ashore; the light north/ east wind forecast was nowhere to be seen.

Alongside we had *Solquest*, who enjoyed a great sail down, *Honeywind* , and very briefly *Argos* who made a quick exit when seeing our anchor chain angle !!!!

After some discussion we departed and sought shelter on the mooring of Tolly and Josephine , located right in front of their house.

Next morning the weather had improved so that our planned excursion up the Esperance river could take place. Things were looking better.

With boats moored in various ideal locations around the bay it became obvious that this event was going to be a success.

Attending were, *Argos*, *Azziza*, *Brambletye*, *Crown Venture*, *Dianne Johnson*, *Easting Down*, *Galadriel*, *Huon Belle*, *Honeywind*, *Intrepid*, *Irish Mist*, *Lemaris*, *Pandora*, *Seaca*, *Snug*, *Solquest*, *Storm Boy*, *Storm fisher*, *Trim*, *Vivante*, *Westerly*, *WestWind*, and *Willyama*.

The Saturday morning dinghy trip up to the shallows of the Esperance river was truly delightful.

With Tolly Jaworski as our cruise leader we navigated the shallow waters with great confidence, warm weather and clear skies.

Some great photos are included in this article.

The afternoon event was a BBQ at the lovely beachside residence of Tolly and Josephine right on the beachfront of Dover. Most arrived by boat from the Rabbit Island side , with some of the fleet anchored off the beach right at the front.

It was an impressive sight for the locals who then realised that our hosts must have been very important people to have had so many visitors at once.

We all had a glorious afternoon. Our hosts had prepared their oasis in readiness for our onslaught with no stone left unturned . We were lucky enough to enjoy some light music from our in-house musicians to top off the day. We also enjoyed the roast potatoes and fresh ice cream supplied by our hosts.

I am sure that this event will be on our future calendars.

Sunday morning was a slow start - Dinah and Alan made sure of that!!

Being a long weekend we had planned to have an overnight stop somewhere up the Channel to help the Hobart contingent with a shorter trip home the next day,

Snake Island was selected as light n/ easters were forecast. We should not have been conned into this false sense of security from the forecasters after the last bad experience on the previous Friday.

After twelve boats arrived at the peaceful Snake island bay and were preparing to come ashore for a late afternoon catchup we noticed an ominous black line of cloud moving towards us at around Middleton. With some brief and precise notifications to all boats we up anchored and hightailed it out again in record time. We were all out in less than five minutes.

The s/ west front hit very quickly but we all up anchored in record time and got out safely.

It must have looked like a Dunkirk evacuation to any observer.

We met a resident of Snake Bay a few days later who told us that she had witnessed the event and she was very impressed with the evacuation. She said she thought it must have been a military training exercise!

The destination selected was the peaceful Apollo Bay. Ashore we went and swapped stories on our armada and enjoyed a lovely BBQ evening complete with entertainment from our resident young flame thrower, Max

from Serenade.

Home next day.

Richard and Shona

Easting Down





Beach washed art**Kate Johnstone**

At the end of last year while Damian and I were rekindling our love for Flinders Island we walked into a little gallery in Whitemark to see what treasures we'd discover. There was an interesting and imaginative exhibition of art work built from beach washed bits and pieces collected on an organised rubbish pick up beach walk.

In the exhibition there were sculptures, weavings, mandalas, mosaics and pictures. I bought a little basket made out of green and orange rope woven together with strong thread and decorated around the rim with shells which I gave to my grand daughter for her birthday.

As seafarers and beach walkers we are always aware of beached washed rubbish so I thought the creative members of our club could do the same and exhibit their work later in the year.

A project for those hours spent riding out bad weather and unable to go ashore perhaps.



Nine glorious days in Port Davey & Bathurst Harbour**Chris Evenhuis**

This series of articles describes the Evenhuis' cruise to Port Davey in words and pictures. To get the most from the photos I suggest you look at them online. – Ed

We left Cockle Creek for Port Davey on December 30 at 4.30 am in calm conditions and managed to get into kelp just near the southern entrance to Recherche Bay. The kelp extends for a couple of hundred metres out from the shore and was not easy to spot in the dim conditions. The trip around the coast was in light winds 5-10 knots from the west with 0.5 - 1 m swells. Shortly after dawn, we were graced with a large pod of dolphins who came from multiple directions to frolic in our bow wave.



We motor-sailed east of De Witt Island and around the Maatsuyker group as this was the first time we had been in the area and were keen to see the sights. It soon became obvious how Flat Top and Round Top Islands got their names and it was interesting to see the lighthouse on Maatsuyker Island and the homes occupied by the keeper.



Conditions remained relatively calm as we rounded Southwest Cape and headed north up the coast.



The overcast conditions didn't do justice to the rugged beauty of the south-west. Occasionally an albatross would glide effortlessly past skimming over the tops of the waves. After 9 hours at sea the sight of Big Caroline in the distance was most welcome. I hadn't seen it in more than forty years since I first joined a sailing trip to Port Davey crewing for Alan Johnson on his Cavalier 26.



The light westerly winds made for a pleasant sail up the coast and an easy entrance via the southern passage between the Shanks and Breaksea Islands. Having motor-sailed 70.00 nautical miles and spent 11 h getting there it was with great pleasure that we anchored behind Turnbull Island in Bramble Cove. Three other vessels joined us later in the afternoon. Mt Misery dominated the scene and it was fun to circumnavigate Turnbull Island rowing our tender. The variety of seaweed was impressive.



New Year's Eve saw us anchored in Bond Bay where it was hard to locate sufficient depth of water to anchor safely and allow for tidal variations anywhere close to the beach. We motored the rubber dinghy towards the Davey River and caught a wave over the bar. It took us three hours to reach the Davey Gorge as the 3 hp outboard would only push us along at a maximum of 5 knots, but it was well worth the effort. The Davey River has a large population of black swans which were magnificent in flight and as they took off running across the surface of the water.

We reached the gorge itself having refilled the petrol tank twice. The whole journey used about 9 L of two stroke, almost half of the supply of fuel that we had brought with us for 3 weeks. After the noise of the outboard, the tranquillity of the gorge made one want to speak in a hushed voice. The gorge quickly narrows to just a few metres wide and the steep walls on either side are awe inspiring. Further up the gorge there was a small rapid that we managed to pull the dinghy up to for a delightful lunch spot.





After a snack we rowed as far as we could up the gorge until the current became too strong to negotiate.





We returned to Bond Bay uneventfully and had a pleasurable walk along the deserted beach and were impressed by the size of Kelly's Basin.





We returned to Bathurst Harbour and anchored in Ila Bay in preparation for our New Year's Day attempt at climbing Mt Rugby from the western slopes. The i-boating app that I downloaded on my phone has a tracking function that allowed us to see our progress. It was difficult going and having reached 450 m after way too much scrub bashing and finding a deep valley between us and the next ridge we decided to call it quits. The 7 hours of tough walking weren't totally in vain as the views were breath-taking but we returned to our craft with numerous scratches and bruises from the bush bashing.



To be continued next month



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.

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.

General Meeting Minutes Tues 2nd February 2021

1. Opening

The Commodore Val Nicholls opened the meeting at 7:30pm

2. Attendees and Apologies

Signing of the attendance sheet

- Apologies in advance Paul and Allison Peacock
- Any other apologies
 - Chris Bowie
 - Rosemary and Paul Kerrison
 - Jean-Pierre and Mireille Corgnet
 - Eva and Duncan McKenzie

- Any guests to be introduced
 - Anna and Adam Lancaster
 - Brian and Sue Drummond
 - Allan Haddow

3. Guest Speaker

The Rear Commodore introduced the Guest Speaker – Ian Johnston who presented useful hints on anchoring with anecdotes about adventures at sea and lessons learned from anchoring in unusual situations.

4. Minutes of the last General Meeting (1 December 2020)

Motion: That the minutes of the General Meeting held on 1 December 2020, as published in the Albatross, be signed as a true and accurate record of the meeting.

Proposed by: Alan Braddock

Seconded by: David Mitchell

Carried

5. Business arising from Minutes

There was no business arising from the minutes.

6. Introduction of New Members and presentation of Burgee

The Commodore welcomed two new members, Jonathan Ross and Nathalie Amey and presented them with a burgee and other documents. They have extensive sailing experience in several countries and now live on Bruny Island.

7. Treasurer's Report

This report was not available as Treasurer is an apology.

8. Vice Commodore

Mark Stephenson has been appointed as the Vice Commodore. In his short speech he:

- Noted that he was a keen organiser;
- Thanked Tony Peach for his excellent work as the previous Vice Commodore;
- Noted the Clean Up Australia day cruise;
- Flagged potential changes to the Cygnet Regatta;
- Asked members to let him know who was using club moorings so that we have some data on their value.

9. Rear Commodore's Report

Report as published in the *Albatross*. David advised that next month's speaker was Chris Short who will be presenting "South West Anchorages Least Visited."

10. Commodore's Report

Report as published in the *Albatross*.

The Commodore highlighted the successful meetings at Tolly and Josephine's house in Dover and at Alan and Dinah's house.

She also advertised the Port Davey regatta on March 13th.

Information was sought from the membership on the origin of the name Winnies Rocks on Bruny Island. Ian Barwick provided the meeting with information on the origin of the name.

11. Women on Boats

Report as published in the *Albatross*.

12. Editor

Report as published in the *Albatross*.

Julie asked for more book reviews for inclusion in the *Albatross* and highlighted preparations for the 500th edition of the *Albatross* in April.

She also apologised as Kim Brewer was omitted from the list of life members in the most recent edition of the *Albatross*.

13. Membership Officer

Report as published in the *Albatross*.

14. Winter/Technical Forum

Ian Barwick and Andrew Perkins reported that nothing had been organised yet and they were interested in hearing from members on any topic of interest.

15. Other Business

It was noted that John Sanders had just completed his 11th circumnavigation of the earth at the age of 81.

There was no other business.

16. Next Meeting

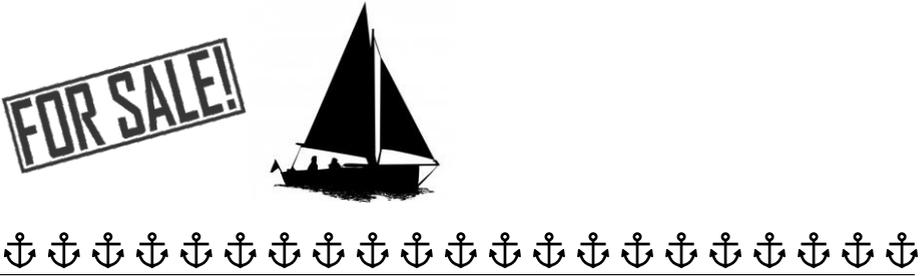
Tuesday 2 March 2021 7:30pm at the RYCT

17. Close

The meeting closed at 9:05pm

Members' Buy and Sell

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





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
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

ABLEMARINE SHIPWRIGHTS



ABLE MARINE Shipwrights

Servicing the Kettering waterfront with excellent service for over 25 years.





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

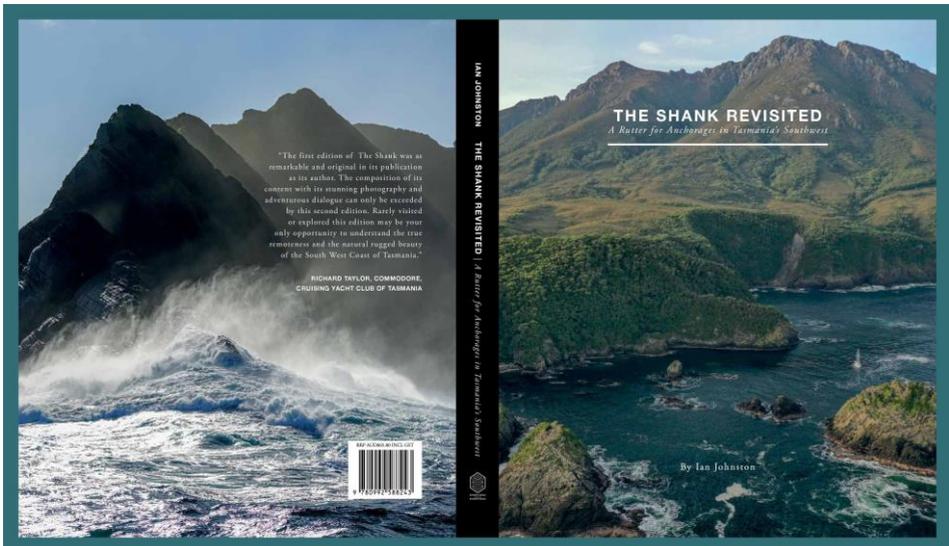


For bookings or more information

62674418

7 Ferry Road

Kettering



Books at a discount price (\$55) are available from Elizabeth Helm, or book stores and locally owned chandleries (\$65)



COMPETITIVE
BERTHING RATES

UP TO 50% LESS

www.princeofwalesbaymarina.com.au



0400 927 510

powmarina@gmail.com

20 Bender Drive, Derwent Park, Tasmania 7009



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

SEALINK
Bruny Island

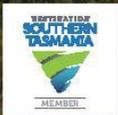
Your Link to Adventure.

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





Challenger 36 "Cleo"

\$74,950

The Challenger 36, Australian designed and built has a well-earned reputation as a comfortable, sea-kindly cruiser. These sought after cruisers are efficient under sail and under motor. "Cleo" is set up for short-handed cruising with a Leisurefurl in-boom furling main, furling headsail and electric halyard winch. She has undergone a major refit including...

- *Hull re-paint
 - *New standing rigging
 - *Electrics/electronics update
 - *New anchor winch and ground tackle etc.
- The 3YM30 Yanmar engine has only done 864 hours and a new sail-drive was installed in late 2015.

The work has been done and the money spent, "Cleo" is ready for you to step aboard and go cruising.



- Leisurefurl in-boom furling main
- 30hp Yanmar diesel (NEW saildrive 2015)
- Construction: Fibreglass
- Standing rigging replaced in 2018
- Sleeps 5

www.boatsalestas.com.au

03 62248288

'Muir's Boat Yard' 44 Napoleon St, Battery Point

Paul Nanscawen 0418385866

