

Albatross

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500th issue

ALBATROSS



THE NEWSLETTER OF THE

*Vol. 1.
No. 1.*

Newsletter of the
Cruising Yacht Club of Tasmania

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

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| | | |
|---|---------------------|----------------------|
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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: The original cover of the *Albatross*.

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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.



This month we celebrate the 500th issue of the Albatross. Over the 45 years of the club there have been 24 editors, all bringing their own style and perspective. Erika has written a wonderful article about the history of our newsletter, highlighting contributions from the many contributors and editors. She has also supplied a wonderful variety of photos that reflect the range of cruises and activities that club members have been involved in over the years. Thank you, Erika.

It was brought to my attention by an eagle-eyed reader that the wrong answer was given to March Albatross Quiz question 3 (3 long blasts from a ship's horn indicate movement in which direction?). Our reader says: "The answer is in fact "I'm operating engines astern (stopping, slowing or reversing)". This is very different from the answer given on Page 12 "movement in reverse". It's a favourite question that examiners use in tests such as Day Skipper".

We recently enjoyed participating in the extended east coast trip where at one stage we found ourselves in Orford, sheltering from westerly winds for several days. If you ever find yourself in a similar situation, I can recommend this anchorage as a good place to wait for the weather to improve. At Shelley beach there are two MaST moorings and dinghy access to a small jetty enabling you to go ashore without getting your feet wet. From there you can turn east to find a delightful cliff top walk to Spring Beach or follow the path west to get to the shops – supermarket, Post Office and cafes – near the bridge. On the north side of the bridge turn left to follow the walk to convict ruins or turn right to walk along the river path or the road to get to the hotel/bottle shop and great little fish'n' chip shop. You can also anchor off Millington's beach which proved to have good holding for us in up to 35 knots of westerly wind.

I hope you enjoy the great variety of articles and photos in this special, bumper, 500th issue of your Albatross.



Nautical sayings from owlcation.com

Batten down the hatches - This idiom is believed to have its roots in the sailing practice of securing a ship's hatchways to prepare for bad weather. These hatchways were usually covered by a grille or left open to allow fresh air circulation. However, when bad weather threatened, the crew would cover these openings with tarpaulins and fasten them in place with wooden battens.

| CYCT CALENDAR Check the website for more details | |
|--|--|
| <u>April</u> | |
| Fri 2 nd - Tue 6 th | Easter cruise: Bruny circumnavigation 43.22S – 147.17E |
| Tue 6 th | General meeting |
| Sat 17 th | Donald Sutherland Navigation Rally, Barnes Bay |
| Sun 18 th | Club picnic lunch, Barnes Bay |
| Mon 19 th | Women on boats |
| Tue 20 th | Committee meeting |
| Fri 23 rd – Mon 26 th | ANZAC weekend: Dover/Port Esperance |
| <u>May</u> | |
| Sat 1 st - Sun 2 nd | Women on boats weekend cruise |
| Tue 4 th | General meeting |
| Thu 13 th | Winter forum |
| Mon 17 th | Women on boats |
| Tue 18 th | Committee meeting |
| Sat 22 nd | Norfolk Bay weekend cruise |
| Mon 24 th | Tasman Peninsula circumnavigation |

Commodore's report
Val Nicholls



The stand-out characteristic of the Albatross is an enormous wingspan of anything between 2.5 to 3.5 m that enables it to glide above oceans for hours without rest or flapping of wings. Like its namesake, our CYCT Albatross has cause to celebrate its proven capacity to stay aloft, aloft for all of 500 editions and still going strong. For us, hot air simply would not have gotten us off the ground. Our magazine flies on the energies of its editors, contributors, printers, distributors and the engagement and enthusiasm of its member readership. A key finding of our recent Strategic Planning Review was that many members identified the Albatross as critical to keeping our club together and informed during the most strenuous parts of COVID-19 lockdown. We can and should be proud of that. Thanks go to Editor Julie for putting together this especial edition to inform, inspire and entertain with articles and photographs documenting something of our journey so far.

Some like to cruise alone, some prefer small groups and others enjoy the flotilla! Recent multiday cruises to Norfolk Bay and the up the East Coast attracted a small fleet of enthusiastic sailors. Thank you, Allison and Paul. I will leave cruise contacts to write up the details and stories. It is heartening to see that level of participation and it might be easy to suggest by contrast, that the Port Davey Cruise with only 3 registered boats and no Cruise Contact, was somehow not successful. As one of the 3 boats registered, I beg to differ.

As a novice to the P.D. cruise I found it easy and useful to contact other registrants and some experienced members to discuss weather, passage-plans and the potential to "Cruise in Company" etc. as part of my preparation and planning process. Without our registration and membership system this kind of information gathering and sharing would not have been possible. As a novice Skipper I learn by on the water experience, reflection, and reading heaps. The conscientious nerd in me collects checklists. I had methodically addressed all aspects of my P.D. Passage Planning Checklist... except one, item 10. *Suitability*. This, I had skimmed over; everything seemed suitable from the armchair. On the day, in the moment, on the water, listening to multiple perspectives there was more to weigh up. We each had a unique set of circumstances. We differed in at least: boat design, size and gear, experience levels, crew numbers and skills. Fickle weather and varying time constraints, led to different decision-making outcomes and for me, significant insight into the art of Eating Humble Pie.

My Humble Pie has mixed flavours: 1. Patience: To wait for suitable/good enough weather. 2. Focus: What is appropriate for *my* boat, *my* experience, *this* crew ... at *this* time etc. 3. Ego Free: Decisions are easier to digest and taste better.

At our March General meeting Chris Short offered an informed and engaging talk / slide show of some of the less visited anchorages along the South Coast. Once again, we have cause to be inspired, educated and amazed by the knowledge and experience within the CYCT. Many thanks Chris. Next General Meeting Erika Shankley will dip into her historical treasure trove to share some Tasman Island tales and the history of the construction of the landing and haulage system

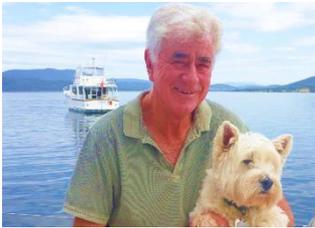
that once provided eyeball popping access to Tasman Island. As a prequel or sequel to Erika's, I highly recommend *The Last Lighthouse Keeper: A Memoir* by John Cook and Jon Bauer.

Please welcome Vice Commodore Mark Stephenson to the Chair at our next General Meeting April 6th. I will be carrying a rather large backpack, on a rather long walk through a rather knock out landscape.

“The sea finds out everything you did wrong” Francis Stokes

Vice Commodore's report

Mark Stephenson



Greetings from on-board Crown Venture, at anchor in Wineglass Bay on a sunny day with a light NE breeze, the tourist boat has been and gone, no other vessels in the bay, a few walkers on the beach, and great company for a seafood lunch. The east Coast Cruise has seen every type of weather apart from snow, and now the sun has finally come out for the last few days. Bliss !

Please enjoy reading Paul and Allison's cruise report in this edition. They excelled as Cruise Contacts with easy delivery of weather and activity information, ensuring that skippers were able to make their own minds up about where/when/how, and then were inspirational with their encouragement to join in swimming, walking, and so many other activities. That includes indulgent fish and chip lunches at the very popular Orford Diner. Well done Paul and Allison, you must rightly feel very pleased with your efforts and will have inspired your fellow members to put up their hands and offer to be Cruise Contacts.

Cruises on the horizon include the round Bruny Island cruise over Easter, then the Donald Sutherland Memorial Navigation Rally on Saturday the 17 April. Barnes Bay is the destination and I hope to have your brains ticking over with a few challenging questions and very simple navigational tasks. You won't need a chart, protractor and pencil, just your eyes wide open and the brain engaged. There will be some obscure nautical questions and some more obscure non-nautical questions.

To make it more interesting, I have secured very worthwhile prizes from Wrest Point Hotel, Oyster Cove Marina and Peter Johnson Chandlery. These are quite valuable too; Peter Johnsons have committed to a \$200 gift voucher, Wrest Point have agreed to allow the winner to tie up at the hotel's jetty and then utilize a \$50 food voucher while looking out over their boat tied up on the boardwalk, (take your friends along and impress them !) and best of all, Oyster Cove Marina have offered \$500 worth of yard services, which could be a haul out for a 12 metre boat, a pressure spray, 3 days hard stand and launching. Now aren't they superb prizes!

Prize winners will be announced at the Club Picnic on Sunday 18th April. This will be a themed Club Picnic, currently called The BBQ Chookathon. Craft together your best recipe using a BBQ chook to share with fellow ralliers. The location will be in Barnes Bay somewhere, depending on

the weather. You need to register for both events so head to the website and add your name to the list. You don't have to be in the rally to join in the picnic, but then - don't miss out on the chance of winning the rally and saving a packet of money.

The following weekend, Anzac weekend, is the return cruise to Dover, followed by the Women on Boats weekend cruise on the first weekend in May. And then Dark MOFO in June. Please register your interest in all cruises to aid in planning.

Speaking of planning, the cruise calendar for next year is now being prepared. Feel free to send me your ideas for cruises including special events, cruises to little known destinations and even where you don't want to go again!

So there really is lots happening but what is not happening is texts being sent to me when using the Club moorings in North Simmonds. Has there really been no one using the moorings during February? Please text me on 0438 854 380.

Fair winds !

Rear Commodore's report

David Bowker



Firstly, a big thank you to those who came up with ideas for our April meeting after my request for speaker ideas. Please contact me anytime if you come across potential speakers.

Chris Short presented at the March meeting and he showed an amazing knowledge of the South West bays and anchorages. Hopefully he also persuaded those of you heading to the South West to not just sail past but to stop and enjoy the area and the wonderful anchorages.

Our April speaker is Erika Shankley who is going to talk on "GPO to Tasman Landing". This is a topic I know she is very passionate about so

I am sure it will be another memorable presentation.

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 600pm.

Membership Officer’s report

David Mitchell



Membership matters I have to admit are not really taking up too much of my time of late, as a result of the relatively low number of new members/applications to join the club. Regardless of this though, as your membership officer, it’s not as if I have been having a holiday with my feet up. I would like to acknowledge that Steve and Lynne Logan have been accepted as new members while we have also received an application to join the club from Noel Cook and his partner Sharon Elliston. Welcome to all.

I have managed to get most of the new membership cards printed and will have them available at the next meeting for members to collect. I will be sorting out with the printer to get some other members cards printed off, as requested by those members. Please bear with me while I get this sorted out. As always I would like to request that members please take their cards with them. I really do have a high number of cards that I seem to keep on taking to meetings and somehow have to take them home again.

I can also report that at least I have managed to get out on the water on a number of occasions over the past month, including our last mid week race for the Bellerive series on Glenshiel 12, plus a couple of other overnight trips away on two other boats. In all, as always it being good to get out sailing and to test out my skills and experience in handling boats. All good training for me in the end, and something which all of us can do. Afterall, in truth we never stop learning every time we head off for a trip or even a simple day sail.



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.

Noel Cook and Sharon Elliston *La Vie Nouvelle*

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.

Steve and Lynne Logan *Torn the page*

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 | |
| <i>Torn the page</i> | Steve and Lynne Logan | 0409 970 609 |



Women on Boats report
Sue Powell

Our second meeting of the year 2021 saw our attendance curtailed somewhat by the cruising season, with many members enjoying the change of season afloat, yet we still had 18 in attendance.

Our WOB May sail away topic was discussed with 4 boats already signed up and a possible 5th so willing to take on a crew of 12 (15) ladies for a weekend of 'Secret Women's Business'. Expressions of interest were requested and a separate email will be circulated for responses.

Our guest speaker was a local Tassie girl who gave up home, job and way of life on land to go cruising with her partner and 2 year old son. Tina Hussey is a brave, talented and enthusiastic woman, a loving partner, a responsible mum who now calls herself a sailor.

Tina gave a wonderful talk enlivened by beautiful photos of her transition from a land lubber to a cruiser. She explained the highs are high but the lows can be very low and was honest about her fears and how she overcame them. Tina talked about several apps that helped her on her journey but emphasised that communication is the key. Her partner Joel was an experienced sailor and needed to be reminded of her inexperience and her fears discussed, so that strategies could be worked out to keep the cruising experience safe and enjoyable for all.

Tina explained how cruising was a life style and not just a holiday afloat and how as time passed her confidence grew and her life changed. "Women can do anything they set their minds to" and Tina shared some challenging events, like having her partner ambulated off prior to a flight for emergency surgery while she had to deal with the boat and her 2 year old son, then being hit by lightning off the NSW coast, losing the dinghy to name but a few. Yet Tina looked as these incidents as positive experiences because she coped and became a stronger person. A cruising sailor.

The April WOB meeting will be held at the Storm Bay Sails Loft, located in the Oyster Cove Marina in Kettering, followed by dinner at the Seawall Café.

Norfolk Bay Cruise 20/02/2021 to 26/02/2021

This Norfolk Bay cruise is best described as a gastronomical feast. The fleet met for the welcome drinks and BBQ dinner ashore at Lime Bay, where two days were spent to allow all those registered to arrive.

The next port of call was Monk Bay, where a cordon bleu, pot-luck curry night was held. Who knew we had so many chefs in the club? The smells alone were enough to satisfy the senses. The next day was morning tea on Golden Dream. Thank you, Chris and Wendy Le Cornu, for your hospitality.



The pizzas arriving.

On to Sommers Bay and pizza ashore. Unfortunately, the Murdunna store neglected to write the type of pizza on each box, so a game of “what’s in the box” was played by some very hungry boaties. A big thank you to Bob Buchanan for driving Paul Peacock to collect 24 pizzas from the Murdunna store.

The final port of call was Little Norfolk Bay where the Taranna Boat Club opened their bar and BBQ

for the farewell dinner. The Taranna Boat Club were very gracious

hosts even holding the bar open well beyond their usual closing time. Thank you to Steve and Janna Boulton for suggesting the event and a big thank you to the Taranna Boat Club for their hospitality.

The weather was spectacular until the last day where a walk to Rosedale Homestead for lunch required wet weather clothing. In between the wonderful dinners were morning swims, afternoon walks and beach boules. Thank you to all that participated to make the cruise so enjoyable.



Anne, Kevin and Mick dressed for the walk to lunch.

East Coast Cruise 27/02/2021 to 12/03/2021

The East Coast Cruise commenced with 12 boats going through the Denison Canal then cruising to Maria Island, anchoring at the Deep Hole where everyone enjoyed sundowners ashore. Walks

across the isthmus to Riedel Bay or to Haunted Bay or Robeys Farm kept members entertained during the day.



Electrical storm at Orford

The 0901 morning Sked became the 'Shipping News' that the fleet tuned into for the weather and suggested activities for the day.

The weather for the first week was challenging with strong winds (30 to 40knots) blowing from the south west, causing the fleet to be holed up at Orford for five days. There were jokes about changing the cruise name from East Coast Cruise to the Orford Cruise. It was however a great chance to re-provision with food and water.

The five days were filled with activities, regular lunch time stops to the Orford Diner for great fish and chips, BBQ dinner ashore, sundowners on Crown Venture and Easting Down. A walk along the foreshore to the Orford Quarry, plus a game of beach boules that was interrupted by a seagull stealing the jack and dropping it in waist deep water. It was a nice balmy 24 degree day so Julie Macdonald was happy to go swimming for it.



Julie, Chris and Ian brave the elements to go ashore.

The second week the weather improved, with the fleet divided, some staying around Maria Island and others moving onto Schouten Island where they remained at anchor in Crocketts Bay for three nights.

This week was a very relaxing week for everyone. Some enjoyed fishing, others tackled the walk up Bear Hill or enjoyed reading a good book. The snorkeling in the bay was fantastic with underwater photos taken available on the CYCT website.

A BBQ lunch on the Dianne Johnstone, thank you very much Bob Buchanan and a walk from Hazards Beach across the isthmus to Wineglass Bay for a picnic lunch were two highlights of the week.

Wednesday the Schouten Island group returned to Maria Island where the fleet got back together at Chinamans Bay for one final sundowners together. Thursday saw six boats return through the Denison Canal for a night in Norfolk Bay.



Four boats remained for a final day at Maria Island which concluded with a BBQ reef and beef dinner ashore with freshly caught whiting. Thank you to Bob Buchanan and Alan Braddock for catching the fish and to Dinah Jones for cooking it. Paul Peacock did a great job cooking the steaks.

Friday morning, the last day of the cruise, saw the remaining four boats transiting the Denison Canal with the bridge opening exactly as planned at 0930. The fleet

then cruised across Fredrick Henry Bay before going their separate ways at Betsy Island to their home ports.

Paul and I enjoyed being the Cruise Contacts and thank all those who participated to make a very enjoyable cruise. We particularly want to thank all those who welcomed everyone aboard their boats for morning tea, lunch or evening drinks. Without your generosity the cruise would not have been so convivial.

Allison and Paul Peacock

Pacific Haven

Southern Ocean Sailing

Have you ever thought of sailing in a 12m or so yacht to **Macquarie Island** or to New Zealand's subantarctic **Auckland Islands**? They're closer to Hobart than most people imagine - mainland New Zealand is further away.

My plans for sailing there in *Rusalka* in the summer of 2020/21 were well advanced when Covid forced them to be cancelled. Ever hopeful, I will again be making applications for visit permits, biosecurity inspections and clearance procedures for summer 2021/22.

So, if you have thought about it, or are starting to imagine what a great trip it would be, I'd love to talk to you. Call Alex on 0417 325230.

What if?**Val Nicholls**

1. You are approaching a river mouth which you know from the Cruising Guide is navigable by fishermen with local knowledge but the guide advises great caution. Having decided to go in unassisted, which conditions would you choose:

- a) offshore wind and ebb tide
- b) onshore wind and ebb tide
- c) offshore wind and flood tide
- d) light wind and flood tide

2. Oh dear! To a survivor at sea the evening flight path of birds indicates the:

- a) Direction for a supply of fish
- b) Direction of land
- c) Change in weather
- d) Direction for a supply of fresh water

3. Your 2-stroke engine outboard engine is running with too much oil in petrol. What symptoms will show?

- I. Overheating
- II. Blue smoke
- III. Fouled plugs
- IV. Engine missing

The correct answer is:

- a) All except (i)
- b) All except (ii)
- c) All except (iii)
- d) All except (iv)

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

- 1. What is the arc of a white stern light?
- 2. How fast and how far should you be from a Diver in the water displaying Code Flag A?
- 3. The cardinal mark with both arrows pointing down indicates which side you should pass?
- 4. What do 5 short blasts of a ship's horn mean?

All answers are on page 22.

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

Scientists, who fitted GPS trackers to the aptly named wandering albatross, discovered that these birds can travel at least 15,000 kms over the sea before returning to land. It is perhaps appropriate, therefore, that members of the Cruising Yacht Club of Tasmania chose this majestic bird as the Club's emblem and subsequently the name of the magazine which we all look for in our mailbox each month.

"Now we launch the Club Newsletter"² wrote Max Redmond who, according to the first edition of *Albatross* in December 1975, doubled as *Albatross* Correspondent as well as Rear Commodore.

Working to a deadline, articles had first to be typed (on a typewriter) before a print-ready copy was assembled by the cut-and-paste method. Then, after printing, it was thanks to the support of other members who collated, stapled, wrapped and posted the magazine each month.

From the very first issue there was an almost perennial plea for members to "write articles for it ..."³. In 2004, Dave Davey wrote "Of course editors can only edit, not write whole issues, so it is up to you as readers to be authors as well"⁴ This refrain was echoed in 2012 when Jackie Zanetti pointed out that "... *Albatross* plays an important role in the life of the Club..."⁵ and looked forward to contributions from many old and new members.

Articles in the first issue included *Boat of the Month* which featured *Calavon*, a Hartley RORC ferrocement sloop, owned by founder-Commodore, Donald Sutherland and his wife Anne. *Galley Gourmet* also became a regular feature as did *Bird's Eye View*, a column with a somewhat irreverent look at members' activities. The back page was just big enough to fit the names and boat details of 19 of the original Club members.

While *Albatross* was the mainstay of the Club it wasn't until a change in the Constitution in 1977⁶ that the Editor became an elected member of the Committee. "*The CYCT is perhaps one of the friendliest Clubs I have come across ...*"⁷ wrote Vanessa Aitkens when she took over as Editor in 1978. Members like Denis Alexander helped keep the editorial coffers topped up, giving an insight

¹ *Albatross*, Vol 1 No 11, December 1976

² *Albatross*, Vol 1 No 1, December 1975

³ *Albatross*, Vol 1 No 1, December 1975

⁴ *Albatross*, Vol 30 No 9, October 2004

⁵ *Albatross*, Vol 39 No 9, October 2012

⁶ *Twenty One Years 1975-1996*, Erika Johnson

⁷ *Albatross*, Vol 3 No 11, November 2008

into family cruising with an article in the 1978 October issue titled "Piracy"⁸. This amusing piece on bringing up a family of young boys while on board a boat was the forerunner of 180 articles and poems which Denis penned over the ensuing 30 + years.

Articles about members' cruising activities featured prominently. In earlier days, members cruised locally with their contributions for *Albatross* featuring anchorages in the D'Entrecasteaux Channel or Norfolk Bay and occasional forays up the East Coast. However, in that first year Patrick Grove-White wrote "*Hobart to Adelaide with Weka*"⁹. Editor, Max Redmond, remarked that "*To the best of our knowledge, Adelaide may be the farthest any member has yet been afield since the inception of our Club.*"¹⁰ Patrick had joined *Weka's* owner for a west-about delivery voyage from Hobart to Adelaide.

There were a number of families with young children who sailed with the Club. Editor, Pauline May recognised this fact with a special award for junior members, won in 1989 by Andrea and Michael Ingram with their illustrated article "*Our Cruise to Southport*"¹¹. An Editor's Prize for the best local cruising article published in 1994/95 went to regular contributor, Denis Alexander, for his article "*Cloudy*"¹² and in 2013 Erika Shankley was presented with a bottle of Nant whisky for her 5-part historical series "*Partridge Island Chronicles*"¹³.

Erika (a Life Member and former Editor) has been one of the more prolific writers for *Albatross*, with over 200 contributions. Her first, in 1979, featured the family ketch, *Neptune*, in which she sailed with husband Mark and their two boys, Chris and Nick. *Neptune* featured a number of times as they cruised in Tasmanian waters, rounding the south coast on their almost annual cruise to Port Davey. "*We all knew that Erika ... would be a hard act to follow...*"¹⁴ wrote Jean Taylor after Erika completed her second 3-year term as Editor.

The basic *Albatross* layout has remained fairly constant over the years. Early issues were half Foolscap in size with a sketch of an albatross on the front cover. In 1985, colour was introduced, with a blue background being added and in 1993, Editor, Jean Taylor, decided to change the size to the more conventional half A4 sheet.

A glitch in 1995 found *Albatross* Volume 21 truncated to only 3 issues. By that time the magazine had 'come of age' and Club members were cruising further afield. *Alkira*, Ken and Doris Newham, had set the ball rolling with regular voyages across Bass Strait and up the Australian coast; *Camira of Hobart* completed a voyage from Hobart to the Louisiade Archipeligo in the Coral Sea¹⁵ and Peter and Chris McHugh won Cruise of the Year in 1987 after *Aerendir's* extensive cruise into the

⁸ *Albatross*, Vol 3 No 10, October 1978

⁹ *Albatross*, Vol 1 No 4, 5 & 6, May, June & July 1976

¹⁰ *Albatross*, Vol 1 No 4, May 1976

¹¹ *Albatross*, Vol 14 No 9, September 1989

¹² *Albatross*, Vol 20 No 5, May 1995

¹³ *Albatross*, Vol 38 Nos 9, 10 & 11, October, November & December 2012 & Vol 39 Nos 1 & 2, February & March 2013

¹⁴ *Albatross*, Vol 18 No 12, December 1993

¹⁵ *Albatross*, Vol 24 No 6, 7 & 8, July, August & September 1998.

central Pacific, including Pitcairn Island;¹⁶ and again in 2018 after completing an Australian circumnavigation including South-East Asian waters in *Honey Bee*.¹⁷ There are also cautionary tales in which *Alkira* suffered a knockdown in the Tasman Sea¹⁸ and under similar circumstances, *Irish Mist* aborted her *Dream Voyage*.¹⁹

However, like any organisation, the CYCT often experienced difficulties in filling positions on the Committee – particularly the role of Editor. In the two years between 1997 and 1998, there were five different incumbents in the Editor’s chair. Finally in October 1998, Helen Stewart, who had studied journalism at UTAS, began what would be a full 3-year term.

In the meantime it was a steep learning curve as editors grappled with the complexities of a computer purchased for the preparation of *Albatross*. Paul Kerrison, Editor 2001-2004 was grateful for Helen’s help, learning the intricacies of software like Publisher and Adobe. The advent of the internet meant that copy could be sent as a PDF, direct to the printer by email and *Albatross* could now be prepared anywhere in the world! These days, the printer even posts the *Albatross* - face-to-face contact is no longer required!

A major change to the front cover in June 2001 saw ‘Albert’ being usurped by a photograph - a different one each month. This gave all Club members the opportunity to share their cruising snapshots. The current professional look is due to the efforts of Editor, Chris Palmer, and Malcolm Proctor from GreenTeam Australia who did a complete make-over in 2009. A full-colour issue in May 2010 was, unfortunately, a one-off due to the cost.

Tips and technical issues have also been shared through *Albatross* and have helped any number of members with their on-board problems. Check out Andrew Boon’s tip on “*How to improve your internet access*”²⁰ or his practical advice on “*Fitting a toilet hose without stress*”.²¹ Or Tony Peach’s recent “*How to avoid being a screw loose*”²² – a dissertation on the merits of different types of screws.

“*I really enjoyed my three years as Editor ...*” Jackie Zanetti said, and “*...met many interesting club members through their contributions and comments.*”²³ The fact that she had only been a member for six months was no barrier. Publication of the Club’s monthly magazine is only possible through the efforts of its editors and the Club members who write articles for it. The magazine achieved even greater importance during the Covid-19 pandemic – a vital link to Club members in isolation.

Today, looking back over 45 years and 500 editions, it’s thanks to the 24 editors, its authors and countless other members who have assisted with the preparation and distribution of the magazine each month that *Albatross* appears so regularly in our mailbox.

¹⁶ *Albatross*, Vol 10 No 11, November, 1985 & Vol 17 No 12, December, 1992

¹⁷ *Albatross*, Vol 44 No 6, July, 2018; Vol 44 No 8, September 2018

¹⁸ *Albatross*, Vol 13 No 12, December 1988

¹⁹ *Albatross*, Vol 45 Nos 11 & 12, November & December 2019 & Vol 46 No 4, May 2020.

²⁰ *Albatross*, Vol 39 No 1, February 2013

²¹ *Albatross*, Vol 40 No 3, April 2014

²² *Albatross*, Vol 46 No 10, November 2020

²³ Jackie Zanetti, pers. comm., November 2020

All issues of Albatross are available on the Club web site through <http://albatross.dfd.id.au/>. They are also available at Libraries Tasmania [stors.tas.gov.au/1576633](https://nla.gov.au/1576633) and the National Library of Australia <https://nla.gov.au/nla.obj-900366045>.

Thank you to all those who have contributed to this vital link over the years. As one Club member was heard to remark: *"While there's a CYCT, there will always be an Albatross!"* Or was it, *"While there's an Albatross there will always be a CYCT?"*



Ahoy there!

Albert Ross

I say Ahoy there!



The name is Albert by the way, actually **"Albert Ross"** to be precise.

Well, it's been a while since I have had a say in the Albatross.

Who's this Albert Ross guy did I hear you ask?

I am one of the founding members of the Cruising Yacht Club of Tasmania.

Well, I have been on vacation for a couple of years, while just skimming the ocean waves like an ALBATROSS does and keeping a vigilant lookout for any interesting sights, misdemeanours or other amusing anecdotes. In fact I fly in the rigging of most CYCT member boats, giving me the anonymity that needs to be kept when reporting on any of the above. By the way I am ever so grateful for submissions from fellow cruisers.

But when submitting any of the above please refrain from naming the person / persons or vessels, where possible, but sometimes as you know a good story needs some form of ID.

Regards Albert.

So let's get down to business.

First up let me offer my congratulations to all hard working ALBATROSS editors in keeping up the good work in my absence especially as this is the 500th Issue. "HIP HIP HOORAY"

Now, according to rumours there appeared to be much confusion on a recent cruise in Norfolk Bay when a number of members placed an order of their own choice for a pizza from a nearby establishment. The elected representative tasked with collecting the order arrived back with multiple unmarked pizza boxes. I believe some were unable to recognise which was their pizza

and were observed trying a bit of this and a little of that. Some were heard to say “Not sure what I ordered but this one’s OK”.. “Not sure which is the Hawaiian!”

What’s an alphabet? You know ... ABCD>>>> Overheard the cruise director ask that vessels (16 in total) transit the Denison Canal in alphabetical order. Not sure that happened, since when did “I” come before “G” ? That’s the Irish for you.

Let’s have a get together and BBQ in the reserve at Millingtons Beach, came the call. Most braved the conditions, however one couple was unprepared to get a possible wetting from the shore break so aborted and returned to the mother ship. Was it the possibility of them getting wet or getting stranded again?

Now while most enjoyed their time ashore in the wind blown shelter, it was observed that of the two electric BBQ’s only one worked and for only a short time after ignition. It appears that due to the absence of indicator lights one member was appointed chief meter board guard, whilst another suffered RSI of the finger keeping the BBQ alight.



All Airline stewards warn us every-day to not inflate life vests before exiting the Aircraft. Maybe we need to remind mariners of the same. Noticed one member make an exemplary beach landing recently, totally dry but sporting a very yellow and fully inflated life vest. Appears that he forgot to check his surroundings whilst wearing the vest inside the cabin of his fine vessel when a wayward toggle was accidentally activated, thus inflating said vest. Who is this mystery skipper??

A partly lame fellow cruiser who had been invited to another vessel for evening dinner arrived rather late at the appointed anchorage and although having advised ahead of his apology for non-attendance, had hardly set his anchor when the master from another vessel was alongside offering up a still warm dinner for his enjoyment. Talk about service.

It’s understood that one female deserted her vessel and fellow crew for the benefit off having a shower and hors d’oeuvres on a larger vessel at the behest of a text message, then called an uber (rubber duckie) to return.

Albert Ross

PS Pease send any contributions to the Editor.

What’s on my bookshelf

David Mitchell

The Scenic Route to Paradise by Jay Lawry (2011)



It isn’t actually my own book but one lent to me by a good friend and skipper of the boat I have been racing on in the mid-week series. The thing is that for the past 6 months, poor Hugh has been shackled by the need to wear a moon boot on his damaged foot and for the past 3 months hasn’t even been able to get out to his boat, Glenshiel 12 (aka Mulberry). Hence, much of the time he has been confined to home and reduced

to reading many books while gazing out upon the river, wishing he was out on the water. Hugh mentioned this book to me as being one of the catalysts for him taking up ocean and coastal cruising after many years of ocean racing. I have to say in reading this book I completely understand the impact it had on him. Hugh met Jay while he was circumnavigating Australia and Jay was taking the long route home to Perth having bought his 32ft wooden boat Mavourneen in Melbourne. The boat was originally built here in Tasmania by Ron Beltz to the design of Maurice Griffiths in 1946.

Jay being an experienced shipwright saw the potential in the boat the moment he stepped onto it and with his 78 yr. old mum, after some minor amendments to the boat and readying it for a lengthy circumnavigation took off on an amazing voyage of discovery. Via Christmas Islands, Asia and through to Africa, up the Red Sea and through the Suez Canal all the way to Turkey, then Greece and across to Croatia, his mother having finally left the boat in Turkey. Jay mostly solo sailing all over the Med but occasionally with another friend, enjoyed a life most of us can only dream of. He managed to find work while in the Med working on boats to help sustain his ongoing voyage.

Over time he sailed on through waterways of Europe, across the Atlantic and back via the Pacific back to Australia. His writing is like a daily journal of his experiences, talking of the sights he encountered, the people met, meals eaten, weather encountered, boat maintenance issues and all which he took in his stride. While I am yet to finish reading this fascinating book, I can certainly highly recommend it to one and all. I understand that currently Jay is actually living here in Tasmania and working out of the Wilson Bros boatyard at Cygnet. I don't know if it might be possible, but if it were and Jay was happy to do so, I am sure he would make an absolutely fascinating speaker for a CYCT meeting about his life on boats sailing the 7 seas, let alone his shipwrighting experience all over the world.

What's in a name?

“Dianne Johnson”

Bob Buchanan

On the recent East Coast cruise there were a couple of questions asked at Crockett's Bay, in Schouten Passage, about the name *“Dianne Johnson”*. There is obviously a story about each boat which bears a person's name; some are romantic, some in years gone by were tributes to patrons or important persons. Our case is a simple one; it is a mark of love and affection for a dear friend who shared the dream about this stout little craft which now plies the waters of Tasmania, and which we hope, name and all, will long outlast us.

Dr Dianne Johnson was a noted Australian anthropologist. Apart from her academic career, she wrote a number of small books about things that interested her, including her last book, launched at Fullers Bookshop in Hobart in 2011: *“Bruny D'Entrecasteaux and his encounter with the Tasmanian Aborigines: from Provence to Recherche Bay”*

I recommend it. It explores aspects of D'Entrecasteaux's life which have received no real attention in Australia. Di's interest in D'Entrecasteaux, and his dear friend, valued captain and companion Huon de Kermadec, began when we loaned her a copy of D'Entrecasteaux's diaries relating to his voyage to the South Pacific, a voyage of scientific discovery and a quest for

information about the disappearance of La Perouse. We discussed with her the possibilities for a book of her own and we shared with her some of the research in France at Entrecasteaux, where D'Entrecasteaux's family became established before the French Revolution.

At the same time as Di's interest was developing in this lasting aspect of Tasmanian history, Joëlle and I were developing our ideas for a robust, coastal capable, motor cruiser built from Tasmanian timbers using traditional methods and modern know how. Di became caught up and enthusiastic about this plan as well. She saw it as part of the same big project. She declared that one day she would stand in the bow as we entered Recherche and read the relevant entries from the diaries. These were shared dreams; dreams shared with a very dear friend.

We began the build in mid May 2012 when the keel was cut from a single hardwood trunk. But Di had become ill. She had struggled for some years with a late diagnosed heart condition. Remarkably, as the doctors were giving up hope, she rallied. This was the period in which she researched and wrote the book, but not long after it was launched, first in Hobart and then in the Blue Mountains where she lived most of the time, she went into a steep decline. She died at home in the Blue Mountains on 3 May 2012, just when we were putting into action the plans we had shared. She had completed her own task but we were only just getting going.

It seemed natural, and fitting, that this project of ours then carry her name. And this way we take her with us, into Recherche Bay and everywhere else. We hope she would be pleased.



Caretaking on Maatsuyker Island - Heidi Krajewsky & Stephen Anstee



On Maatsuyker Island we are living in the southernmost house of Australia. This house sits above the lighthouse, on an exposed ridge that sticks out into the Southern Ocean. A big part of our role here is to make weather observations for the Bureau of Meteorology (BOM) twice a day. Many observations are recorded by automated systems such as wind, rain, temperature and pressure. But we still manually record four different thermometer readings (wet and dry bulb, max and min), three different rain gauges and also the cloud coverage (type, height and direction of movement), visibility and sea state and swell.

The swell is determined by watching how the waves wash over two small rocks on the very end of the Needles chain. Small is relative as these rocks are 6m (named Moderate Rock) and 13m high (Heavy Rock). They can be seen in the far right of the weather photos. During our strongest storm the waves were frequently covering Heavy Rock.

The reason for three rain gauges is the wind. We have recorded gusts over 100km/hour every month that we have been here (since September). The rain gauges closest to our house are affected by wind the most. These gauges just don't fill when the rain is horizontal! We also record the daily 'wind run' which is the amount of wind that has passed the station. The wind run averages 800 km/day with a maximum of over 2000 (a nice summer day should be about 200).



One of our favourite jobs besides the weather, is to wind up the lighthouse mechanism and start the beautiful lens rotating. This iconic lighthouse was built in 1891 and is heritage listed. Although the navigation light has been replaced by an automatic beacon, placed further up the hill, the lens mechanism is still intact and functioning. To keep all the parts well lubricated and in working order, each week we wind up a weight in the middle column of the lighthouse on a chain and release the brake. This starts the cogs and gears turning. Another gear engaged by a polished brass handle then starts the large first order Fresnel lens turning. The lamp inside the lens would have originally burned whale oil, then it was converted to kerosene and eventually was replaced by an electric bulb. While the automatic flashing light up on the hill might be reliable, is it definitely less charismatic than this big piece of intricate glass.



Nearing the end of our six-month stay as the volunteer caretakers for Tas Parks and Wildlife, we have acclimatized to average temperatures in the mid-teens most of the summer. It has been a wonderful experience and we feel quite fortunate. There is a volunteer group “Friends of Maatsuyker Island” through Wildcare, that works on a range of projects to look after this beautiful island.

Answers to What if and Colregs quiz

1. (d) 2. (b). 3. (a)

1. 135 degrees
2. 5 knots and 120 metres
3. Pass to the south
4. I am unsure of your intentions



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

Christmas 2017 was in Brisbane at Royal Queensland Yacht Squadron (RQYS) marina followed by some time on Moreton Bay with our daughters and friends in January. On the 2nd of February 2018 we purchased *Gradiva*, a 1987, 53' Amel Mango #70. We had been living aboard and cruising our lovely steel ketch *Heemskirk* for two years. *Heemskirk* was an Australian designed, John Pugh Fairwind 47' steel ketch. *Heemskirk* had been part of our life for 17 years, providing amazing experiences for our family, an indelible part of our two daughters' childhood, more than 150 cruises with the RQYS Sail Cruising Group extensively in Moreton bay and more recently taking us to Tasmania, Lizard Island, New Caledonia and Vanuatu.

We took possession of *Gradiva* in Bundaberg and had an enjoyable shake down cruise back to Brisbane & RQYS in February. To “move house” we arranged to have *Gradiva* as close as possible to *Heemskirk* in the marina and proceeded to remove “stuff” from *Gradiva* to the skip bin and

then move our possessions from Heemskirk and find new homes for them on *Gradiva*. We cherry picked instruments, radios, water-makers, tools and tenders. Then we scrubbed, painted and polished Heemskirk ready for sale. It took until September for the agent to find a new home for Heemskirk. As full time live aboards, the logistics of selling before buying would have been very difficult.

We were ready to start cruising again by mid-May and decided to spend our first year getting to know *Gradiva* in Australian waters so we headed north from Brisbane up the Queensland Coast and Great Barrier Reef. Having cruised this coast many times we will use an alternative presentation, nominating “cruising sections” and providing an introduction to each of these sections.

The Gold Coast (25nm) seaway is one of the safer bars on the east coast with significant attenuation of SE swells. More care should be taken in E and NE swells. The Broadwater south of Jacobs Well is best avoided on weekends and busy periods. Tipplers and Marine Stadium are our preferred anchorages. *Gradiva* draws 2.2m and we currently need a tide more than 1.6m at Brisbane Bar to pass through the shallows just south of Jacobs Well. Our air draft is 22m and we have no problem with the power lines.

Moreton Bay (40nm) is a sheltered waterway with many anchorages, good services and a few sandbars. The southern islands are great when the wind is up with good holding in mud. There can be plenty of sandflies. Horseshoe Bay on Peel Island is great in a northerly and Moreton Island anchorages including the sand hills and Lucinda Bay are the pick in easterlies.

Sunshine Coast (80nm). We usually do this as an overnighter from Moreton Bay to arrive at Wide Bay Bar at the top of the incoming tide. Mooloolaba can be used to break the trip, but it has a challenging bar crossing and minimal anchoring. Wide Bay Bar has become more dangerous in recent years with a 4nm passage and depths on the course dropping to less than 4m. An approaching high tide and a swell of less than 1.5m is definitely required.

Fraser Island (65nm). Our favourite anchorages include Elbow point, Gary’s, South White Cliffs, Big Woody Island and Moon Point. Tides are up to 4 m and flows are strong, so we usually travel with the flow. *Gradiva* drawing 2.2m requires a tide of > 2.6 at Ungowa & > 2.0 at Boonlyn Point to transit the shallows near Boonlyn Point. We usually aim for high tide as the shallows are where the incoming tides from both directions meet. In Platypus Bay, anchorage can be taken anywhere along the coast from Moon point to Rooney Point depending on the wind direction from S through E to N. Anchoring with the wind directly offshore is recommended in stronger breezes. The creeks, arches and lagoon are great locations. Anchor about 1nm east of Rooney point and watch the whales file past every day.

The Bunker Group (200nm). From Fraser Island it is an early morning start to cover the 70nm to Lady Musgrave Lagoon before 2pm. Note, Lady Elliot Island is a dubious overnight anchorage. Reef navigation requires polaroid sunglasses, high (9am to 2pm) sunshine, preferably from behind, a good vantage point and good, practiced communication signals. On *Gradiva* Scott stands on the bow or part way up the mast and Rachel drives based on hand signals from Scott. Inside Lady Musgrave Lagoon anchor in 7m of turquoise clear water over white sand. The swell does not penetrate the lagoon however during higher winds (>20 knots) and when the tide level is >1.6m

the wind chop becomes more significant. Fitzroy Lagoon (20nm) entrance is more challenging (narrower and bent) than Lady Musgrave and should not be attempted on a dropping tide when the reef is exposed (<0.7m tide). Having no island makes this excellent anchorage quite surreal at high tide. North West Island (35nm) has an excellent anchorage on sand outside the reef to the W in 15m, NW in 7m and N in 7m over sand. There are many more reefs and islands in the Bunker Group where anchorage can be taken in good weather.



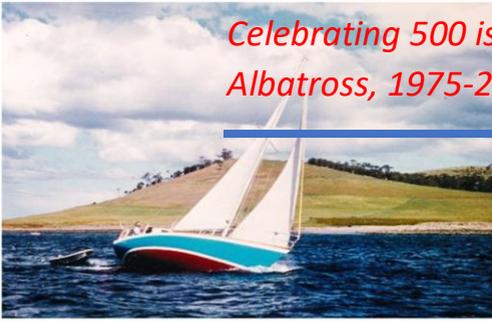
Figure 1- Lady Musgrave Lagoon

Pancake Creek & The Keppels (200nm). The inshore route from the sandy straits takes you to Bundaberg with a friendly marina and a friendly town with bottle shop and IGA at Burnette heads. You can also anchor in the river. Next stop is Pancake Creek. Although sometimes busy, it is a great anchorage with a lovely walk to Bustard Head Lighthouse. Gladstone Marina is friendly and cheap but we are yet to visit. We usually avoid the Keppels in developed SE winds as the swell penetrates every anchorage at some point of the tide. For this reason, on the way north (more SE winds) we often travel from NW island to Port Clinton (70nm). On the way south with more N winds we enjoy the dog friendly, white sandy beaches, great bushwalks and catching up with other cruisers at the Keppels.

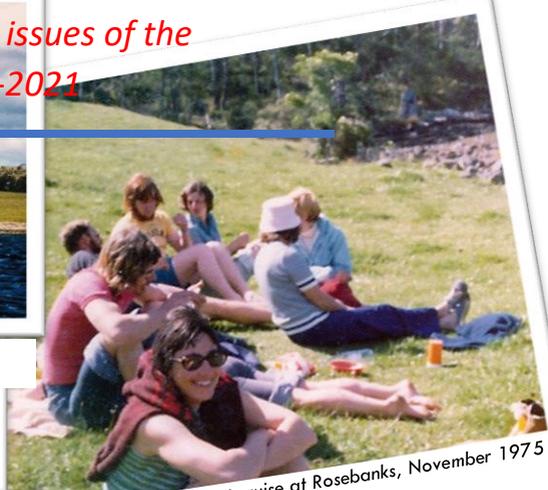
The Swain Reefs (90nm) encompass the southern end of the main barrier reef. These reefs lie from around 90nm to 110nm off the Keppels north to around 60nm to 135nm off port Clinton. The southern end has a low tidal range and less current making them more easily navigated. Charting is such that the outline of each reef is generally correct, but all other internal details must be established visually. We use Google Earth screen shots before departure, to identify entry points and potential anchorages and then visual navigation on arrival. We have anchored inside Sweetlip, Sanctuary, Horseshoe, Pike, Frigate, and Mackerel reefs, enjoying snorkelling, fishing and paddling.

Port Clinton to Scawfell Island (120nm). This virtually uninhabited section of coastline and islands is both beautiful and challenging. South of Thirsty Sound the incoming tide flows to the north west while north of Thirsty Sound the incoming tide flows to the south east. A multitude of beautiful anchorages are separated by strong tidal currents, shoals and a 6m spring tidal range. Our favourites include Pearl Bay, Marble Island and Whites Bay on Middle Percy Island. (cont p29)

Celebrating 500 issues of the Albatross, 1975-2021



FDonald & Anne Sutherland's Calavon off Dennes Point,



FCYCT first cruise at Rosebanks, November 1975



Safety Day, Snug 1978



At the Quarries: left-right Kilkie, Pampero, Gay Rebel, Clementine & Calavon



CYCT dingy trip up the Esperance River, 1978: Creeses, Sutherlands, Newhams & Hodgsons



CYCT members & their model boats at the May's, Sandford: Bill Hodgson, Tony Creese, Mark Creese & Chris Creese



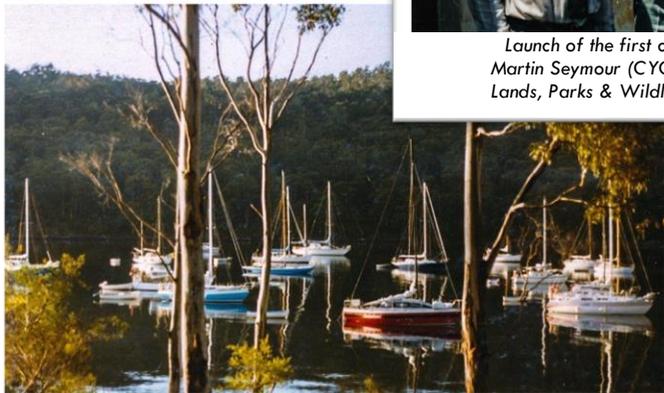
Simon Spriggs ashore at Apollo Bay, 1976



First Albatross Editor, Max Redmond



Launch of the first cruising guide "D'Entrecasteaux Waterways" Martin Seymour (CYCT) Tim Parker & Jim Cattel (Department of Lands, Parks & Wildlife) & CYCT Commodore Derek Farrar



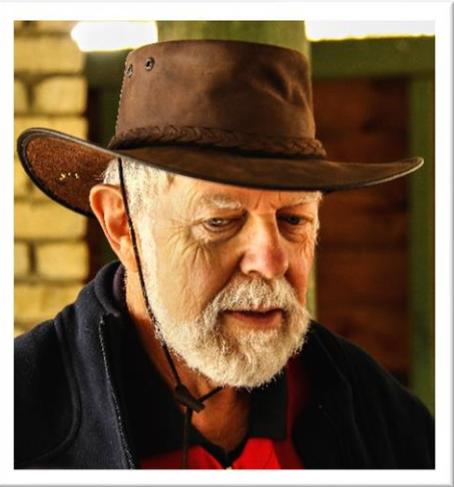
Rabbit Island, January 1980



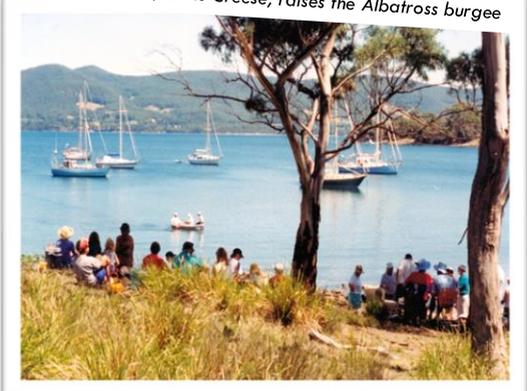
Barbeque at new Quarantine Bay pontoon



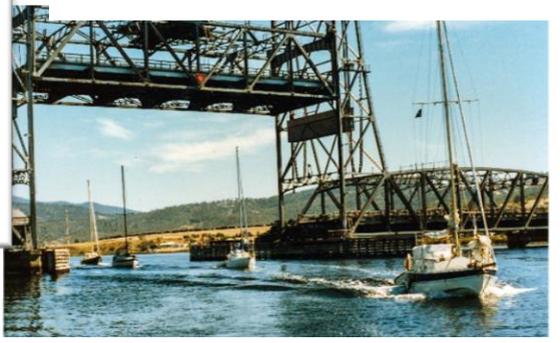
Life Member, Chris Creese, raises the Albatross burgee



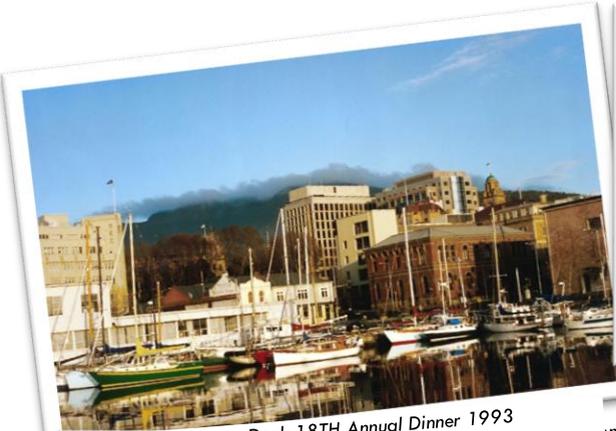
Life member and Albatross Editor 2004-2005, Dave Davey



BBQ near Snake Island, 1994



Tudor Rose II (Derek Farrar) leads the way through the Bridgewater Bridge



CYCT Boats in Constitution Dock 18TH Annual Dinner 1993



Commodore, Alan Gifford, removes the CYCT sign from the Mariners' Cottage, 2013



Albatross Editor 2012-2015, Jackie Zanetti, prepares Albatross in Canada



Life member, Erika Shankley served 2 terms as Albatross Editor 1981-1984 & 1990-1993



Safety Day December 2019



CYCT dinghy trip up the Esperance River, 2021



Figure 2- Whites Bay, Middle Percy Island



Figure 3- Hinchinbrook Island from Walker Reef

The Whitsunday Islands (80nm). A stunning cruising ground! We usually spend a couple of weeks in the area on the way north and a couple on the way south. It's also a great place to have visitors on-board.

Central Barrier Reef (230nm). The Barrier Reef north of the Swain Reefs, from Heralds Reef Prong, 65nm NE of Port Clinton, to Stanley Reef, 30nm NE Cape Upstart, can be relatively challenging compared to the other areas described. The key reasons are the significantly higher tides and corresponding tidal flow rates in this section. We have explored Bait, Hook, Line, Hardy and Little Black reefs from the Whitsundays in good weather and neap tides. The 15nm reach from the top of Hook island to Bait Reef (mooring only) makes this a small step that can easily be reversed. Bait Reef has fantastic fish life and recovering coral. We have also explored Stanley and Darley reefs, having a fantastic time in perfect neap tide weather.

Gloucester to Magnetic Island (110nm) has relatively few anchorages. Heading north in SE conditions Cape Gloucester and Gloucester Island have excellent anchorages and is a step back from the hustle and bustle of the Whitsundays. Next stop for us is the magnificent Cape Upstart which may be gusty but is very secure. Heading north in S to SE winds we skip Cape Bowling Green and head directly to Horseshoe bay on Magnetic Island. Heading south in NE breezes we use Cape Bowling Green and skip Cape Upstart.

Horseshoe Bay to Dunk Island & Reefs (80nm). 80nm of islands, mountains, mangrove creeks, crocodiles, coral reefs and generally lighter winds. From Magnetic Island's relaxed & sheltered Horseshoe bay to Orpheus Island is around 40 miles, a further 10 miles and the magnificent Hinchinbrook Island rises out of the mangroves and crocodiles with Dunk Island 20 miles further on. The Barrier Reef approaches within 12nm of Hinchinbrook Island. With their close proximity to secure island anchorages, minimal tidal flows and healthy coral, the reefs in this area can be easily visited in the windows of lighter wind. Our favourites include Lodestone, John Brewer, Walker and Bramble reefs. Beaver, Taylor and Eddy reefs lie around 20nm NE of Dunk island.

Dunk Island to Fitzroy Island (60nm) has few options for all weather anchoring. Mourilyan Harbour is very tight for larger keel boats, North Barnard islands and Frankland islands are fair weather anchorages. With Queensland's two largest mountains towering near the coast the trade winds are squeezed up this coast to Fitzroy Island.



Figure 4 Green Island

turtles, and Foxy's bar. There are 4 large moorings in the best spots and good but deep anchoring further out. **Cairns to Lizard (140nm)**. 33nm north of Cairns are Low Isles (moorings, good anchoring, snorkelling, walking) and Port Douglas (marina, cafes, last Coles & bottleshop). From Low Isles it's a 40nm run to Hope Island (moorings, good reef anchoring). A further 32nm to Cape Bedford (good anchoring) and another 35nm on to Lizard Island (great anchorage, walks, snorkelling, social). Heading north is fantastic sailing with the relentless trade winds strengthening as you proceed. Returning from Lizard usually means picking a lighter day and beating south.



Figure 5 - Lizard Island anchoraee

Cairns and the Reefs (30nm). When the wind drops below 20 knots it's an easy reach out to Green Island (3 moorings + good anchoring), Arlington Reef (good anchoring), Vlasoff Cay (three moorings, can be roly), Upolu Reef (1 mooring and anchoring), our favourite Michaelmas Reef (1 mooring and challenging but good anchoring) and a little further to Norman Reef (1 mooring & deep). To the SE are Sudbury (2 Moorings & some sandy patches), Milln Reef (1 mooring & deep) and Flynn Reef (1 mooring & deep). Fitzroy Island is good in up to 30 knots when it gets lively. It has great walks, good snorkelling,

Lizard to Cape York (300nm). One day soon! At the start of November, we departed the Gold Coast and headed down the NSW coast to Eden, crossing the strait to Killiecrankie Bay on Flinders and then on via Port Arthur to Hobart for Christmas 2018 ashore. Next up:

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

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

Tiller holder**Erika Shankley**

Many methods of fixing the tiller temporarily while one adjusts a sheet or carries out some other task for a short time have been devised. One of the simplest is to use a doubled length of line across the cockpit, doubled on itself, and passing through two short lengths of PVC tubing. The diameters of the line and hose should be such that the doubled line is a reasonably tight fit inside the hose. This can be adjusted quickly and simply.

If members wish to know more, see Albatross Vol 33 No 2, March 2007.

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



Saturday was our third day and having watched the dawn, we motored to Clayton's Corner and anchored in a deep hole. before navigating Melaleuca Inlet in the dinghy. On our way past Mt Rugby, we spotted the actual track which starts from an inlet about 750 m west of Platypus Point



It was a bright sunny day and we walked to Cox's Bight about 3 hours each way on a very well-marked track with duckboard most of the way. We could see De Witt Island in the distance.

Arriving at Cox's Bight we could see the Maatsuyker Island group to the south and looked east towards Point Eric and Mt Louisa.



It was interesting to see the Wilson's property and the museum for Denny King who I had the honour of meeting some 40 years ago. He was a wizened man, incredibly strong for his age and he treated us to his homemade cherry brandy produced from his small orchard.

On Sunday we had a relaxed day at Clayton's corner and were amazed that we could fill our jerry cans with rain water piped to the jetty from tanks attached to the cottage. Vessels with a shallower draft than ours can tie up to the jetty and fill their tanks directly. It would be wise to run the water through a filter as it does seem to contain a small amount of residue. Claytons Cottage was very homely and included a bath tub, fireplace and a small library of reading material. The volunteers for Parks and Wildlife who were cleaning the property told us that people often stay the night there. It does have a drop toilet but you need to bring your own toilet paper. Surrounding the cottage, there was evidence of what had been an established garden which included rhododendrons.



Two tracks run west of the house; one leads right to a small hill (less than 100 m high) at Nixson Point with a commanding view of the Celery Top Islands and Melaleuca Inlet; the other track which continues past the toilet apparently goes over Mt Beattie and joins the South Coast track to Melaleuca.

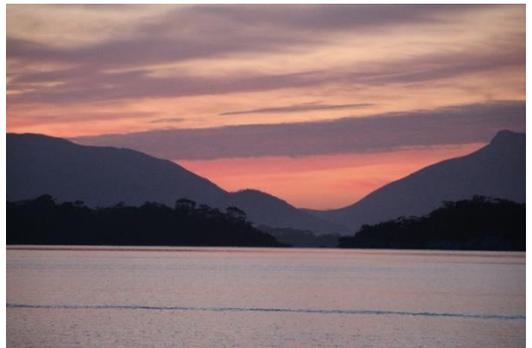
Monday morning was a 430 am get up to watch the dawn on Bathurst Harbour and to explore Moulter's Inlet and Ray's Creek.

Having used half of our outboard fuel and saving most of the remainder for a later expedition up Old River, we anchored just out of the inlet and rowed the 2.5 km to the entrance of Ray Creek.





On the way we were struck by the beauty of a Eucalypt growing from the bank, especially the colours in its bark.





Billowing cumulus cloud over Mt Rugby made it look like an erupting volcano. As we approached Ray's Creek we were met by strange algae with stems vertically into the water and little froth formations.



Unfortunately the creek was full of snags so that after 0.5 km we were not able to go any further. The foreshore at the entrance to Ray's Creek was strewn with driftwood and tiny fish darted in the shallows. We rowed our tender back to our boat and then prepared for a leisurely sail in the direction of North Inlet. The wind freshened as we headed west and we noted that the furling line was more wound around the furler than inside it. Broadreaching at 7 knots we needed to lower and stow the genoa quickly as the wind continued to freshen and we were running out of manouevring room. My wife Rose had noticed a



The Western Arthurs

long metal pin in the anchor locker that morning which turned out to be critical for the operation of the furler. We thank God that it hadn't fallen overboard. Having stowed the genoa, we motor sailed to Iola Bay where we spent a peaceful night anchored in about 3m of water. The 100 m high hill to the south of the bay gave nice views towards Ila Bay and Mt Rugby. Tuesday morning was calm and gave us the opportunity to partially repair the furler and rehoist and furl the genoa. We anchored in an inlet about 500 m west of Gull Island in the Bathurst Channel and took the tender across to the start of the Mt Rugby walk which starts from an East facing inlet about half a nautical mile west of Platypus Point (The next morning, we saw a local tour operator ferrying passengers from Melaleuca to the start of the walk.) The track is well marked and follows the eastern side of the ridge up to a saddle.



The track was very well routed and basically went uphill most of the way without those frustrating descents in between. After about 30 minutes of walking there were stunning views of the Celery Top Islands, the Melaleuca Inlet and the airstrip at Melaleuca in the distance. Half an hour we reached the saddle at about 400m above sea level which gave views north to North Inlet and the Western Arthurs.



From the saddle the track continued on the eastern side of Mt Rugby and became quite steep towards the actual summit. Unfortunately, as we got closer to the summit our views were interrupted by low clouds from the southwest but were still impressive.

To be continued next month.



Anchoring and the use of drag watch alarms

Tony Peach

At a recent CYCT general meeting there was a suggestion that there is some improved safety in activating an anchor alarm on your GPS chart-plotter if that feature exists aboard, or by activating an equivalent mobile phone app. The following diagrams are an attempt to highlight the pitfalls of incorrect activation.

Assume you are in 5 metres of water and with a scope of roughly 7 to one you deploy 40 metres of chain. This is hopefully illustrated in Figure 1.

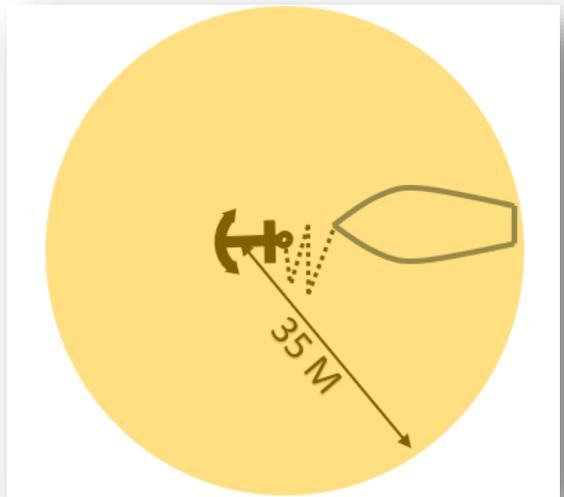
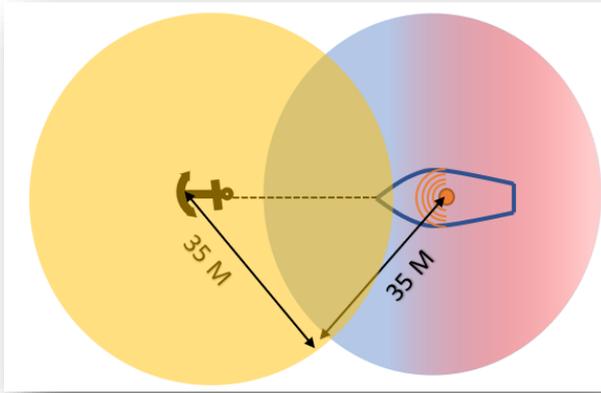


Figure 1-Anchor and 40 Metres of chain deployed.

Moving to Figure 2, if you delay setting the app for anchor drag watch, until after you have drifted then stopped, you may already be beyond the intended safety zone. The illustration in Figure 2

shows the GPS antenna or the location of the phone (app) activation when at the centre of the vessel.



In Figure 3, the diagram shows the effect of the antenna position of a GPS chart-plotter or if the phone app is activated at the stern of the vessel, as opposed to midships.

If the alarm was activated after the vessel had settled to the extent of the chain deployed, and the GPS antenna or phone position is located at the stern of the vessel when the skipper is, say in the cockpit, and subsequently the wind direction alters from west to east, the drag alarm will be continually sounding because you will be outside the alarm zone.

Ideally, the alarm should be activated the instant the anchor lands on the bottom and preferably with the physical holder of the phone being located near the bow of the vessel. Allowances for the small amount of drag when the anchor first "sets" and the catenary (curve of chain from bow roller to anchor due to chain weight) must be factored in. If you let out say 40 metres of chain in

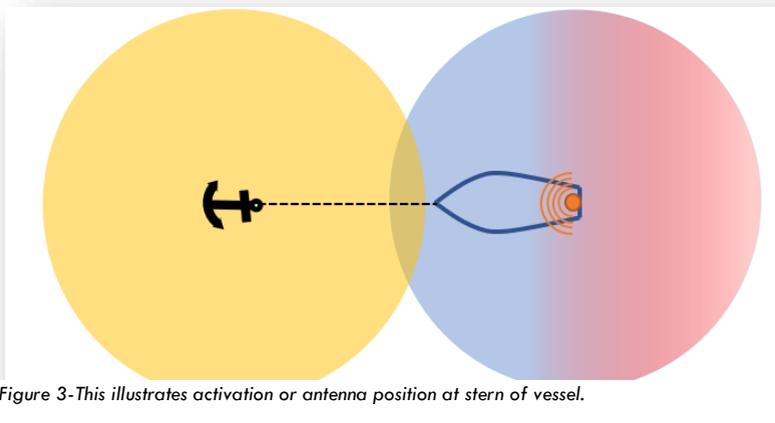


Figure 3-This illustrates activation or antenna position at stern of vessel.

a depth of 5 metres of water, adding 3-5 metres for error should be sufficient to avoid false alarms. If you are in the waters off NW Australia and experience the common 10 metres of tidal variance, remember to add this tide rise/fall to the anchor rode deployed. Even in Bass Strait up to 3 metres rise/fall is common. However, generally by adding a few extra metres to the alarm distance, inadvertent warnings should not occur.

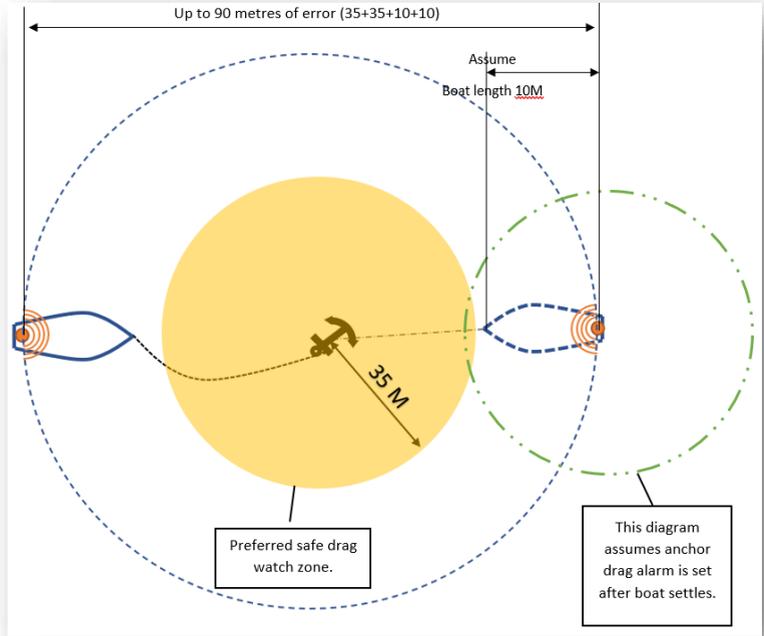


Figure 4 -This illustrates activation or antenna position at stern of vessel.

Most modern chart plotters embody an anchor watch alarm. However, if the unit is say mounted in the cockpit, and your bunk is in the forepeak you may not hear any alarms generated. Phone apps are popular with some boaters, and I know from personal experience that in USA the preferred app is “DRAG QUEEN”. Following is a link to the description of DRAG QUEEN and links to either Apple or Android operating systems. <https://www.powerandmotoryacht.com/electronics/dragqueen-anchor-alarm>

There is actually a plethora of anchor drag watch alarms and following are a few for Android based phone systems.

MY ANCHOR WATCH-

<https://play.google.com/store/apps/details?id=com.sjaellsoft.myanchorwatchfree&hl=en&gl=US>

SAIL SAFE ANCHOR ALARM-

<https://play.google.com/store/apps/details?id=net.hcsoft.sailsafeFree&hl=en&gl=US>

ANCHOR WATCH ALARM -

<https://play.google.com/store/apps/details?id=com.webmajstr.anchor&hl=en&gl=US>

ANCHOR ALARM

<https://play.google.com/store/apps/details?id=de.whsoft.ankeralarm&hl=en&gl=US>

In conclusion, should you elect to use these alarm systems, I urge you to activate the alarm at the time you deploy the anchor, not after, and ideally when you are standing near the bow for phone app systems.

For those wishing to explore rode length recommendations, there is an app called “ANCHOR SIMULATOR”. This allows you to enter:

The windage of your vessel (waterline to cabin top dimension X beam).

The type of chain used (6, 8, 10, 13, 16, 20 mm options).

Your snubber length.

Length of chain you plan to deploy.

Expected wind speed (knots).

After entry of this data the application compares your entry with a suggested chain length and graphs the results. It may be of some use, but it does not provide any opportunity to enter the anchor type or the condition of the sea bottom (soft silt versus sticky clay). So, be cautious.

ANCHOR SIMULATOR-

<https://play.google.com/store/apps/details?id=com.bingingyumbalyae.anchorchain&hl=en&gl=US>

NOTE: If any of the hyperlinks above are of interest to those of you reading the paper copy of the Albatross, by going to the DOCUMENT section on the CYCT website and navigating your search to the CURRENT SEASON then locating this issue, you will be able to either cut and paste the link or activate it directly. This will eliminate the tedious task of having to type in the hieroglyphic <https://Etcetera>.



More on Anchoring

David Mitchell

I was, like many, really interested to hear Ian Johnson’s talk on anchors, swivels, anchoring techniques and drogues/parachutes etc. I think this is one of the really great things about the club - there are members with vastly greater knowledge and experience under all sorts of conditions than others. To be able to share such information with us and especially for those with less experience, is one of the great bonuses in belonging to the CYCT. It is interesting, though to always learn from new ideas, and to become aware of new technologies, or evolution in equipment design. One source for this is obviously from magazine articles, and more so from online sources these days including blogs, forums, or even sources like YouTube. One does though need to keep a critical mind to such information. Hence, in thinking of this, and from my very limited experience, I was somewhat intrigued regarding the views on anchor types and especially areas such as the

use of swivels versus shackles and even the merits or not of the use of stainless steel versus galvanized steel components. I only raise this, as recently I have been watching a number of technical videos made by an experienced sailor on his YouTube channel called Sailing Fair Isle. In one recent video, he outlined in simple details the evolution of anchor design from the early types right through to the modern ones such as the Rocna, Sarca, Delta and Ultra. In his view having looked at all the features in his experience his recommendation was the stainless steel Ultra. I have to say he gave a lot of convincing reasons as to why he believes it is the best anchor on the market today.

In a follow up video he discussed the issue of shackles versus swivels and his reasoning as to why he believes that a modern stainless steel swivel is the best option for connection between your anchor and chain. Rather than go into the details as to what he talked of in both of these videos, I think it's worthwhile at least watching what he had to say and why. However, I did enquire regarding the rationale behind his recommendations for the use of stainless steel and a swivel and the following comments appear to me to be sound:

“Many sailors are stuck in their ways, the aversion to stainless is outdated, though that does rely on ensuring you are using the right sort. In respect of the use of galvanized components rusting, that actually is a concern. If you need something to stay done up then correct tightening and use of the right Loctite is the way to go, rather than relying on components rusting solid. In regard to the use of a shackle and shackle pin, there is essentially zero loading on the pin to pull it out of a shackle. All the load is perpendicular to that. In the case of a shackle the only twisting load is the friction of the link on the pin as it swivels, and you don't need a rusted solid unit to hold that tiny force. Moreover, if it's rusting there is a risk of compromise to the shackle.”

With the use of a well-designed swivel, such as the Ultra stainless steel swivel, the pin is captive (due to a hexagonal end) and so it cannot be turned at all by frictional twisting load from the last anchor chain link. Ultra supply red Loctite for the retaining screw, which is tightened by an allen key flush with the swivel case and as there is no twisting load and no protruding part from the pin there is literally nothing that can act to unscrew it.”

In watching the video on the swivel, he made the comment that unlike the earlier swivel designs, the new designed swivels such as the Ultra one won't result in one's anchor turning upside down as you recover it. So, yes while both the Ultra anchor and swivel are not cheap, there is a lot of clever design and construction that has gone into these components. Afterall, one has a lot of money invested in one's boat and making certain your anchor tackle is really up to the job makes sense to me. And yes you can buy Ultra anchors and swivels in Australia; they have a distributor on the mainland.

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 March 2021

1. Opening

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

2. Attendees and Apologies

Signing of the attendance sheet, there were 44 members in attendance with 17 apologies.

- Apologies in advance: Paul and Allison Peacock; Mark Stephenson; Russell Wither; Julie and Ian Macdonald; Paul and Rosemary Kerrison; Ian and Chris Barwick; Richard and Shona Taylor; and all other members registered for the Extended East Coast Cruise.
- Apologies from the floor: Keyran Pitt, Chris Creese, Graeme and Fiona McCarthy, Duncan and Eva McKenzie

3. Guest Speaker

The Rear Commodore introduced the Guest Speaker – Chris Short who presented “*South West Anchorages Least Visited*”.

Chris gave an enthralling talk based on his experiences as a fisherman in the south west. He displayed an intimate knowledge of all the bays along the coast and had some very useful anchoring advice. The Rear Commodore thanked Chris on behalf of the club and presented him with a wooden plaque.

4. Minutes of the last General Meeting (2 February 2021)

Motion: That the minutes of the General Meeting held on 2 February 2021, as published in the Albatross, be signed as a true and accurate record of the meeting.

Proposed by: David Jones

Seconded by: Sue Powell

Carried

5. Business arising from Minutes

There was no business arising from the minutes.

6. Introduction of New Members and presentation of Burgee

The two new members, Steve and Lynne Logan were not present so their burgee presentation has been held over.

7. Treasurer’s Report

This report was not available as Treasurer was an apology.

8. Vice Commodore

Report as published in the *Albatross*. He also provided an additional report which was read by the Commodore. He was at Maria Island with the Extended East Coast Cruise with 12 other CYCT yachts.

He noted the Donald Sutherland Memorial Navigation Rally on 17 April which has attracted some very good prizes. There is also a Women on Boats weekend cruise on 1 and 2 May.

Finally he requested that all members who use club moorings should text him so that we can see how much the moorings are being used.

9. Rear Commodore's Report

Report as published in the *Albatross*.

David Bowker advised that next month's speaker has not been selected yet so there was an opportunity for members to step up.

Erika Shankley will present "*GPO to Tasman Landing*".

10. Commodore's Report

Report as published in the *Albatross*.

The Commodore noted the Maritime Trail which runs on April 10-11. She also recommended the Worldwide Classic Boat Show as she had received a free guest pass.

She noted that there were no major issues for the committee, but the committee was going to review the Strategic plan which was created last year.

She also indicated she would investigate the possibility of the CYCT being involved in the future with the *Rotary Sail Day* which was held last week.

11. Women on Boats

Report as published in the *Albatross*. Sue reported that they had 4 yachts signed up for the Women on Boats weekend cruise.

The group also heard from Tolly and Josephine recently on fishing which was extremely well received.

12. Editor

Report as published in the *Albatross*.

13. Membership Officer

Report as published in the *Albatross*.

No new members were in the meeting to be presented.

14. Winter/Technical Forum

Andrew Perkins noted that the first winter forum would be a talk by Tolly and Josephine on the building of Gloria.

Possible Winter Forum Topics were sought from the members.

15. Other Business

Julie Porter suggested that a sailing event into Constitution dock should be organised in relation to a *Saving the Oceans* event in October which highlights the need for marine conservation. The Commodore will investigate this idea.

16. Next Meeting

Tuesday 6 April 2021 7:30pm at the RYCT.

17. Close

The meeting closed at 8.55 pm.

Confirmed: _____ Date: _____
Commodore

_____ Date: _____
Rear Commodore

Members' Buy and Sell

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



CYCT Members Buyers' Group.

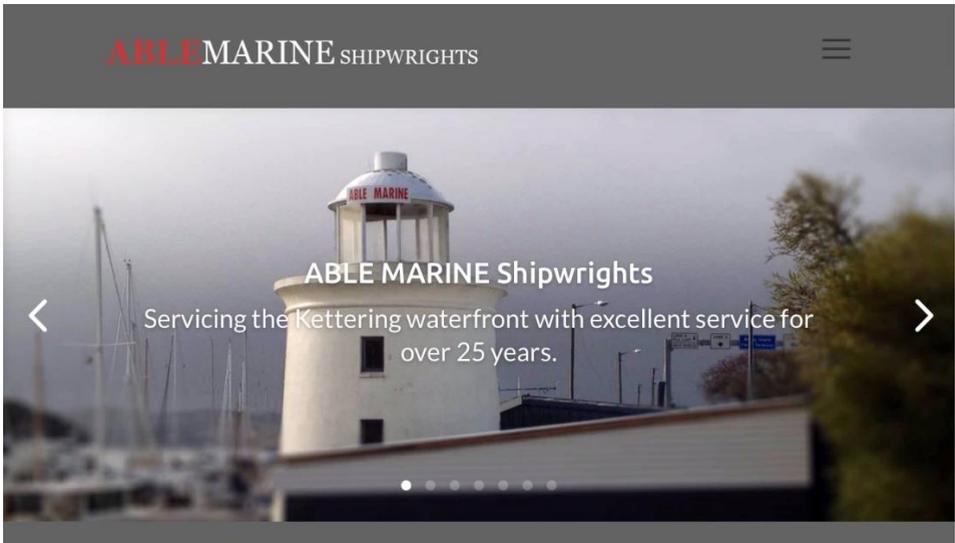
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| Island Batteries | Kayne 62722943 |

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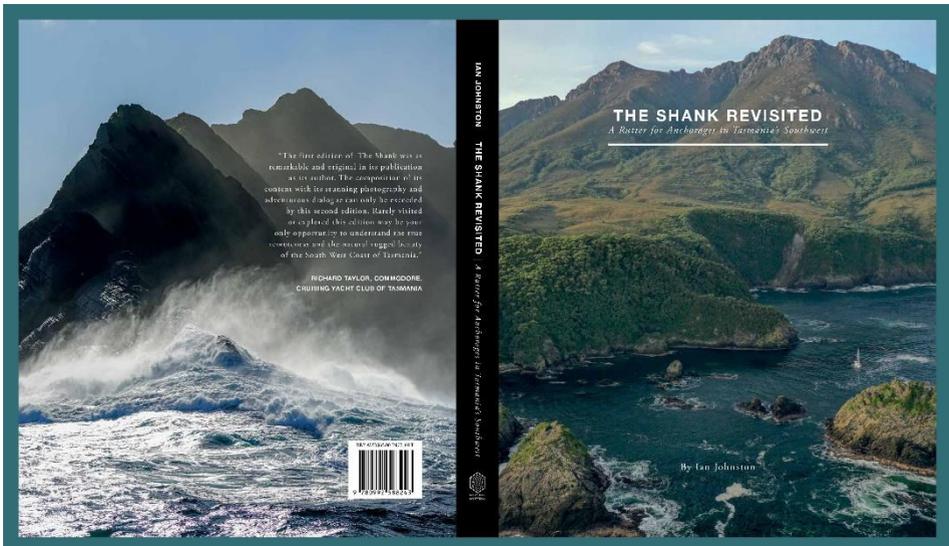


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