

Albatross

Volume 48 No 1 February 2022



Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au

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Life Members

Erika Shankley, Dave Davey, Chris Creese, Andrew Boon, Kim Brewer, Paul & Rosemary Kerrison

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: *MV Dianne Johnson* at Franklin. Image by Julie Macdonald

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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 newsletter) for more information. We look forward to welcoming you to our club!

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:
Name: Cruising Yacht Club of Tasmania Inc. BSB: 067 002 Account: 2803 5573
Please include your name and brief details of the purpose for the payment.

Cruising responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club or its officers is intended as a guide only. The Club does not control or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat crew or persons.

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

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

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

Editorial – Julie Macdonald



Once again, the Albatross has some great reading to help you while away those long summer days. There are several reports from pre-Christmas activities, lots of photos, and more information on undersea cables. Andrew Boon's follow-up report on the Barnes Bay Safety Day is one not to be missed.

Do you have a power boat licence? It is a legal requirement to have at least one person with a current licence on any vessel of more than 4hp. Your tender is included in your 'mother ship' licence.

MAST regularly checks marinas, moored boats and at boat ramps to check that vessels are registered. Field officers have an online database so that they can quickly check owner details. One penalty unit will cost you \$173.00.

I can put my hand up and admit that I have only recently achieved my licence, despite operating our boat and dinghy on a regular basis for the past 15 years. I kept thinking – yes, I must do that someday but didn't get around to it until last December. The process is very straightforward and you will find all the information you need on the MAST website.

From MAST:

'A motor-boat licence is required to operate a vessel 4hp or more (except for a hire and drive vessel). Please note that licences are valid for three years. All licences have a common expiry date of 30 June 2024. If you hold a current licence, a renewal will be forwarded to you prior to June 2024.' Go to mast.tas.gov.au/licensing/licence-registration/ for more information.

Looking back through the photos in this issue, it seems that food and the sharing of, is one of the most important elements of summer sailing!

Pipe down

To stop talking or making a noise

Aboard a ship, a boatswain's pipe, or whistle, is used to summon a crew or to relay orders. The sounding of this instrument is referred to as piping. A crew would be 'piped' to a meal, for example. To dismiss a crew, the boatswain's pipe is sounded and the command 'pipe down' is given. Because it got much quieter after the dismissal, the command became associated with quietening down or making less noise.

www.merriam-webster.com/words/at-play/common-sailor-jargon

CYCT CALENDAR Check the website for more details	
<u>February</u>	
Tue 1 st	General Meeting preceded by the committee meeting
Sat 12 th	South east and east coast cruises
Sat 12 th	Hobart Regatta long weekend
Mon 14 th	Valentine's Day candle lit dinner onboard
Sat 26 th	Norfolk Bay cruise
<u>March</u>	
Tue 1 st	4.30 Committee Meeting, 7.30 General Meeting
Sat 5 th	East Coast cruise
Sat 26 th	Clean up Australia weekend
Sat 26 th	She Sails, She Rows celebration weekend, Cygnet
<u>April</u>	
Sat 2 nd	Donald Sutherland Memorial rally
Sun 3 rd	Club picnic lunch
Tue 5 th	4.30 Committee Meeting, 7.30 General Meeting
Sat 9 th	Derwent Autumn Festival, New Norfolk
Sat 13 th	Bruny Island circumnavigation followed by the Tasman Peninsula circumnavigation.
<u>May</u>	
Tue 3 rd	4.30 Committee meeting, 7.30 General meeting
Sat 7 th	WOB sailaway
Tue 17 th	Committee meeting
Sat 21 st	Oyster clean up at Stockyard Pont

Commodore's report – Val Nicholls



On behalf of the Committee I would like to wish you all a healthy and happy 2022. CYCT members saw the old year out in good form at the December General meeting held in conjunction with a BBQ at TasMaritime radio station. Appreciation goes to Barry and his team for making us so welcome. The rain held off and the wind was less than 40knts so a definite weather improvement over the last couple of years! I also had the pleasure of wearing the handmade, bottom of the locker sourced, epaulets presented to me at the Women on Boats Christmas party. New Year's Eve was welcomed in at the inaugural

Attenuator NYE roving dinner party. It was a great success and the fun rattled on until about 1.30am. Thank you Jackie for the idea, the organisation and the amazing kale and pine pie accompanied by Gazpacho with prawn and scallop garnish. Wow!

With borders open, COVID numbers rising, and not all family and friends able to navigate the challenge of interstate travel, my sense is, that for many of us, Christmas was tinged with anxiety, sadness and a certain vulnerability. However, how fortunate we are that we may continue to explore our waters unhampered by travel distance or overnighing restrictions. We may also continue to socialise, enjoy presentations and get up to speed with club news and governance at the monthly General Meeting. It's no surprise that this freedom comes with responsibility. At this point in time, whether at the RYCT, CYCT event or cruise we are all obliged to be rigorous in our understanding and practice of wearing masks, sanitising and social distancing. Like it or not, it is necessarily part of all of our lives at this time. A personal thanks comes from me to you for your compliance with Tasmanian COVID guidelines.

Here's something to think about when you're next sipping on your sundowner.

In the CYCT Handbook there's a mention of the club's aspiration to "promote environmental awareness and stewardship of marine and coastal environments". I am wondering what club members think about the idea and responsibility of "Stewardship", and the practical ways big and small that we might personally, and as a club, express that care and concern. It might take two sundowners.

Please enjoy this Albatross, full of news, views and photos. Very much looking forward to seeing lots of Albatross burgees out on the water!



Vice Commodore's report – Mark Stephenson



New Year greetings to all,

There have been good numbers at our events since I last wrote, with a relaxing time “at home with Al and Dinah”, then NYE on the Attenuator. What a great idea to be able to easily look over members' boats and then to enjoy amazing food.

Yes, a very enjoyable night. Although the Huon cruise over Christmas had only 3 boats, it was a good opportunity for those without ties to get away and enjoy some peace and quiet after the build up to the silly season.

By now the Furneaux cruise will be getting underway - subject to Covid19 and the weather. There were 8 boats registered, a good number of larger yachts and cruisers who will be able to support each other along the way whilst cruising this amazingly spectacular area.

Don't forget the cruise to Dover, Southport, Great Taylors and Recherche is coming up on the 22nd January, with the Commodore as Cruise Contact. A trip to a pretty amazing part of our world and not to be missed.

There are two east coast cruises in the calendar this year. John Bridgland is leading the first departing 12th February, hoping to cruise around Bruny and the Tasman Peninsula before heading up to Maria and Schouten, returning via the Denison Canal. Consider joining part of this cruise if you're not able to join in for the complete cruise. Richard and Shona Taylor will be cruise contacts for the 5th March departure via the canal both ways. Check out the events page on the website for full details of both these cruises. Don't forget the Norfolk Bay cruise starting 26 February sits in the middle of these two extended cruises offering the chance for everyone to meet up in Norfolk Bay early March. Here's hoping for settled weather, as it used to be, once the kids go back to school!

Speaking of future events, our planned April 9th cruise to New Norfolk for the Derwent Valley Autumn Festival has suffered as the event has been cancelled again this year. Please let me know if you'd like to join *Crown Venture* on a very picturesque cruise through a valley full of autumn colours. I also need Cruise Contacts for the June long weekend cruise up the Huon, and then the Dark MOFO weekend in Constitution Dock.

As the year progresses, we will have many things to deal with, least of all the variable weather, so stay safe amidst the weird world we are now living in (one which now includes tsunami warnings!).

Fair winds !

Rear Commodore's report – David Bowker



Rear Commodore Report – February 2022

I was not out on the water much as I seemed to be busy when the sun occasionally broke through. I did manage to do some shifts in the radio room for the Sydney Hobart race which was very interesting. I was lucky and avoided the early part of the race when they had all those retirements. Unfortunately, Richard Bennett is not able to present at the February meeting but I am still hopeful that he will be able to come later in the year. In his place we have a popular speaker Tony Hope. His presentation will be:

James Kelly : A giant of a man in Tasmania's history

Tony Hope will tell us all about Captain James Kelly. James was the illegitimate son of an Irish convict mother and a cook on the First Fleet. He was born in Parramatta in December 1791, twenty-one years after Captain James Cook first set foot in Botany Bay and a mere three years after the arrival of the First Fleet

He went to sea at thirteen years of age destined to become the first Australian born master mariner, a trader, explorer, and entrepreneur.

He moved to Hobart Town in 1814 from where he continued his whaling and sealing adventures including an epic circumnavigation of Van Diemen's Land in 1815/16 at twenty-five years of age in an open thirty-five foot whaling boat. During this circumnavigation he discovered Port Davey and Macquarie Harbour.

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 6pm.

Membership Officer's report – Scott Poulter



Hopefully the good weather has arrived and everyone is out on the water enjoying cruising. Rachel & I have had a lovely family Christmas at our house for the first time, having spent the past five years living aboard. We are now getting excited about the Furneaux Group cruise in February.

I would like to ask everyone on the water to keep an eye out for all our new members listed below. Knock on the hull and say g'day, invite them to sundowners and have a chat.

Most of them have sent in an introduction bio which has been printed in the Albatross so you should have a head start on them in your conversations.

APPLICATIONS FOR MEMBERSHIP & PROVISIONAL MEMBERS

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.

Will, Felicity, Hugo and Jack Allison	<i>Kampala 5</i>
Kevin and Sharon Donovan	<i>Giovanna</i>
Blair Bryant	<i>Stardust</i>

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.

Andrew & Gail Blakney	<i>Exodus</i>
Dennis Pashen, Victoria & Dan Sheedy	<i>Andromeda</i>
Marshall and Trish Kimber	<i>Katherine Scarlett</i>
Rick & Leslie Allen	<i>MV Southern Explorer</i>

New Member directory from November 2021 – Scott Poulter

<i>Sant'ana</i>	Mick Hawes & Julie Cassar	0409 176 148
<i>Manana</i>	Brett & Elizabeth Harrison	0408 178 640
<i>Exodus</i>	Andrew & Gail Blakney	0400 711 812
<i>Katherine Scarlett</i>	Marshall & Trish Kimber	0415 902 453
<i>MV Southern Explorer</i>	Rick & Lesley Allen	0419 304 500
<i>Andromeda</i>	Dennis Pashen, Victoria & Dan Sheedy	0418 771 441
<i>Kampala 5</i>	Will, Felicity, Hugo & Jack Allison	0419 366 885
<i>Stardust</i>	Blair Bryant	0488 701 000
<i>Giovanna</i>	Kevin & Sharon Donovan	0429 053 846

Introducing new members

Marshall Kimber - Katherine Scarlette

I'm a Tasmanian, for the last 76 years (I had one year in Melbourne as a baby in 1944 - and remain pleased to be here). My main occupation has been as owner operator of the Astor Private Hotel, since 1982.

I'm now obliged to describe myself as an 'elderly gentleman'. My sailing history has been a 14 foot plywood catamaran, moored off the Casino for a decade back in the 1980s - which unfortunately blew away in the wind one day. More recently, I sailed with an old salt named Pennsylvania Cuthbert on his wooden yacht *Elusive*, out of Lindisfarne - the yacht is now owned by Bruno Andolfatto. She is a beautiful cold moulded wooden yacht, built at Cygnet in the 1950s. Now, I've purchased an interesting wooden gaff rigged ketch. News of her impending move from Port Philip Bay to Hobart is keeping the barflies at the RYCT very entertained.

The *Katherine Scarlette* is a 42 foot George Buehler (a well know American boat builder) - the design being 'Olga'.

This link: <http://www.katherinescarlette.com.au/> has photos and a video of this beautiful yacht.



Blair and Ingrid Bryant - *Stardust*



Blair on Brindabella off the Gold Coast

Blair is thrilled to join CYCT. He looks forward to making friends with CYCT members and joining you in your cruising events.

Blair is an Australian with a California accent. He loves all things Tasmania... Sailing, Rowing, TARGA Tasmania, ...

Blair started sailing at age 10. Initially he focused on one-design and offshore racing. He then cruised off the US West Coast, Mexico, UK, and Tasmania.

Blair recently purchased *Stardust* from Malcolm Hunt. (Please keep this secret as he hopes to surprise his spouse, Ingrid, on Christmas Day.) *Stardust* will continue to be moored in Little Oyster Bay. She will spend time in Barnes Bay and at RYCT. With Mal's guidance she will again venture far offshore.

Blair Bryant 048 870 1000 blairbryant@arcadiapacific.com

Kevin and Sharon Donovan - *Giovanna*

Kevin and I are blue water nomads. We sailed our Roberts 38' ketch up to Nelson Bay (north of Newcastle) from Kettering back in 2014.

We didn't intend to stay long in Nelson Bay, but it ended up being like the scene in *The Wizard of Oz*. You feel a bit sleepy and close your eyes for a bit, only to wake up and find seven years has elapsed!

In our defence, Kevin did spend some of that time completely rebuilding his 1934 Morris 8 in a workshop he rented for the duration. We also did a couple of long distance bicycle tours both down the east and west coasts of the USA. Kevin also did some work to keep the bills paid!

We were on the hunt for a bigger boat, and after much searching, we found "*Giovanna*", a 52' John Pugh steel ketch in Fremantle. After due consideration, (and a surveyor's report) we decided to purchase her. That was in June. We flew back to NSW to sell our boat, but then found we were not allowed back to WA. As we were homeless, I applied for consideration on compassionate grounds, but the plea fell on deaf ears.

To cut a long story short, we did two weeks home quarantine in Tassie. We then met WA entry requirements. We had our vehicle and some of our belongings freighted over from NSW, and here we are in Fremantle.

I would like to say the story has a happy ending with us sailing off into the sunset. We thought we were purchasing a boat that was ready for sea, but unfortunately it has turned out to be a project boat.

Sigh.....such is the story with boats.

We will sail away into the sunset, but the time and date are yet to be determined.



Women On Boats sailaway weekend – Nathalie Amey

Nathalie has written this delightful description of the WOB sailaway weekend in November. She advises readers that English is not her mother tongue.

Saturday, November 27, at the moussailon (sailors) boarding, Women on Boats Cruising Weekend is on the start. Three sailboats are ready to go: *Yaraandoo II*, *Aziza*, *Mystic* accompanied by the mother ship *Storm Boy II*. The fleet, after some difficulties due to the prevailing wind in the port of Kettering to leave our respective berths, set their sail in the direction of Fancy Bay for lunch. This first stage of the trip takes place under an easterly wind which begins a smooth cruise and allows the "sailors" to gently take control of the boat in which they have been invited. The sun is shining and the lunch break begins with joy our epic. Sated and the skin of the belly tight, we set off in the direction of Eggs and Bacon Bay. The descent of the D'Entrecasteaux channel is carried with an ideal wind to the passage of Huon Island where we totally lose our blowing wind. But scanning the horizon in the direction of the south, a certain change is approaching, and it is surfing the wave that we approach our entry on the Huon River. Our benefactress Mother Ship, who went as a scout, confirms that we are anchored in all serenity in Eggs and Bacon Bay. We are reassured, our long-awaited feast will remain in our stomachs!

What a delicious moment of conviviality; *Storm Boy II* ensures hospitality in its lair, each of the participating sailboats had been assigned either to provide entrée, main course or dessert, and a plethora of food was prepared. Bacchus was at the rendezvous, bubbles, white, red, a color for each around a beautiful exchange relating the situations experienced of the day. The difficulties of getting out of the berths, the joys of swollen sails carrying the fleet in peace and quiet allowing us to enjoy the still green, rocky landscape. Our taste buds regaled, our zygomatic relaxed, all of them returned to their floating house to spend a regenerating night thanks to the gentle rocking of the calm waters of the bay.

Magnificent sun when you wake up, a hot drink to invigorate yourself before going to explore the beach and its surroundings, make conversation with a few mornings people ready to embark on their frail boats to go titillate the fish. And here we are again, all gathering on *Mystic* to share some sweets that will allow us to begin a return trip with confidence. Fun and joy in the conversations, a light passage on the unfortunate subjects ... C .. n ° 19, nothing to do with the famous Chanel n19 ... and we end on the positive note to see each other again on December 6 for Christmas party organized at *Mystic* house.

Facing the wind, we leave our haven of peace and join the vigour of the waves along the coast until the passage of Huon Island, where we again lose our driving force, but at the beginning of the channel of D'Entrecasteaux the south wind allows us to set sail to the port of Kettering, the fleet happily managing around 6kt under headsail alone. We join our berths gently and we congratulate each other for this beautiful weekend on the waves. What a beautiful moment of conviviality.



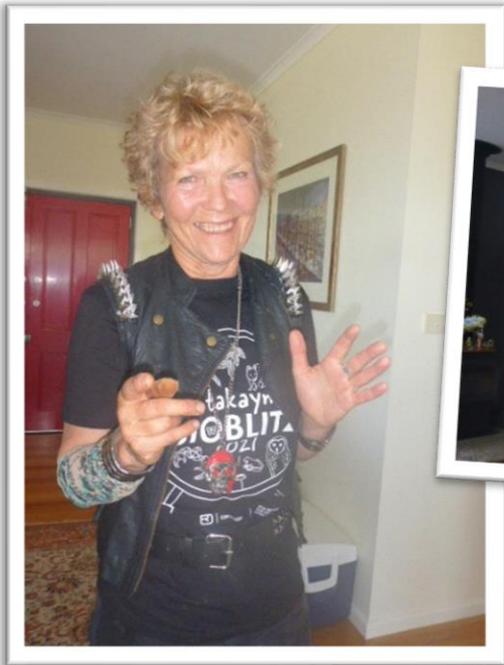
For my part, this was my first experience with the WOB Cruise and on a boat without my husband, I must admit that I had excluded this event in the past because I did not feel up to the task! but it's a mistake, I warmly thank my excellent skipper Bev for giving me confidence. Meeting the crews after sailing enriches us with the experiences they relate. A great adventure with wonderful women ... perhaps too short ... but certainly to be repeated.



Women on Boats Christmas party – Sue and Bev



The theme for the 2021 WoB's Christmas party was 'the elements'. Most of us chose to represent one of the four elements of wind, earth, fire or water but one senior member of the Club took it one step further and dressed impressively as a (heavy) metal. We even had an aurora!



.....and a **WoB**
report for the new
year:

Happy New Year and farewell to 2021. We trust you all had a wonderful Festive Season and are ready for the cry "full steam ahead" in 2022.

Although we do not meet in January, it is the start of a New Year and Bev and I look forward to our activities in 2022. It is still going to be challenging with Covid 19 and its variants affecting our lives, but we are a resilient bunch and I am sure we can work around the restrictions now present in our daily lives.

We commence our meetings in February and our guest will be Wendy Le Cornu, from the Cygnet Yacht Club who is going to tell us about the She Sails, She Rows Celebration organised for the weekend 26/27th March. (Registrations are open). I will be taking Yaraandoo II and can accommodate up to 3 guests – we need to organise other boats and crews or maybe you prefer to drive to the event. I know there will be a cap on numbers for the Saturday dinner so register early.

Please can you all put your thinking caps on and come prepared to the meeting with suggestions for speakers or topics you want to cover this year. Bev and I are happy to organise but we need to know what it is you want from WoB's.

So, we are looking forward to getting together for fun, camaraderie and possibly some learning too!

Quiz

1. Partly filled fuelled tanks:
 - a) Should be topped up at every opportunity
 - b) Should not be topped up too frequently
 - c) Do not accumulate moisture
 - d) Are not subject to algae growth
2. When fuelling a vessel, the build-up of static electricity charge in the tank can be prevented by:
 - a) Earthing the hose
 - b) Keeping the fuel nozzle in contact with the filler pipe
 - c) Discharging static prior to fuelling
 - d) None of the above
3. If you were in a life raft at night and a lookout reported hearing the engines of an aircraft, you would attract its attention by:
 - a) Smoke signal
 - b) Rocket parachute flare
 - c) Handheld flare
 - d) Dye marker
4. A person falls overboard on the starboard side of a power-driven vessel. You should:
 - a) Turn the vessel to port
 - b) Turn the vessel to starboard
 - c) Slow down without changing course
 - d) Go full astern
5. What are the nautical code words for: d, h, m, s, x ?

6. What is a catenary?
7. How is a catenary used on a boat?
 - a) It reduces the anchor's holding power
 - b) It increases the anchor's holding power
 - c) It has no effect on the anchor's holding power
 - d) It helps to keep the anchor under foot

Answers page 33

Safety Weekend 20-21 November 2021 – Andrew Boon

The Safety Weekend went ahead on November 20 and 21, after a couple of false starts. It had been a long time since the Club organised an educational activity like this: the previous one was a MOB demonstration in 2017.

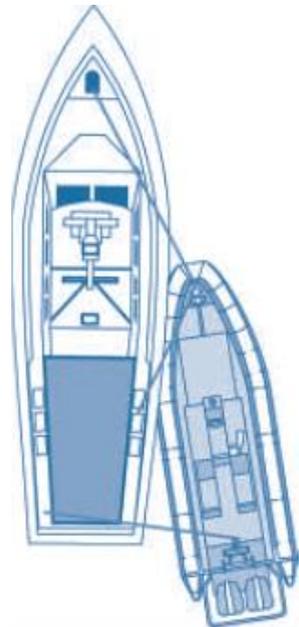
Ian Johnston organised and led the weekend. There was a capacity roll-up of 12 boats and crews, with three 'lead boats': *Juliene*, *Juliet* and *Objectif Lune*. With Ian and Dave Graney on two of the lead boats, we had a wealth of experience and competence to guide us.

After a discussion on shore in which Ian led us through some of the planned activities for Saturday afternoon involving towing alongside and towing ahead, each lead boat took the crews of 3 other boats aboard and proceeded to come alongside a boat needing a tow and set up for an alongside tow. We followed Bernie Smith's directions from his 2016 Winter Forum (look it up in Albatross Dec 2016):

"If you need to bring the vessel into a berth, remove the tow line and tie your boat onto the quarter of the stricken vessel, similar to the diagram. Your stern must overlap his to give you control." (Diagram from <http://ccg-pacific.org/files/library/towing.pdf>)

Juliet took *Serenity* in tow. Both boats are 11.6 m long and the alongside tow proceeded without a hitch. Manoeuvrability was surprisingly good and I am confident that we could have brought the combination alongside a jetty.

We then rigged a bridle to tow *Serenity* behind. Again, from Bernie's 2016 talk: "So: rig up a bridle from your stern cleats (or sheet winches via stern fairleads). Connect your tow line (mooring lines in tandem if you don't have a long line) to the centre of the bridle. Pass the



end of your line to the stricken vessel and get him to shackle it to his anchor chain (less the anchor). Pay out your line as you move ahead, then get him to pay out his chain (which he had previously flaked out on the deck). The weight of his anchor chain will maintain a catenary during the tow. Protect your lines from chafe where they rub. Steering will be very slow with a tow on the centre line and aft of your rudder so make sure you have plenty of sea room. Shorten up the tow when you are coming in to an anchorage or mooring. “

One line was led from a stern cleat on our port quarter through the starboard stern cleat (acting as a fairlead) to the starboard sheet winch. The main tow line was tied to this bridle using a double sheetbend. The tow could then be centred or offset by adjusting the bridle with the sheet winch. We didn't use chain or weights to set up the catenary but in the ideal conditions in Barnes Bay that day, the tow proceeded very smoothly.

We shared a very pleasant meal ashore on Saturday evening. Heaving line throwing, soft shackles, knots, anecdotes and tall stories abounded.

Sunday morning saw us ashore discussing the mechanics of finding and recovering a man overboard, also of using a kedge anchor and spinnaker halyard to recover from a grounding. Dave Graney's description of the Clipper man overboard recovery techniques, their practise sessions and the actual execution was very informative. The lead boats then took their crews out and practised various methods of connecting with a body in the water, where the 'body' was a bag of firewood and a float. The lifesling/retriever-float style of trailing horseshoe lifebuoy does require practice and close observation. It looks easy in the instructions on the storage bag but doesn't always follow that script. Serious discussion took place on board *Juliet* about the usual situation with a couple on board, one of whom falls overboard and the other is likely to be below decks. One of our conclusions was that the AIS alerting units (eg OceanSafe MOBI), which will sound a very loud alarm on your VHF DSC radio (I can confirm that!) and will also trigger an alarm on your chart plotter, are of more value than, say, a PLB, which will alert someone in Canberra. They will also alert any other boats who are close enough to render assistance.

The final segment of the weekend was how to recover your vessel from a grounding. Ian demonstrated how to run *Juliene* aground (he made it look so easy!) on the beach. He then rowed out a kedge anchor, with the rode taken through a stern fairlead to *Juliene's* anchor winch. He then tied a line to his spinnaker halyard and handed the line to Mick Way in his big dinghy. Mick had a bridle rigged for towing and proceeded to pull *Juliene* over to port; this decreased her draft sufficiently to enable the anchor winch to pull her off against the kedge anchor. The rest of the group observed this operation from tenders in close proximity.

The picture (page 17) shows the view from Mick's dinghy. *Julene* is aground, her kedge anchor has been deployed and the spinnaker halyard is being pulled by the dinghy. The weather cooperated and the activities that Ian had organised were extremely valuable, both from a practical viewpoint and also to make you start asking more 'What-if' questions about situations that might arise. I would strongly recommend that everyone has a chance to attend a programme such as this and I hope we can organise more in the near future.



At Home with Al and Dinah, 18th December, 2021 – Dinah Braddock

It was a near thing – our esteemed Vice Commodore was primed to re-name the event, At Home Without Al and Dinah, whose 7 week winter sojourn in New Zealand extended to a Covid enforced 5 months. In the nick of time, Australia opened up and your hosts were there to greet the 30 odd members (well, perhaps not odd) who arrived laden with fantastic, mouth watering offerings of food that surely set a new CYCT standard of excellence. Mai's dumplings were a stand-out!

And the weather: absolutely perfect! Not too hot, not too cold, no wind, no rain, no clouds. Of course, the human element is everything; the scintillating conversation and unrelenting humour is what makes getting together such a rewarding and happy time. What a diverse lot of yachties we are!

For those that took a chance on Al and Dinah's draft beer and cider, congratulations! The trays under the taps in the brewery were, on later inspection, drip trays rather than slops trays. Bar tending certificates to all, please.

The evening went convivially into the night around the fire pot and if we're keen to continue with a land-based get together, your hosts look forward to re-runs well into the future.

If any of these items are yours, please phone or text Dinah: 0400 473 248

9" blue/green shallow bowl
 8" silicon pot cover
 Plastic toothpick dispenser (with toothpicks)
 2 stemless wine glasses
 A grey and white striped tea towel

A message from Storm Boy II – De and John Deegan



Hello Everyone,

A few months ago we decided we wanted an adventure in 2022 but we're not ready to head overseas. So, we have decided to do a once around Australia in Storm Boy II. Although we did cruise the Kimberley coast in 1985, this will be a very different trip. We will have many more comforts and GPS!!! We said goodbye to

our friends, our wonderful dog, Archie, and Kettering a few days ago and are now on the north east coast of Tasmania. We have been lucky to meet a couple who are moving into our house and also will look after Archie. This is not a good trip to take a dog along. The combination of national parks and crocodiles in the north of Australia is not the place for a dog. A little dog would only be a mouthful.

John and I (touch wood) are both doing well health wise so we want to use the boat while we can. John has done really well after his radiation treatment for prostate cancer last year and his PSA is now very low.

We promise to send emails along the way and look forward to hearing from all of you too. Our house phone has been disconnected but we both have mobile phones and iPads. We should have coverage most of the way around.
silverair4155@gmail.com, John (61)
0429 124 296.
De (61) 0447 124 296

At the time of printing, John and De had crossed the Strait to Port Fairy, had a few days in Portland and now in Robe. -- Ed



Huon Valley over Christmas cruise – Mark Stephenson

The weather forecast had NW winds for a few days, so anchoring in Randall's Bay for the 24th and 25th December seemed a great idea. Lovely beach for walks, interesting cliffs and rock scape, a few boats and occupied shacks to provide interest. The afternoon started well until a sea breeze swept its way in and a change of plan was required.

Motoring up river we left behind the sea breeze and found the NW wind again, anchoring in Surges Bay and feeling quite settled. Great views of the bush and cliff face in the well protected spot with some farmland, an old apple packing shed and a few houses around. Then the sea breeze found us! More sheltered here than in Randalls, we remained for 2 nights with very little boat motion. Even the wash from the passing salmon industry ships didn't come into the bay.

Vivante, Dianne Johnson joined *Crown Venture* for a quiet Christmas Day onboard with good food, company and conversation. Boxing Day came along and the TV tuned to watch the start of the Sydney Hobart yacht race. We were very comfortable relaxing onboard as compared to the competitors hitting strong southerly winds.

A leisurely motor up river on Monday past Port Huon and through the shallow Castle Forbes Bay was a highlight. *Crown Venture* had 0.4 under the keel rather than 0.3 last time, so no problem getting through. Until the skipper made a tactical error and tried to pass a port marker on his starboard side. In searching for deeper water he discovered the depth sounder doesn't read 0.0 when nearly aground, but showed -0.3. Must have been very close to the bottom!

Being a public holiday we found Franklin to be a very quiet town but we received a very warm welcome from Mary and Andrew Perkins for an evening BBQ at their river front home. Thank you for a very relaxing afternoon and evening.

Andrew offered to guide us up river to Huonville on Tuesday so we all boarded with skipper Bob and crew Joelle on *Dianne Johnson* for the ride. Beautiful scenery and settled river conditions were enjoyed both ways along with a coffee and cake at the jet boat base. There is a public jetty on the south side for boats up to 8m length, and anchoring is not possible here due to the rocky river bottom. The jet boat staff welcomed us to tie up and I'm sure would oblige again but bear in mind their pontoon is smaller in size and more suited to small craft rather than larger yachts or cruisers. Water depth in this part of the river ranged from around 3 to 8 metres.



Dianne Johnson and crew at the jetty in Huonville.

A planned afternoon spent in Cygnet watching the twilight race and then heading ashore to the clubhouse was curtailed with now only *Crown Venture* left in the fleet and a southerly wind blowing again. Anchorage in Sandrock Bay was delightfully sheltered for the night, until the light SW breeze woke us at dawn with the slip-slop-slap wavelets on the hull. As a stronger SW wind was predicted a move to Drip Beach was made at 0700 hours. As usual, the views here from onboard were delightful: heavily treed bush, cliff face, and sandy beach with people doing yoga and tai chi there for our entertainment. Sadly, around the middle of the day, the sea breeze overtook the SW wind, and a move was made to Copper Alley Bay after a sightseeing tour of Gardners Bay and Port Cygnet. The sea breeze didn't find its way around the headland, so the anchorage was very settled. A walk ashore found the local church is being completely renovated to become a wedding and function centre. A cute weatherboard building sitting in the middle of a paddock, yes, quite cute. Thursday came with an expected NW wind, and as we wanted to be in Kettering on Friday for NYE, we motored over to Deep Bay for a look around (it's not that deep really) and then back into the river, out into the Channel and up to Little Fancy Bay for a lunch stop. We found 4 boats loaded with families enjoying the sunny conditions in this beautiful spot.

A sightseeing tour through Ford Bay found more shallow water and boats anchored well off the beach. Once again, a very attractive area with bush down to the waterline, a few houses nestled amongst the trees. Anchorage in Snake Bay was made, again very settled but a SW influence made for another slip-slop-slap morning. Then on to Kettering and a welcome by Club members to the Attenuator and the NYE celebrations.

I did enjoy having the company of Joelle and Bob on *Dianne Johnson* with JP and Mireille onboard *Vivante*, along with Ian and Julie onboard our boat for the week away. The Huon River is so very beautiful and untouched in many places with sheltered anchorages in abundance. Once in the river one forgets what the weather is doing outside as it is so settled.

New Year's Eve on the Attenuator – Jackie Zanetti



Val enjoys delicious food on board Rusalka

enjoying a drink and a laugh in the pleasant evening air. The final course was sweets, hosted by *Whisper HR* and *Crown Venture* (with an amazing gluten free dessert tray contributed by Dinah and Alan).

The party officially ended at 9 o'clock but most of the group ended up on *Crown Venture* and, after welcoming in the new year, lingered on until well after midnight..... Mark was heard suggesting it was time to go back to boats well after 1 o'clock!

Well done Jackie for organising the event. It was a great success, with hosts going all out to provide delicious food and making their boats available for 'inspection'. This may well become an annual event! –Ed



New Year's Eve on the Attenuator, Kettering

Coconut in Blackmans Bay – Alex Papij

In 1968 the Sunday Times Golden Globe Race (GGR), the first single handed, unassisted, non-stop round the world race, started from England. Of the nine starters, the only finisher was Sir Robert Knox-Johnson on his 32 footer *Suhali*.

In the spirit of adventure, Australian Don McIntyre, recreated the Golden Globe Race to celebrate its 50th anniversary – the 2018 GGR. To ensure the race was truly a re-creation of the original, the vessels had to be in production in 1968 and no modern electronics were allowed (hence sextants and no GPS, mechanical Walker Logs for speed and distance, no weather faxes, no satellite communications, no watermakers). Departing from Les Sables d'Olonne, France and returning, the route saw them pass below the 5 great capes – Cape Horn, Cape Leeuwin, South East Cape (Tas), South Cape (NZ) and Cape Horn. Two compulsory stops for rendezvous with race organisers (called Gates, through which they had to pass) were set at the Canaries Islands, north Atlantic and at Hobart, Tasmania.

Eighteen starters set off in July 2018. On January 29, 2019, 74 year old Frenchman Jean-Luc Van Den Heede won the race. Of the 18 starters, 6 made it to the Hobart Gate and 5 finally made to the finish at Les Sables d'Olonne. Two others made it as far as Australia. Russian Igor Zaretskiy got as far as Western Australia where he retired.

Australian Mark Sinclair, on *Coconut*, a long keeled 1980 Lello 34, was extremely low on water and was being slowed down by a massive infestation of goose barnacles on *Coconut's* hull as he approached Australia. He chose to pull into his home town of Adelaide.

The race rules allow for 1 assistance or stop and then the competitor is out of the main class and put into the Chichester class. To receive a Chichester class plaque they have to finish before 14 June 2023 - 5 years after the start!!!

It was on December 5th 2018 that Mark Sinclair arrived in Adelaide. Exactly 3 years to the day later, Mark set off on December 5th 2021 on *Coconut* to continue his race, now in the Chichester class.

Then, on December 15th 2021, *Coconut* arrived at the Hobart Gate at Kingston Beach. Ian Johnston put out a mooring for Mark to tie up to and John Tisdell and I met Mark near Dennes Point and escorted him to Kingston Beach where we did a live Facebook interview.

He is now in the Southern Ocean heading towards Cape Horn, aiming for France for the start of the next Golden Globe Race scheduled to begin in September 2022. We wish him fair winds and good luck.

Videos of *Coconut's* Kingston Beach rendezvous are on the CYCT Facebook and the YouTube channel:

www.youtube.com/channel/UCjFzNpA5oBS7AOc85mNNfyw
(google: Youtube + "Golden Globe Race Hobart Gate")



Coconut at Kingston Beach (Photo by J. Tidsell)



Coconut approaching Kingston (Photo by J. Tidsell)



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Submarine cables statewide

This information was kindly supplied by Tasnetworks

HV submarine cable	Cable Voltage	Detailed Location	Location description
5989723	22KV	Eaglehawk Neck	Eaglehawk Neck Eaglehawk Bay Crossing
5992444	11KV	Ralphs Bay	Mill Pt to Haynes Pt Ralphs Bay
5435905	11KV	Austins Ferry	Austins Ferry to Old Beach
5732913	11KV	Austins Ferry	Austins Ferry to Old Beach
75213527	22KV	Beauty Point	Beauty Point to Clarence Point / Tamar River
5711007	11KV	Bridgewater	Bridgewater Causeway Derwent River
5176628	22KV	Clarence Point	Tamar River Clarence Point to Bell Bay
75224973	11KV	D'Entrecasteaux Channel	Simmonds Point to Woodcutters Point D'Entrecasteaux Channel
5072556	22KV	Dolphin Sands	Dolphin Sands to Coles Bay to Great Swanport
75247444	11KV	Domain Hwy	Pavilion Pt to Rose Bay, Domain Hwy
5272770	11KV	Domain Hwy	Domain Hwy Pavilion Pt to Rose Bay
5274935	22KV	Dunalley Bridge	Arthur Hwy Dunalley Bridge Denison Canal
5982639	22KV	Dunalley Bridge	Dunalley Bridge Denison Canal
5770591	22KV	George Town	Georgetown to Clarence Pt Tamar River
5546506	22KV	Legana	Legana to Dilston Tamar River
5843672	22KV	Legana	Legana to Dilston Tamar River
5195507	22KV	New Norfolk	New Norfolk Terminal to Boyer
5296023	22KV	New Norfolk	New Norfolk Terminal to Boyer
5344339	22KV	New Norfolk	New Norfolk Terminal to Boyer
75623534	22KV	New Norfolk	New Norfolk Terminal to Boyer
5143810	22KV	Penna (Horatio to Dulcot	Penna (Horatio Point) to Dulcot
6007297	11KV	Port Huon	Port Huon to Petcheys Bay (Whale Point to Bullock Point)
6177706	11KV	Prince of Wales Bay	Derwent Park to Dowsings Point/ Prince of Wales Bay to Lutana

5765399	22KV	Risdon Rd Lutana	Risdon Rd Lutana(Woodman Point) to Geilston Bay Shag Bay
5914230	22KV	Risdon Rd Lutana	Risdon Rd Lutana(Woodman Point) to Geilston Bay Shag Bay
75322214	11KV	Risdon Rd Lutana	Risdon Rd Lutana(Woodman Point) to Geilston Bay Shag Bay
75346949	11KV	Risdon Rd Lutana	Risdon Rd Lutana(Woodman Point) to Geilston Bay Shag Bay
6022906	22KV	Riverside	Riverside to Newnham Tamar River
5344506	22KV	Sorell	Sorell to Forcett Pitt Water (Shellfish Point)
6120540	11KV	Tinderbox	Tinderbox to Dennes Point, Bruny Island
5068067	22KV	Trevallyn PS	Submarine Trevallyn Power Station to Ti Tree Bend (Bored in duct)
6169833	22KV	Trevallyn PS	Trevallyn Power Station to Ti Tree Bend (Bored in duct)

General Meeting minutes, Tuesday 7th December 2021

1. Opening

Commodore Val Nicholls opened and chaired the meeting at 6:05 pm

Barry, at Tasmaritime Radio was presented with a gift of appreciation for hosting our meeting and for all their hard work during the year.

2. Rear Commodore

David Bowker reported that the guest speaker at the February General Meeting will be Richard Bennet, who has been the photographer for the Sydney to Hobart for a number of years.

3. Secretary

Attendees and Apologies

Attendees taken from online registration.

Apologies:

Chris and Daun Morris; Lynne and Tony Peach; Jean-Pierre and Mirielle Corgnet; Lou and Liz Garnham; Blair Bryant.

There were 28 Club members in attendance and 9 apologies.

Minutes of the last General Meeting (7 November 2021)

Motion - The minutes of the previous General Meeting held on 7 November 2021, as published in the Albatross, be signed as a true and accurate record of the meeting.

Proposed: Julie Macdonald Seconded: Phill Bragg Carried

Confirmed and signed as a true and accurate record of the meeting.

Business arising from the Minutes

Nil

4. **Membership Officer**

The Membership Officer, Scott Poulter, reported that there were 11 new members (five new primary members);

Provisional members:

- Marshall and Trish Kimber – *Katherine Scarlett*
- Will, Felicity, Hugo and Jack Allison – *Kapala 5*
- Rick and Lesley Allen – *MV Southern Explorer*
- Blair Bryant – *Stardust* (apology received)
- Kevin & Sharon Donovan – *Giovanna* (members in 2014)

The following new members attended the meeting, were introduced and received their Burgee from the Commodore, Val Nicholls: Marshall Kimber

5. **Vice Commodore**

What's happened:

Safety Day weekend in Barnes Bay
New Members Day
Family and Friends weekend

What's to come:

At home with Allan and Dinah
Huon River cruise over Christmas
New Year's Eve – evening on attenuator, details to follow.
Pirates Bay at Eaglehawk January 28-30
Southport, Dover and Recherche cruise

6. **Treasurer**

Reports received to be saved online

7. **Commodore**

Val has commenced communication with PESC to formalise our agreement in relation to the monetary donation we have made to the rebuilding of their facility.

Boats, particularly larger power boats have been invited to participate in the Rotary Sail Day, which is a large fundraiser for Rotary. Details will be circulated.

Women on Boats

Val reported on the Christmas party at Kettering at Bev's place on the 6th December, where she was presented with some handmade epaulettes. Sue and Bev were thanked for their great leadership and organisation of this group.

Reminder that the deadline for submissions to the February Albatross is 17th January 2022

8. **Other Business**

It was pointed out that Mark Sinclair, a participant in the Golden Globe Race of 2018 (restaged from 1968) would be arriving in Hobart after a delay in South Australia. He will be stopping on a mooring off Kingston Beach for the designated 1.5 hours before departure and completion of the race.

9. **Next Meeting**

February 1st at RYCT 7:30pm. Meeting closed at 6:35 pm followed by a barbeque outside.

MAST Cruising Moorings The moorings are recognisable by the distinctive yellow buoy and markings. There are 24 cruising moorings around the State.

Location	Latitude	Longitude
East Shelly	42 33.960	147 53.603
East Shelly	42 33.928	147 53.645
Coles Bay	42 07.708	148 17.629
Coles Bay	42 07.734	148 17.642
Taranna	43 02.955	147 51.703
Nubeena	43 06.107	147 44.310
Port Arthur	43 09.026	147 51.208
Dunalley	42 53.199	147 49.231
Maria Island (shallow draft only)	42 34.718	148 03.828
Maria Island (shallow draft only)	42 34.738	148 03.826
Maria Island	42 34.747	148 03.785
Lady Barron	40 12.792	148 14.994
Lady Barron	40 12.750	148 15.060

Location	Latitude	Longitude
Port Davies (Emita)	40 00.585	147 52.588
Prime Seal Island	40 04.137	147 45.717
Prime Seal Island	40 04.117	147 45.827
Prime Seal Island	40 04.079	147 45.855
Trousers Point	40 13.726	148 02.085
Pirates Bay	43 01.925	147 56.547
Binalong Bay	41 14.897	148 18.290
Binalong Bay	41 14.835	148 18.201
Swansea	42 07.220	148 04.659
Grassy Harbour, King Island	40 03.86	144 03.66
Grassy Harbour, King Island	40 03.857	144 03.787

Rules for mooring use

A 4 hour time limit during the day

Vessels picking up the mooring after 1.00pm may remain on the mooring overnight until 9.00am the following day

Maximum vessel length (Monohull) – 15 metres

Maximum vessel length (Multihull) – 14 metres

Maximum wind rating 40 knots

Rafting up is not permitted

Care must be taken by user to ensure the head rope is protected from chafe

In severe weather conditions, the vessel must be closely monitored by the owner / operator

Moorings used at own risk

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

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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 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 they aren't, advise them that the mooring is private and request them to leave.
- Notwithstanding that the moorings are lifted and serviced annually, 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.

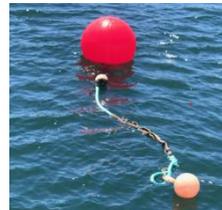
North Simmonds Bay, Bruny Island Number 2 - 7786.

Mooring number 7786 at North Simmonds Bay is a bright red/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 17 m.

This mooring was last serviced in January 2019.



Members' Buy and Sell

*Club members may advertise marine items free of charge in Buy and Sell.
Contact the Editor.*



Mobile phone antenna:

Moonraker CEL, base mount with M12 bolt. Has an FME connector (small diameter to fit through holes), needs an adaptor cable to connect to phone/data device.

Headsail cover:

Canvas cover approx. 15 m long with full-length zip. Has lacing designed to be tightened after cover is hoisted over furled headsail.

Anchor, Manson Supreme 20 kg, half the price of a new one

No offer refused!

Andrew Boon
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Answers to the quiz.

1. a), 2. b), 3. c), 4. b), 5) delta, hotel, mike, sierra, x-ray, 6. A catenary is a curve formed by a wire, rope or chain hanging freely from two points that are not in the same vertical line. On a boat, it is the length of anchor cable that curves upwards in an arc from the seabed up to where it emerges from the sea surface into the hawse pipe . 7. b)

Questions and answers taken from *The Australian Boating Manual* (third edition) by Captain Dick Gandy



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