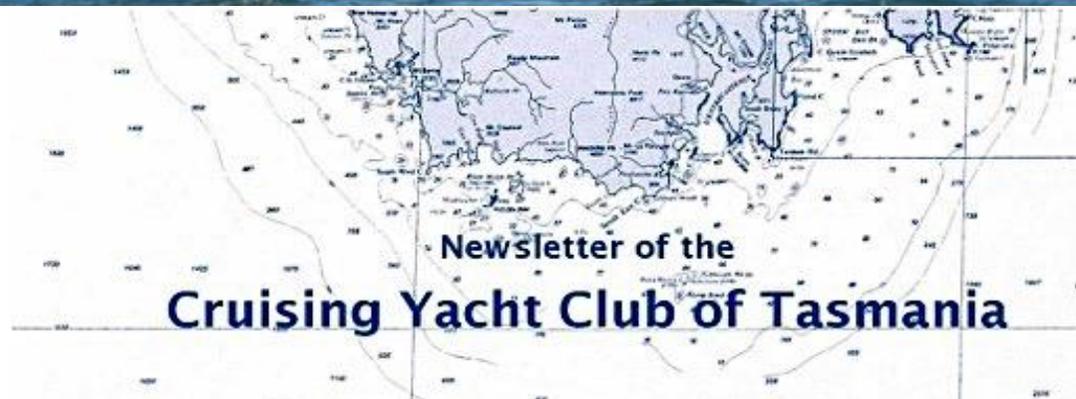


# Albatross

Volume 48 No 2 March 2022



Newsletter of the  
**Cruising Yacht Club of Tasmania**

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

**Committee Members**

<b>Commodore</b> Val Nicholls	<b>0404 825 310</b>	<i>Aziza</i>
<b>Vice Commodore</b> Mark Stephenson	<b>0438 854 380</b>	<i>Crown Venture</i>
<b>Rear Commodore</b> David Bowker	<b>0418 136 493</b>	<i>Duet</i>
<b>Treasurer</b> Jean-Pierre Corgnet	<b>0478 144 650</b>	<i>Vivante</i>
<b>Secretary</b> Rachel Poulter	<b>0408 949 632</b>	<i>Gradiva</i>
<b>Editor Albatross</b> Julie Macdonald	<b>0417 385 719</b>	<i>Westerly</i>
<b>Elected member 1</b> Ian Barwick	<b>0419 007 606</b>	<i>Willyama</i>
<b>Elected member 2</b> Andrew Perkins	<b>0419 375 500</b>	<i>Amodet</i>
<b>Membership Officer</b> Scott Poulter	<b>0419 513 983</b>	<i>Gradiva</i>
<b>Warden</b> David Mitchell	<b>0419 565 786</b>	
<b>Webmaster</b> Paul Kerrison	<b>0429 999 911</b>	<i>Wayaree</i>
<b>Quartermaster</b> Elizabeth Helm	<b>6229 3932</b>	<i>Intrepid</i>

**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 16<sup>th</sup> (there is no *Albatross* in January)

---

Cover page photo: *Invincible*, far left, racing out of the Tamar. Image by Scott Gibson, Tamar Yacht Club.

---

**Table of Contents**


---

<b>Table of Contents .....</b>	<b>1</b>
<b>Editorial .....</b>	<b>3</b>
<b>CYCT calendar .... Check the website for more details .....</b>	<b>4</b>
<b>Commodore's report – Val Nicholls.....</b>	<b>5</b>
<b>Vice Commodore's report – Mark Stephenson.....</b>	<b>6</b>
<b>Rear Commodore's report – David Bowker .....</b>	<b>7</b>
<b>Membership Officer's report – Scott Poulter.....</b>	<b>7</b>
<b>Applications for membership &amp; provisional members.....</b>	<b>8</b>
<b>New Member directory from November 2021 – Scott Poulter.....</b>	<b>8</b>
<b>Introducing new members – Scott Poulter.....</b>	<b>9</b>
<b>Women on Boats – Sue Powell .....</b>	<b>9</b>
<b>Dover/Southport/Recherche Bay cruise – Val Nicholls .....</b>	<b>10</b>
<b>Quiz .....</b>	<b>13</b>
<b>Hobart to Beauty Point, a cruise to the race – Bryan Walpole, <i>Invincible</i>. .....</b>	<b>14</b>
<b>Stanley to the South Australian border, being flexible in a pandemic.....</b>	<b>17</b>
<b>Wisdom the albatross .....</b>	<b>20</b>
<b>Furneaux Group cruise interim reports – Scott Poulter .....</b>	<b>21</b>
<b>Ahoy there – Albert Ross .....</b>	<b>24</b>
<b>General Meeting minutes, Tuesday February 1st .....</b>	<b>24</b>
<b>MAST cruising moorings .....</b>	<b>26</b>
<b>CYCT moorings.....</b>	<b>27</b>
<b>Members' Buy and Sell .....</b>	<b>29</b>

**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**



Despite my checking and double checking the Albatross before it goes to print, there are still some errors that slip through and I must apologise for two errors I made last month:

First, the Allison family applied for membership with their boat *Kapala, V* not *Kampala V* as advertised and secondly the article entitled *At Home with Al and Dinah* was written by Alan Braddock, not by Dinah Jones (nor by Dinah Braddock, because there isn't one!)

This issue of the Albatross is a bit light on for articles, but I am expecting to make up for that in the April issue when I hope to receive cruise reports from cruise co-ordinators of the Furneaux Group cruise, southeast/east coast cruise, the Norfolk Bay cruise, the east coast cruise and maybe some interesting reports of romantic candle-lit dinners on Valentine's Day. Not only that, but we also have some members doing extended cruises and with any luck we'll hear from them as well. That should make it a bumper April issue for you to look forward to!

Thanks to Bryan Walpole for his article this month describing an adventure-packed cruise to the start of the Launceston to Hobart race (and introducing me to the term 'adumbrating'!) Don't miss it!

A reminder that the new deadline for articles to reach the editor is the 16<sup>th</sup> of the month. This is earlier than the previous deadline, but the new printer needs a longer turn around time than the previous printer.

***Chock-a-block***

***Full***

The term "Chock-A-Block", meaning 'full', is a naval expression. It comes from the days of sail when blocks and tackle were in common use in a ship's rigging. When the lower block of a tackle was run close up to the upper one, so that the blocks were together and could be hoisted no higher, they were said to be "Chock-A-Block"

<https://www.navy.gov.au/customs-and-traditions/naval-slang>

<b>CYCT CALENDAR</b> .... Check the website for more details	
<b>March</b>	
Tue 1st	4.30 Committee Meeting, 7.30 General Meeting
Sat 5 <sup>th</sup>	East Coast cruise
Sat 19 <sup>th</sup>	Clean up Australia weekend
Mon 21 <sup>st</sup>	Women on Boats
Sat 26 <sup>th</sup>	She Sails, She Rows celebration weekend, Cygnet
<b>April</b>	
Sat 2 <sup>nd</sup>	Donald Sutherland Memorial rally
Sun 3 <sup>rd</sup>	Club picnic lunch
Tue 5 <sup>th</sup>	4.30 Committee Meeting, 7.30 General Meeting
Sat 9 <sup>th</sup>	Autumn cruise to New Norfolk
Wed 13 <sup>th</sup>	Bruny Island circumnavigation followed by the Tasman Peninsula circumnavigation.
<b>May</b>	
Tue 3 <sup>rd</sup>	4.30 Committee meeting, 7.30 General meeting
Sat 7 <sup>th</sup>	WOB sailaway
Sat 21 <sup>st</sup>	Oyster clean up at Stockyard Point
<b>June</b>	
Tues 7 <sup>th</sup>	4.30 Committee meeting, 7.30 General meeting
Sat 11 <sup>th</sup>	June long weekend in the Huon Valley
Sat 18 <sup>th</sup>	Dark MoFO in Constitution Dock

---

**Commodore's report – Val Nicholls**

---



For the very best of reasons, this month the Commodore's report is on the short side!

I am confident that many will understand the To Do list and flurry of pre-departure activity that arises as part of carving away time to get out on the water for a few weeks.

I plan to join the East / SE Coast Cruise Feb 12<sup>th</sup> to 28<sup>th</sup> so here I am completing March Albatross tasks on Feb. 9<sup>th</sup>.

No doubt most of you will also be out and about on the water taking advantage of summer weather, doing what we love to do, doing what we, the CYCT, is all about. Well, almost all. I was reminded recently how important to the life and vitality of the Club our land-based monthly gathering for the General Meeting is.

It is an especially good opportunity for all members to get together in a relaxed, informal setting with no worries about weather or anchors. It is an opportunity to get inspired, informed and excited about all things nautical through our Guest Presenter series, a time to offer support/participation in the governance and healthy growth of the Club. The CYCT members love to chat, so with the business side of things done it is again a time to socialise, share experience, tales of breakages, solutions and Tradie phone numbers. It is the golden opportunity for new members to be welcomed and absorbed into the social network and life of the Club.

My hope for 2022 is that we, the CYCT, find our way with COVID/Omicron whilst maintaining the participation, cohesion and social strength of our interactive gathering for General Meetings.

See you on the water!



## Vice Commodore's report – Mark Stephenson



Greetings from onboard *Crown Venture* anchored off Cooks Beach in Freycinet.

That sentence isn't entirely true; it was when I started this report last week, but now we are at home again, with work to be done in the garden rather than relaxing onboard. We had a week away with mostly easterly weather so could spend time on the western shore of Freycinet, with its stunning white beaches and clear waters surrounded by granite boulders and magic scenery. I even managed to catch six flathead, (only two returned undersize) along with two squid, so fresh seafood was on the menu three times.

I had a look on the website MarineTraffic last weekend and saw the waterways were quite busy. Every pleasure boat with an AIS system shows up as a pink shape and I counted 55 boats in the Channel, 28 along the east coast, 11 around the Tasman Peninsula and 16 in the Furneaux group. Wow, that's a lot of boats getting out for the long weekend, and the figures don't include those boats without AIS. I heard later there were 25 boats at anchor in Apollo Bay. Certainly the case of a good forecast and a few days off encourage us all to get on the water.

When you are reading this March edition of the Albatross, there will be around half a dozen boats heading south from Freycinet after John Bridgland's Bruny, Tasman Peninsula and East Coast cruise, another half dozen enjoying cruising in Norfolk Bay with Julie and Ian Macdonald, and another half dozen getting ready to head up through the canal with Shona and Richard Taylor to Maria Island and the Freycinet Peninsula.

Coming up in local waters we have a Clean Up Australia weekend based in North Bruny a week earlier than advertised, on the 19<sup>th</sup>, due to dates clashing with the WOB She Sails, She Rows weekend in Cygnet on the 26<sup>th</sup> March. These are followed by the Navigation Rally on 2<sup>nd</sup> April and the Club Picnic on 3<sup>rd</sup> April. A cruise up to New Norfolk is scheduled for the 9<sup>th</sup> April.

Yes, a variety of events to participate in, local, not too far away and a bit further away. With the summer weather seemingly here and hopefully staying a lot longer, a super time to get away on your boat. Remember to stay safe on the boat, keep an eye out for what is going on around you at all times, keep in radio contact with the guys and girls at Tas Maritime Radio and best of all take in the views of this beautiful part of the world we are able to cruise in.

Fair winds

---

## Rear Commodore's report – David Bowker

---



On 29<sup>th</sup> April the RYCT will be running their navigation cruise. This is a fun event where participants are invited to take part in several exercises around cruising navigational skills.

We are very lucky to have Mick Hocking OAM to take us through what is involved in a navigation cruise. He will explain what is required of a participant and what skills you need to take part and enjoy navigation cruises. Mick has been participating in Navigation Cruises for 30 plus years and has been on the winning crew a number of times both at the RYCT and Bellerive. Mick is a life member of the RYCT and was awarded his

OAM for services to sailing.

Also, a heads up for the May General meeting. We will have a presentation by Richard Phillips on "Cruising Asia during the Covid Pandemic".

Richard is currently in Thailand but will be in Tasmania in May. The adventures of the last 12 years have been substantial but none as remarkable as the last two years in Asia under lockdowns, expulsions, visa issues and travelling during a pandemic. Cruising Asia in the future will get very different from what we have known and is still very uncertain.

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

---



We have been lucky enough to enjoy a good part of February on board *Gradiva* participating in the Furneaux Group cruise. The fleet included five vessels, *Gradiva* with Scott & Rachel Poulter, *Pacific Haven* with Paul & Allison Peacock, *Dianne Johnson* with Bob Buchanan, *Sheokee* with Bill & Judy de La Mare and last but certainly not least, *MV Southern Explorer* with new member Rick Allen (receiving his club burgee at the first anchorage) & crew David Jones, Craig Smith & Chris Schott.

*MV Southern Explorer* provided an excellent platform for sundowners on a number of occasions, with the friendly crew providing a warm 'navy' welcome every time. A special thank you to our new member Rick Allen, his resourceful crew and the *MV Southern Explorer* for towing the *Dianne Johnson* from Trousers Point on Flinders Island to the Tamar River after a gearbox cooler failure.

### 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.

**No new applications**

### 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.

**Will, Felicity, Hugo and Jack Allison  
Kevin and Sharon Donovan  
Blair and Ingrid Bryant**

**Kapala 5  
Giovanna  
Stardust**

### 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 Scarlette</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>Kapala 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

---

### Dennis Pashen and Vicki Sheedy – *Andromeda*

Dennis Pashen and his wife Vicki Sheedy live in Middleton overlooking the D'Entrecasteaux Channel.

Dennis currently works with the Ochre Health Queenstown General Practice and the West Coast District Hospital. Dennis and Vicki have spent several years working in rural medical education in Universities and the Australian College of Rural and Remote Medicine.

They took over the care of *Andromeda*, a Huon 36 pilothouse motor sailer from Roger and Pat Locke in 2020. Designed by Hank Kaufman and built in Port Huon in 1989 for Ian Winehouse, *Andromeda* is moored in the Oyster Cove Marina at Kettering.

Dennis sails with his wife Vicki Sheedy, their dog Toby and his family and friends. Vicki is a keen gardener since she retired in 2018 whilst they share interests in music, reading, wine and food.

---

## Women on Boats – Sue Powell

---



Regretfully, the decision was made to cancel the February meeting. Since the opening of our borders Covid is once again affecting the CYCT meetings with limited numbers of registrations and the requirement of mask wearing in public places.

The fear of Omicron spread, together with the number of members who are currently cruising gave cause for Bev and I to cancel the February meeting.

Knowing the number of cases are declining as more get vaccinated we plan to start the year with the meeting on **March 21st at the RYCT**, Marieville Esplanade, Sandy Bay at 5.45pm.

Watch the events calendar for more information as the time draws nearer.

The big event coming up in March is the She Sails She Rows Celebration weekend hosted by the ladies of the Cygnet yacht club.

Could you please advise if you:

- 1) wish to attend (by boat or by car)
- 2) provide a boat and how many crew can you take
- 3) whether you will be attending the Saturday Club meal

as boats and crews need to be arranged before we next meet to enable organisation and provisioning (our March meeting is only 4 days prior to the event).

Your early responses would be appreciated so we can advise the Cygnet Yacht Club of our attendance.

Safe sailing, make the most of our beautiful weather and best wishes until we meet again.

---

**Dover/Southport/Recherche Bay cruise – Val Nicholls, January 22-29**

---



At last! The weather gods were with us! A week of mostly mild to moderate winds, barely any rain, and heat enough for swims, walks and extended sundowners on the beach.

Whilst a basic itinerary was put forward over Channel 77 and the evening Talking Stick, the location and number of boats within the fleet varied throughout the week. Some had only a weekend, others had commitments to attend to but would return, some wanted to be where the fish were, others content to go with the flow. Around seventeen boats congregated in Mickeys for the first night of the cruise. This number fluctuated throughout the week and stabilised to around nine boats. What made it all work was the diligence of the fleet in using Ch 77 to let the Cruise Contact know where they were and when they would re-join. Much appreciated.

What a shame I didn't have a camera or sketch pad on our first evening! I could have captured the various and necessary contortions of limbs and face to get from dinghy, with BBQ gear, to the beach at low tide in Mickeys. It made relocating to Kingfisher Beach next day an obvious choice that was more than rewarded by easy access to a lovely beach picnic spot that had Mick Way and John Bridgland cooking up freshly caught abalone to share with us all. What a treat.

Those who moved on to Recherche next day enjoyed a walk out to Fishers Point and once again sundowners on the beach. Was it there that Dinah kept us entertained with the saga of a floating log and an extended and confusing MoB she picked up on Channel 16? Turned out it was something of a MoB 'pocket call' error. No emergency at all. However, there was a lesson to be learnt, for

at least me and one other sailing boat. Both boats experienced a piercing alarm go off that afternoon. At the time, I realised it was from the radio, rolled my eyes and grumbled about something else to fix and turned it off. Happily, when I turned it back on, all was 'ticky boo'. It was only when Dinah recalled the piercing alarm her DSC radio sent out when the Distress Call was picked up that I realised the source and purpose of the alarm. Whoops. Let's not make that mistake again!

Have you ever met an Anchor Thief? Kevin and Mei Landman have. I was rafted up to *Willyama* and, with Ian and Christine's guidance, endeavouring to set up a system that might free my anchor shaft from a very tightly wrapped chain. Kevin whizzed over in his RIB eager to employ his Anchor Thief. They had picked up this nifty device in the Med where complex anchoring procedures seem to ensure that folks will regularly get their anchors and chains snagged and wrapped around each other. Ask the Landmans for details. Enough to say, it was barely a couple of minutes before the chain was free and a cuppa was in the making.



*Anchor Thief in action*

Throughout the week walks for the curious, swims for the intrepid and fishing for the optimistic interwove with sailing, snoozing and chats. Valiant Janna did her best to participate despite spraining her ankle early in the trip. Dinah solicitously dealt with a burn on her foot from an exploding fireplace rock, Marion cooked up the proverbial scones, jam and cream to share, Dinah also dealt with a 'ho-hum' weather morning by welcoming folks into the galley for a baking session. Plenty going on with no loss of a generally relaxed and true 'cruising' pace. Let me reassure those who have yet to offer to be a Cruise Contact, it is no chore. Having notified participants prior to the trip, the itinerary and decision making naturally becomes a shared experience with members of fleet contributing ideas and activities without prompt.

Plans to join Port Esperance Sailing Club for Australia Day celebrations were curtailed by COVID and weather concerns. In the end, the route that evolved was Mickeys, Kingfisher beach, Recherche, Tin Pot Bay and a final gathering in Dover. Josephine Jaworsky had generously invited us to a BYO everything dinner in the lush fernery of their back garden. A perfect end to a great trip. Good company, BBQ, a quick TV peek at the Australian Open for the addicted, and of course the treat of all treats: Josephine's legendary ice creams! We couldn't thank her enough.

With tomatoes, lawns and other domestic thoughts arising most concluded the cruise on Saturday whilst a few stayed out longer. All in all, a most enjoyable cruise. Many thanks to all participants.



*Whisper HR, Pandora, Serenity leaving Southport.*



*The fleet in Tin Pot Bay*



*The walk to Fishers Point*



*Thank you, Josephine!*

---

## Quiz

---

1. You are in a sailing vessel with wind on the port quarter. You observe another sailing vessel approaching head-on on a steady bearing.
  - (a) You should give way
  - (b) You should stand on
  - (c) Each vessel should alter course to starboard
  - (d) You should change tack
  
2. A vessel is displaying two white lights in a vertical line. On one side of these, in a vertical line, are three more lights, the top and bottom of which are red and the middle one is white. This is a vessel:
  - (a) Not under command
  - (b) Constrained by her draft
  - (c) Restricted in her ability to manoeuvre
  - (d) On pilotage duty
  
3. At night, a power driven vessel can be distinguished from a sailing vessel because a sailing vessel carries:
  - (a) A two-coloured lantern
  - (b) An all-round white light on top of her mast
  - (c) Side lights and a stern light only

- (d) A mast head light only
4. In a narrow channel, on which side of the centre line should you keep?
- (a) Right
  - (b) Left
  - (c) Either
  - (d) Middle
5. The duty of an overtaking vessel in open waters is to:
- (a) Give a sound signal
  - (b) Give a sound signal and overtake safely
  - (c) Keep clear of the overtaken vessel
  - (d) Overtake on starboard side
6. You are sailing but also under power, meeting a power-driven vessel steaming almost head-on towards you. You are:
- (a) The stand-on vessel
  - (b) The give-way vessel
  - (c) Required to alter course to starboard
  - (d) Required to alter course to port

Answers: page 30

---

## Hobart to Beauty Point, a cruise to the race – Bryan Walpole, *Invincible*.

---

*Invincible*, a Farr 11.04 ( 36 feet) was entered in the 2021 Launceston to Hobart race, starting on December 27<sup>th</sup> from the Tamar, off Georgetown. She had to be delivered well before Christmas, so there would be time to repair any problems from delivery.

Watching the weather cycle, as cruising folk do, a window with three days of southerly winds, going east appeared on Wednesday December 18. Three intrepid crew – Ailsa, from my regular crew (all of whom have full time jobs, so



*Invincible on the Derwent. Image by Brian Hall*

unavailable for delivery) and Richard, who came from an email the CYCT circulated, asking for crew – set off at 11 am, to beat the sea breeze to the Iron Pot, expecting a reach to Dunalley on the same breeze. As usual, on a warm day it came in soon after leaving RYCT, so with one reef, the number 4 jib, and an idling motor to run power for the autohelm, we tacked down the Derwent at 4.5 kts VMG (that's velocity made good), down the rhumb line (most direct route) when tacking, a manoeuvre rarely attempted by cruisers!



Sunrise over Swan Island. Image by Bryan Walpole

Turning north at the Pot, we happily reached across Fredrick Henry Bay at 6 kts to arrive at the canal entrance at 1830, on the top of the tide. The wharf was unoccupied, so we tied up alongside, and proceeded to the Dunalley hotel for a welcome home cooked meal and a raft of anecdotes from the licensee, who confidently told us that we could stay there all night, as only the occasional fishing boat unloaded there these days, as the restaurant was currently closed.

We squared off early afternoon to 015 M for Cape Sonnerat, dreaming of maybe making Wineglass 35 miles distant on a beam reach before dark, if the breeze held. It did, and strengthened, occasionally 25 kts, easily handled with the reduced rig; a few splashes into the cockpit kept us alert. At 1930 we gybed around Cape Forestier, and scooted into Wineglass Bay. The gusts proved quite benign, and we anchored tucked well in, in 4 fathoms.

*Invincible* has a 20 kg CQR with chain and no winch or line marks and as it had not been used for many years, it had welded onto the chaff bag (racing yachts rarely if ever anchor). It proved quite a tussle for three 70+ year olds to free it and set 30 m of cable. Nevertheless, we were treated to a beautiful calm starry night, Jupiter and Venus glowing from the ecliptic, Orion high, with gentle rocking to sleep after a 70-mile day.

Friday night would need to get us within cooee of Banks Strait to make the tide. Binalong Bay is 60 miles distant, 10 hours at 6 kts, so an 05.30 start, after muesli and tea - no cruisy bacon, eggs, and tomatoes on toast with brewed coffee for racing types on a schedule! All hands to retrieving the anchor and chain with back breaking toil.

Out beyond The Nuggets by 0600, a glorious sunrise, with wandering albatrosses swooping over a half metre swell. A gentle easterly breeze slowly built to 10 kts, pushing us north at 5 kts, slowly building with the seas to 15 kts, as forecast, adumbrating a glorious sunny sailing day, beloved of cruisers, wind just abaft the beam, petrels and gulls fishing all-over, past Bicheno, Douglas Apsley, St Patricks Head, then St. Helens Island hove into view. Too deep to anchor there for us, so after a close encounter with Merrick and Elephant rocks, we flew into Skeleton Bay at 1800, 12 hours out of Wineglass. Unfortunately for us, both the Binalong Bay MAST moorings were taken, so

reluctantly the anchor was laid again, to burn off 4 hours to meet the midnight tide flowing north then west from Eddystone Point through Banks Strait to Bass Strait and our goal, the Tamar, possibly making the entrance at 1800 tomorrow just after low tide.

After a short sleep and a snack, we set off again after hauling up the big CQR, determined that we would not anchor again on this trip! A 5 kt easterly, assisted by the iron wind, had us under the beam of Eddystone light at midnight, expecting the north bending west-going stream to power us outside the George rocks, then south of Swan Island expecting 3 kts of current. Alas it was not to be. The biggest difference between SOG (speed over ground) and boat speed was half a knot. We surmised that after a week of westerlies, and on neap tides, the flood into Bass Strait was slow and maybe the ebb was huge.

We ran a dual night watch, being close to reefs, islands, and very dark, with an hour and a half off, then three hours on, both clipped on deck. It made for a weary night, with just a few hours' sleep, but dawn brought us to Cape Portland wind farm, about 70 windmills, spinning slowly in the 10kt northerly, powering thousands of homes, and giving us champagne sailing along the sandy beaches of the north east towards Waterhouse Island, arriving at 1000, leaving 40 miles to go for our landfall at Low Head, where we need to be soon after 1800, for tide up the Tamar. Bass Strait was in a benign mood, with a building 15 kt northerly punting us along at 7 kts, passing close by the recently sold desolate Ninth Island (thought there was a vineyard there!), Tenth Island, a low bare rock, surrounded by nesting gannets. And Low Head lighthouse now in the distance, two hours to go, and on time.

We handed the jib, gybed the main on to port, crossed the Middle Bank with a lumpy sea and 3 m under the keel , leaving the Farewell mark to port, and sailed up the well-marked Tamar



Sunset over Bass Strait. Image by Bryan Walpole

entrance channel, mainsail only and as we approached Sea Reach, having the Dotterels leading marks astern, a 10,000 ton frightening freighter, doing over 12 kts to combat the incoming tide bore directly toward us, being in mid channel. Four horn blasts had us scurrying to starboard, leaving the green North West

Bank mark to port (ouch, but 4 m underneath) to take her stern, then back in the channel, taking the 3 kt tide to arrive off the Tamar Yacht Club at 1910. We called up the bosun on the mobile, and were shown to a comfy marina berth, tying up at 1945. He informed us that the kitchen at the Beauty Point hotel closed at 2000. We secured the berth, and arrived at the bar at 2000 precisely, to be told we were too late for food. Richard pleaded our plight, 3 days at sea on iron rations, so she visited the chef, and presto, provided we have fish and chips, food is on. A few beers, a meal, and we discovered (heard!) the raucous young crew of *Kraken* at a distant table, who invited us to join them, but being tired, and having an early start for home tomorrow, we adjourned to the comfy *Invincible* bunks, only to hear them crashing down the marina, slabs and bottles in hand for late night revelry. That passed us over and we three were all asleep in minutes.

Next morning, after a good clean up, preparing her for crew arrival and into racing shape on the 26<sup>th</sup>, we picked up a pre-arranged car, and drove home to Hobart. Cruise over, 56 hours (about 20 under motor), one night's sleep at anchor, and a wonderful trouble-free sail for almost 300 miles round the glorious Tassie coast; what a privilege to live and sail here.

A week later the crew gathered at TYC to race the same course back to Hobart, (see cover pic) a similar glorious sail, rarely more the 25kts, and that was from astern, but then that's racing and this journal would not find interest in that!

---

## Stanley to the South Australian border, being flexible in a pandemic.

### De and John Deegan, *Storm Boy II*

---



Before we tell you about our current cruise and for those of you who do not know *Storm Boy II* here is a brief outline of the boat and preparations for this trip.

*Storm Boy II* is a very capable boat in which we have every confidence. She is a very seaworthy boat, built tough for distance travel. For those who do not know the boat here are some of the basics:

LOA 43 ft  
 Engine: John Deere 6068 235 hp  
 Fuel: 2300 diesel  
 Water: 2200 litres

Fuel consumption is approx 1 litre per mile depending on throttle settings and sea conditions. We generally cruise comfortably at 8 knots ...8 litres per hour .

Stabiliser arms from which we can either use para vanes while underway or flopper stoppers in roly anchorages.

In preparation for this trip we added various equipment and modifications that we thought might help us along the way.

The dinghy was replaced with a 3.75 tinny and a new 15 hp 4 stroke outboard. Our usual Purdon was not crocodile proof and we wanted a far ranging exploration dinghy.

Insect screens on hatches including a custom screen on the sliding galley window to improve warm weather ventilation.

Because the boat only has one engine and no other means of propulsion, we are very particular about the engine: it's care, quality of fuel and regular servicing .

I do all the servicing on the on the John Deere to keep me familiar with all the workings and potential problems. It is a simple, no electronics machine that gets a lots of love and attention. To stay ahead of every possible eventuality, I added every spare I could think of. This included spare:

Starter motor

Alternator

Fuel pump

Jabsco cooling pump and additional impellers

Engine oil and transmission fluid for two further services

Oils and fuel filters

Multiple belts

Replacements for every hose on the boat and a selection of hoses and clamps Various wires, fuses and crimps

All the tools are easy at hand in the engine room with plenty of lighting.

So we can see what is going on in the engine space while underway I installed two infra red cameras with the display on the dash. They are actually a caravan reversing camera system from Jaycar.

Also on the dash we have two digital "ENGINE GUARD" temperature sensors both with user-set alarms. One gives us engine block temperature and the other I have installed on the face plate of the Jabsco sea water pump. Even the smallest blockage to incoming sea water will set the alarm off.

To increase mobile phone coverage a Cel Fi antenna was mounted high up on the roof.

The list goes on and on. You name it we probably have it onboard. I hope..

The house sitters were in place and our departure was set for before Christmas ... no particular reason only that we had to have a target and getting away from your home port is always the hardest first step in a voyage. Packing up the house for the incoming sitters was a challenge and trying to remember to get everything onboard was a bigger challenge .

Once away from Kettering we moved fairly quickly through the Denison canal and up the east coast. We spent a night on the MAST mooring in Binalong Bay where the Flopper Stoppers worked overtime to give us a comfy night. The tide was on our side and in a day we went non-stop to the Tamar Yacht Club where we sat out a few days of strong winds.



During one of our trips to the Whitsundays we met up with the Hursey family cruising on a Stanley fishing trawler. I called Mark and he arranged for us to go alongside on one of his boats (see photo). What a treat; with the big tides we did not need extra long mooring lines, fender board or fenders - we just went up and down with the boat alongside. Leaving the Tamar it was amazingly rough: the dinghy on davits tried hard to break loose and I jammed my finger in a wheel house door that was out of control. For a few hours

it was miserable but then the day improved and we arrived in Stanley late in the day.

Our target was still to cross the Bight in summer so we pushed on to Grassy Harbour, King island. MAST has two moorings there, one we found exposed to the swell so we picked up the mooring off the boat ramp. This worked out ok for our one night stop but it was a very tight fit around the surrounding boats. Very strong easterlies were on the way so it was decided to go to Apollo Bay. Not a bad trip with a building southerly swell and southerly wind.

Apollo Bay is a very small harbour; the narrow entrance looked challenging but was deep and well marked.

Once alongside in the small marina I noticed that all the local boats had multiple lines and large s/s springs to take the surge loads. The forecast was for an easterly gale and we were not happy to be bashed around on the dock. The harbour master was very helpful; there were a few vacant moorings off the dock and he assured us that they were lifted and serviced every year so that is where we sat out the gale. For several days we were boat bound. A big surge formed in the harbour, waves breaking over the sea wall and heavy rain; so glad we were not in the marina and worth the \$42 a night .

The weather eventually settled and Port Fairy was our next stop, another small harbour and by calling ahead we secured a berth opposite town on a shallow but comfy berth. The harbour master building had showers, toilets and laundry. Most of the time we had it all to ourselves. COVID was

having a big impact on the town and the council that operates the dock was on COVID shutdown; we paid for a few nights then they said do not worry about any other fees and disappeared. Portland was a surprising stop - absolutely first class marina and boating facilities. We stayed two nights and it was only \$26 a night.

Next, a two day trip to Robe with an overnight in the corner of Rivoli Bay. They have been dredging the entrance into Robe Marina but it is still narrow and shallow. Most berths are privately owned with only a few berths available for casual rental. You could anchor off the town but again it is shallow a long way out and potentially swell affected.

Our intention was always to go clockwise to Perth then to the NW of Australia but COVID restrictions has made all this problematic; Western Australia has closed borders and it does not look like getting onboard with an open border policy any time soon. By the time you read this the daily border changes will have taken yet another twist. The proposed opening on Feb 5th has now been extended indefinitely so our plans are still up in the air. Luckily for us we are getting to enjoy wonderful cruising around Spencer and St Vincent Gulfs.

---

## Wisdom the albatross

---

### Still broody at 69.

*This article is reproduced with permission from The Weekend Australian magazine, December 19-20, 2020. --Ed*



An albatross named Wisdom, the world's oldest banded bird, has laid an egg at the age of at least 69. The Laysan albatross was first fitted with a leg band in 1956 by biologists studying the life cycles of the birds. It meant that she could be identified among the three million individuals that nest every year at Midway Atoll Wildlife Refuge in the Pacific. Halfway between North America and Asia and covering 1.5 square kilometres, it's the third-largest marine

conservation area in the world; the atoll itself is only 6.5 square kilometres and hardly any of it is left uncovered once the birds arrive. Wisdom's return is considered a triumph for conservation in the face of threats that include the hundreds of tonnes of rubbish in the Pacific.

She has flown more than five million kilometres, equal to eight return trips to the moon and has hatched more than 30 eggs. It was previously thought that the lifespan of an albatross was 30 or 40 years.

*The article is over a year old – let's hope that Wisdom is still flying at 70! --Ed*

---

**Furneaux Group cruise interim reports – Scott Poulter**

---

**Report 1 Monday 31/1**

The extended cruise to the Furneaux group has officially begun. *Sheokee* did a wonderful job of leading *Southern Explorer* and *Gradiva* through the Denison canal. The three vessels are now anchored in Shoal Bay, Maria Island and looking forward to catching up with *Dianne Johnson* and *Pacific Haven* over the next day or two.

**Report 2 Friday 4/2**

The Furneaux Group cruise is currently in Wineglass Bay, heading to Binalong Bay early tomorrow. Today was a rest day so three of us walked up to the lookout to stretch our legs. All 5 boats have met up & were the only ones in the anchorage.

**Report 3 Sunday 6/2:**

After two great passages from Wineglass to Binalong Bay and Binalong Bay through Banks Strait to Key Island Bay in the Furneaux Group, we all enjoyed a good night's sleep. Today we had a great flat water sail north to Fotheringate Bay on the northern side of Trousers Point then enjoyed sundowners from the upper deck of *MV Southern Explorer*.

**Report 4 Wednesday 9/2**

On Monday we had a great sail/passage north to Marshall Bay anchoring near Castle Rock with a lovely sunset over Prime Seal Island. On Tuesday we used the tide heading north past Roydon

Island anchorage to Stackys Bight on the eastern side of Killiecrankie Bay. The magnificent arch and sheltered beach in Stackys Bight was perfect for sundowners.



### **Report 5 Friday 11/2:**

We departed Killiecrankie on Wednesday and had a nice sail down to Peacock Bay on Prime Seal, in preparation for a westerly change. Meanwhile, *Southern Explorer* headed out to Deal Island for the night. On Thursday, with a fresh SE change forecast for early Friday morning we move to Port Davies. The persisting 20 knot westerly made the anchorage a little unpleasant until the SE change eventually arrived, late Friday morning. Friday afternoon was beautiful and a shore party explored the Wybalenna museum. Sundowners were enjoyed on the beach after a lovely day.

### **Report 6 Tuesday 15/2:**

On Saturday Morning we departed Port Davies early, pushing south against a fresh SE with the aim of doing some shopping at Whitemark before rendezvousing with *Southern Explorer* at Fotheringate Bay. Unfortunately, *Dianne Johnson* lost power and was taken under tow by *Gradiva* with *Pacific Haven* and *Sheekee* standing by. *Gradiva* with *Dianne Johnson* bypassed Whitemark and *Dianne Johnson* was secured alongside *Southern Explorer* at Fotheringate bay. The gearbox heat exchanger, with only 150hrs, had failed. The following day *Southern Explorer* took *Dianne Johnson* under tow and the fleet proceeded to the very beautiful Spike Bay on Clarke Island. We had a calm crossing of Banks Strait on Monday and a lovely anchorage at Foster Inlet. With calm weather in Bass Strait, the fleet is taking a side trip to the Tamar River to rendezvous with the new heat exchanger and to dodge some boisterous westerlies.





---

**Ahoy there – Albert Ross**


---


**I say Ahoy there!**

One of my cousins, a gorgeous Pacific gull, was so well fed from the clean-up after a good day's fishing onboard *Crown Venture* last week, that he decided to relax overnight on a chair in the cockpit, much to the shock of a dozy Russell when he first opened the door in the morning.

I spied a club member struggling in a downpour in Launceston recently, with umbrella, handbag and granny shopping trolley being blown around with the blustery wind.

Then her partner was quizzed, while sitting in the library, what the big red ball was that he had with him? Seems he tried to get on the wrong bus to take him to the boat in Beauty Point and had to wait for the next bus, so he walked kilometres into town carrying his big red ball, to fill in time until the right bus departed.

My eyes are scanning the seas and the land – everywhere!

---

**General Meeting minutes, Tuesday 7th December 2021**


---

**1. Opening**

Commodore Val Nicholls opened and chaired the meeting at 7.30 pm

**2. Rear Commodore**

David Bowker introduced the guest speaker. Tony Hope spoke on **James Kelly: A giant of a man in Tasmania's History**. Rear Commodore presented Tony with a plaque to thank him for his presentation.

**3. Secretary**

*Attendees and Apologies*

Attendees taken from online registration.

Apologies:

Dennis Pashen and Victoria Sheedy

Scott and Rachel Poulter

Chris Heath

Julie Porter

Charles Burns

Ottmar and Elizabeth Helm

Richard and Shona Taylor

Erika Shankley

Russell Wither

Brett and Elizabeth Harrison

Paul Kerrison

Bob Buchanan

Lew and Liz Garnham

David Mitchell

Alan Jones

There were 27 Club members in attendance and 20 apologies.

*Minutes of the last General Meeting (7 December 2021)*

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

**Proposed: Mark Stephenson    Seconder: Andrew Boon 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 no new prospective or provisional members.

New member Blair Bryant was introduced by Commodore, Val Nicholls.

(Welcome pack posted prior)

#### 5. **Vice Commodore**

Report from Vice Commodore Mark Stephenson

What's happened:

At home with Alan and Dinah,

Huon cruise over Christmas,

Evening on the attenuator – New Year's eve had 8 boats and lots of sharing

Cruise south to Dover and Recherche – good weather and up to 17 boats

Extended Furneaux cruise – sheltering in Orford at the moment

What's happening:

SE and E coast cruise,

Parade of Sail at Hobart Regatta,

Valentine's Day,

Norfolk Bay,

East coast cruise.

Mark noted that there was the possibility of 4 cruises all being in Norfolk Bay in late February, depending on any weather delays.

Cruise Contacts required for Hobart Regatta weekend, June Long weekend up the Huon and Dark MOFO weekend in Con Dock.

**6. Treasurer**

Financial reports have been distributed and will be saved online. No issues to report.

**7. Commodore**

**PESC update** - Current idea is that CYCT contribution will be used for the hearth with a plaque recognising CYCT. PESC are getting a quote for the hearth which may well be around \$10,000

**Rotary Sail day** – CYCT invited to make boats available

**CYCT COVID response** – Commodore reported on the measures for extended cruises. Main approach is for limited sharing for the first 3 days.

**Women on Boats**

Bev reported that the 21 February meeting was cancelled as many key members are still away. They are keeping their energy for the meeting on the following month.

**8. Other Business**

There was no other business

**9. Next Meeting**

March 1<sup>st</sup> at RYCT 7.30pm

**10. Close.** Meeting closed at 8.45pm and Commodore invited members to socialise.

.....



*Furieux Group*

**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

Please report any faults or issues to MAST on (03) 6235 8811 or email : [peter.hopkins@mast.tas.gov.au](mailto:peter.hopkins@mast.tas.gov.au)



**MAST**

MARINE and SAFETY TASMANIA  
making boating better

### 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 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.**

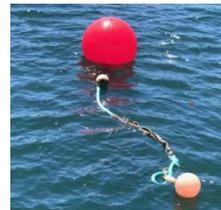
#### **North Simmonds Bay, Bruny Island Number 2 - 7786.**

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.*



**FOR SALE!**

### **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, ph 0400 651 532

### **Danforth anchor for sale**



My nephew has a size 16 (16 Kg) Danforth anchor for sale. It has 90 cm along the shank. It would be a superb emergency or second anchor. It is new and has never been used. Galvanized steel. It is being advertised elsewhere for \$75.00 but to CYCT members can be purchased for \$50.00. If you are interested call Mike Stevens on 0448 357 202. Location: West Hobart. Tony Peach

**CYCT Members Buyers' Group.**

Steadfast Insurance Brokers	David Page. 62313360
R & J Batteries	Kayne 62722943

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



**STRAHAN**  
HOLIDAY RETREAT

**Phone**  
**64717442**

**Special**  
**Winter Deals**

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

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

Answers to the quiz.

1 (a), 2 (c), 3 (c), 4 (a), 5 (c), 6 (c)

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

**“Get your  
inflatable  
lifejackets  
serviced  
now!,,**



Phone: 0450 649 434

[www.lifejacketstasmania.com.au](http://www.lifejacketstasmania.com.au)



## OYSTER COVE MARINA BOATYARD

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



### **Services include:**

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



For bookings or  
more information

**62674418**

7 Ferry Road

**Kettering**



COMPETITIVE  
BERTHING RATES  

---

UP TO 50% LESS

[www.princeofwalesbaymarina.com.au](http://www.princeofwalesbaymarina.com.au)



0400 927 510

[powmarina@gmail.com](mailto:powmarina@gmail.com)

20 Bender Drive, Derwent Park, Tasmania 7009



## Mooring & Marine Services

Look for the Green Boat 'Indian J'

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

**Ewen Mickan**

Ph. 0457 811 070

[moorings345@outlook.com](mailto:moorings345@outlook.com)



## SAWYER 35 PILOTHOUSE MOTOR CRUISER

**\$129,950**

This well-proven passage maker has featured in the Wooden Boat Festival in Hobart. This attractive vessel, a traditional double-ended cray boat hull design was heavily built to commercial specifications by the Sawyer brothers. Powered by a slow revving 90 hp Fiat she has a cruising range of over 1000 nm and is a superb seaboot.



This vessel offers all the crew comforts and is equipped to blue water cruising standards having made the voyage between Tasmania and Morton Bay, Queensland several times and has cruised extensively in Tasmanian and Queensland waters. She has been well-maintained and presents in very good condition. She is ready to go to sea when you are.



- 90hp Fiat diesel
- Carvel planked with Spotted Gum
- Spacious pilothouse offering plenty of light from the big windows
- 7kva Kohler Genset

**[www.boatsalestas.com.au](http://www.boatsalestas.com.au)**

**03 62248288**

**'Muirs Boat Yard' 44 Napoleon St, Battery Point**

**Paul Nanscawen 0418385866**