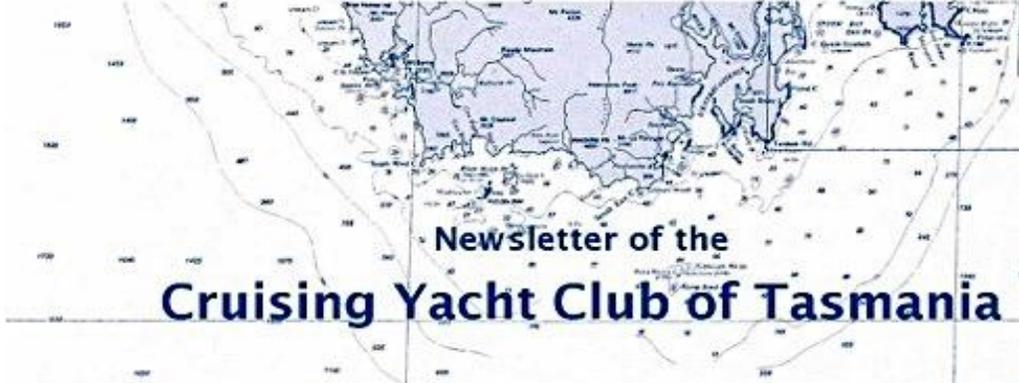


Albatross

Volume 48 No 4 May 2022



Newsletter of the
Cruising Yacht Club of Tasmania

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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 16th (there is no *Albatross* in January)

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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



This issue offers some great reading with interesting articles highlighting the variety of cruises and activities enjoyed by our members. The article by Jacky Zanetti covering *Rusalka's* 'circumnavigation' of Bass Strait gives interesting information about some less well-known anchorages in Tasmania and Victoria, while those of you who are familiar with well loved Hobart boats will enjoy the article about the return of the classic *Nell Gwyn* to local waters.

A reminder to members who intend to participate in the Donald Sutherland Memorial Navigation Rally that you will need to vote that day unless you have voted early. Also note that the venue for the oyster clean-up is now Lodge Bay beach, not Stockyards as advertised last month.

We all know how lucky we are to have such wonderful cruising grounds right on our doorstep, but how many have ventured under the Tasman Bridge and headed north? If your air draught is less than 17metres, be adventurous – go under the westernmost span of the Bowen Bridge. You'll find a good anchorage at Dogshear Point to overnight, then follow the leads up the river as far as the Bridgewater Bridge, venturing as far as the last lead. Sadly, these days this will be your turning point as progress beyond to New Norfolk is now blocked indefinitely (permanently?) as lack of maintenance on the lifting span means it no longer lifts. On your way back downriver be sure to go ashore at historic Austin's Ferry which for decades was the main access to the north for travellers (Google it – the history is fascinating). Austin's Ferry is a beautiful little anchorage (2 metres close to shore) with a jetty adjacent to the rowing club allowing you to dinghy ashore and check out Austin's restored cottage which is now a little museum . Read the article by Mark, which makes the trip sound far more exciting!

A supplementary quiz question for you: who are the masked bunnies featured on the cover?

LEARN THE ROPES

Learning how to do something

Not surprisingly, the origin of the idiom "learn the ropes" is nautical. Before the days of ships powered by steam or fossil fuel, almost all ships had sails. New recruits had to learn how to tie knots and manipulate the ropes that moved the sails to capture wind most effectively; this series of lessons was termed "learning the ropes."

<https://www.gingersoftware.com/content/phrases/learn-the-ropes/>

CYCT CALENDAR Check the website for more details	
May	
Tue 3 rd	4.30 Committee meeting, 7.30 General meeting
Sat 7 th	WOB sailaway
Mon 16 th	WoB meeting
Thur 19 th	Winter forum
Sat 21 st	Donald Sutherland Memorial Navigation Rally
Sun 22 st	Oyster clean up at Lodge Bay beach
June	
Tues 7 th	4.30 Committee meeting, 7.30 General meeting
Sat 11 th	June long weekend in the Huon Valley
Sat 18 th	Dark MoFO in Constitution Dock
Mon 20 th	WoB meeting
July	
Tue 5 th	4.30 Committee meeting, 7.30 General meeting
Sat 16 th	Winter cruise, Barnes Bay
Mon 18 th	WoB meeting
August	
Tue 2 nd	4.30 Committee meeting, 7.30 General meeting
Mon 15 th	WoB meeting
Sat 27 th	Anniversary dinner

Commodore's report – Val Nicholls



Are you ready to transition to winter cruising Tasmanian style? No diesel heating on my vessel, but there is my Kerosene Force 10, a pair of trusty Ugg boots, fluffy tracky-dacks, hot water-bottle, hot chocolate and a range of old videos for the longer evenings. I am ready. I love winter sailing. Cosy cabins, misty mornings, frosty walks, winter sunsets, hot food on the cooker, any excuse for a warming swig out of the flask! As Vice Commodore Mark will describe in his report, CYCT cruising never sleeps, we do not hibernate! If this isn't enough to entice you, out how about this reminder I found in an

article about our Southern Lights – Aurora Australis:

Winter is the ultimate time to witness nature's nightclub

Where are my Ugg boots? I'm off!

On a different tack...things are happening at the Port Esperance Sailing Club (PESC). Despite the challenges of resourcing builders and materials in these Covid times, the construction of the new club house is underway. The foundations and footings are in. PESC's ongoing commitment to both the provision of sailing opportunities for the young and older, as well as to community development through a program of events and activities, is paving the way for this characterful club to become an iconic asset for Dover and the Huon Valley. As Commodore, I take pride in CYCT's support for this Phoenix rising from the ashes.

For your interest, and as shared at the April General Meeting, the CYCT along with the BIA (Boating Industry Association) has submitted stakeholder support for MAST and its proposal, along with WA, for the development of an Australian Standard for Electronic Visual Devices (EVD's). US Coast Guards, Canada and UK have already developed or are developing National Standards. It seems timely that Australia follows suit. The cost, safety, lifespan and multiple functionality of the benefits of EVDs make them an appealing, pragmatic and perhaps inevitable alternative to pyrotechnic flares.

I would like to express appreciation to CYCT members who, in the last month or so, have stepped in to cover cruises that had no designated Cruise Contact or whose Contact was no longer available. Having a designated Contact holding the big picture of a trip is, for multiple reasons, an asset and valuable part of safeguarding our adventures on the water. Thank you. In similar vein, thanks must go to Catrina Boon for once again putting her hand up to coordinate the Clean Up Australia cruise. Plenty of members joined in and took initiative to create small teams contributing to the overall great effort. How odd it was to recognise a little disappointment that there was less rubbish this year! Can't help but think that the Clean Up message is starting to get through to the responsible parties.

In closing, whilst cleaning up heaters and topping up winter fuel tanks let's start dreaming about what our part in the CYCT light show for MONA in Constitution Dock might look like. Warning, Kevin and Mei are stiff competition!
See you on the water!

Vice Commodore's report – Mark Stephenson



Greetings from Randalls Bay after a flat calm evening, the lightest of NW breezes holding *Crown Venture* stern-to to the tiny swell from the south. And a magnificent full moon shining so brightly in a cloudless sky. Stunning reflections. Who would want to be anywhere else?

So far, I have only received a couple of comments about the cruising calendar for this year and suggestions for next year.

One pointed out there were very few weekend cruises suited to those still working. Another commented how it was a good idea to have the three different longer cruises meeting up at some stage during the cruise. Certainly, February and March are the most suitable months for cruising our waters which is why the longer cruises are held then. Travel time is always an issue with member boats kept from the Huon around to Prince of Wales Bay but as most are based in Kettering it seems the Channel is the easiest option, though the regular spots in Barnes Bay could be kept for individuals on short breaks while Club cruises go just a bit further afield.

Earlier in my life, while living in Darwin, the ideal cruising time was really only in the dry season, May until August, and I would pore over the year's public holidays and events well in advance and take a day or two of leave here and there to pad out a long weekend so I could maximize the time away. Next year Anzac Day falls on a Tuesday so there will be an opportunity to take a four day weekend with only using a day's leave.

Other comments received were about having events on Saturday rather than Sunday, so Saturday is play day while Sunday is back home with family commitments. Another suggestion is to time events to make use of a full moon to have more light at night, also to have events starting or finishing in the dark.

I hope to hear from a lot more members in the next month or so. Julie, Scott and I will be getting together to sort out the next calendar, hopefully satisfying more requests.

The BIG event is approaching again, the Donald Sutherland Memorial Navigation Rally on Saturday 21 May. Yes, only a few weeks away. The previous date was postponed due to a lack of entries so please mark this date off in your diary, log onto the Club website and register for the event. A reminder that the event is named after Donald Sutherland, a founder member and Commodore of the Club 47 years ago. For a short bio of Donald's life, go to https://www.cyct.org.au/content.aspx?page_id=86&club_id=801661 then click on Archives/History; select History of the Club.

At the risk of repeating myself constantly, there are really good prizes on offer. \$500 yard services from Oyster Cove Marina, \$200 voucher from PJ's Chandlery, \$100 voucher from Muir's Upper Deck, \$100 voucher from Stoneman's Garden Centre and \$50 voucher from T42 Restaurant. All prizes I'd make the most of!

The next day, Sunday 22 May is the Oyster Clean Up at Lodge Bay beach (note the change of venue from the April calendar), starting at 1000 hours. After the navigation rally, overnight in Barnes Bay and be up bright and early to get into your wellie boots and toss some oysters for a better beach landing!

Details will be out soon about the June long weekend cruise to Cygnet and Franklin. Hard to imagine it is less than 2 months away but pleasing to note that summer is getting a little closer every day.

Fair winds!

Rear Commodore's report – David Bowker



I hope you enjoyed our speaker in April. A geologist's perspective on whales was certainly very interesting.

This month we have our Membership Officer, Scott Poulter, and Secretary Rachel who will give us some pointers on successfully cruising coral reefs. The title of their talk is Safely Navigating, Cruising and Enjoying Coral Reefs

Heading off on your dream cruise, up the East coast of Australia to Queensland and hopefully the Great Barrier Reef? Unfortunately, many cruisers don't actually get to see or spend much time on the Great Barrier Reef. With over 20 years of experience exploring, cruising, paddling and diving the Great Barrier Reef, the Coral Sea, and the Longest Continuous Barrier Reef in the world, Scott & Rachel are keen to share a few pointers:

- What coral reefs are we talking about ?
- How do you safely navigate, cruise and enjoy coral reefs ?
- Where should you go to safely enjoy coral reefs ?

For those of you who did the Furneaux cruise, you will appreciate their expertise.

And some breaking news: I am speaking with the photographer Richard Bennett to arrange a presentation in the next couple of months. So keep your eyes open as that will be one not to be missed.

Please note that this meeting will not be live streamed or recorded.

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are still limited and they seem to be popular meetings. RYCT are offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 6.00pm.

Membership Officer's report – Scott Poulter

Last month at the general meeting we welcomed Tim & Fiona Hopkins, our first new members for 2022. This month we have a new application from Michelle Alderson that, at the time of writing was not quite complete.

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.

Michelle Alderson *Elysian* (pending)

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.

Tim and Fiona Hopkins *Red Rackham*

New membership directory from November 2021

<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
<i>Red Rackham</i>	Tim & Fiona Hopkins	0422 263 096
<i>Elysian</i>	Michelle Alderson	0417 717 763

Introducing Fiona and Tim Hopkins

Tim and Fiona are two former Tasmanian impatriates who have spent the last 35 years working outside of Tasmania with the last 24 years overseas.

Former dinghy sailors in their youth, Tim's father built a ferro cement ketch *Coonerang* in the backyard of the family home and Tim spent his teenage years sailing around Tasmania.

He crewed on a Farr 40 *Another Concubine* in Sydney in the late 80's and crewed on Mobil team yachts in Sunsail events out of Largs Scotland and Southampton in England.

Tim and Fiona bought their Buizen 48 in November which is now named *Red Rackham*

They have two sons at university who will likely sail with them during their holidays.

Looking forward to doing cruises with CYCT.

Women on Boats – Sue Powell



The Women on Boats April meeting became an impromptu affair as our scheduled meeting fell on Easter Monday and the RYCT was closed. So, a quick email around with many apologies received, given the changed date and shorter time allocated, nine members decided to meet to discuss the next scheduled event, our May Sailaway and other admin matters.

Julie Macdonald, Alex Hirsch and Sue Powell gave their accounts of what they learned at the She Sails, She Rows weekend which was enjoyed by all.

A report of the weekend by Judith de la Mare is included in this edition of

Albatross.

Our May Sailaway was discussed and four skippers have already volunteered to take crew. We are looking forward to sharing skills with our fellow members. It was agreed we would have a shorter sail and then practise some boat and dinghy handling skills following on from the success of the Cygnet weekend.

The co-ordinators have already set the schedule of guest speakers for meetings up to August, but topics were discussed so speakers for the latter half of the year can be organised.

The meeting closed at 6.30 (RYCT requirement) so an early dinner was enjoyed at the Prince of Wales Hotel.

WoBs at Port Cygnet Sailing Club: ‘She sails, She rows’ weekend – Judith de la Mare

We were in for a treat. The weekend of 26th-27th March saw an extremely well organised nautical celebration for women from the CYCT, Port Cygnet and Port Esperance Sailing Clubs, brought together by the diverse, talented and patient Port Cygnet SC women. The

total event was



expertly overseen by Wendy le Cornu.

The weather was perfect for Pacer dinghy sailing, kayaking, rowing the four oar/one cox St. Ayle's skiffs and rescue boats. A couple of women enjoyed a fully clothed swim as well. On shore, we were kept

Commodore Val tries out the St Ayles skiff

busy with rope throwing, knots, splicing and soft shackles along with the most frustrating and annoying Turks Head knot. Annoying because I didn't achieve perfection on mine. Must need practice! The instructors for all events took time over their instructions so that every event was not only free of incident, but several participants thought they might pursue further involvement. Saturday evening started with a fun piano accordion sing along. Of course, the bar was open and we even got nibbles. The excellent BBQ meal was interspersed by not one, but two tricky themed quizzes, which I managed to fail, followed up by Salsa dancing which brought great hilarity.



Albatross, a well named Pacer dinghy

Accommodation for the night was varied with several CYCT yachts sailing to Cygnet with their all women crew; a couple of lucky women billeted locally, and a couple even got to camp on the floor of the club house. Others returned from home in the morning.

Sunday morning started with a great Tai Chi routine. That was a great pleasure. Then the day progressed with very slow dinghy sailing as, could you believe, there was no wind, but rather good for all other water sports. Most of us left for home by lunchtime. If this celebration becomes an annual event I thoroughly recommend attending. Thank you, Port Cygnet Sailing Club.

The other side of Bass Strait – Jackie Zanetti

Our original summer cruise plan was to 'circumnavigate' Bass Strait in a clockwise direction, with the westernmost point being Port Fairy, Victoria and the easternmost being Flinders Island. We had attempted this twice previously and this time we still didn't follow the plan (we didn't make it to Port Fairy and we skipped the eastern Bass Strait islands), but we visited a few new destinations in our two months of cruising and had some adventures on the way.

If you want to read a detailed account of our summer's cruise you can visit our blog at www.rusalka.com.au. I thought I would just highlight a few memories of new destinations here.

Wynyard:

We spent a week in Beauty Point doing repairs along with Ian and Linda on *Ariel*, who were also doing repairs! Ian suggested Wynyard as a possible destination for us, despite the shallow bar at its entrance. Our next stop was Devonport where Mark and Russell, displaying their usual hospitality, drove us to Wynyard to reconnoitre the berthing options and to have a picnic lunch. The public pontoon was busy with fishermen, but the gate to the private 'marina' pontoon was open and we walked in and started chatting with Colin, who was renovating an old Bob Clifford built motorboat. There were no vacant berths, but he gave us permission to raft up to him if we

did come in, suggesting that we should have at least 2m depth at low tide. It turned out a bit shy of that as we spent an hour or so sitting in the mud twice a day, but no harm done.

We arrived the next morning on the high tide, with a comfortable 1.0m under the keel over the bar. Ashleigh, from the council (which operates the marina), was on long service leave, but came in anyway and gave us a key to the gate. Chris, the commodore of the local yacht club, arranged for us to get access to their showers. Yet another friendly yachting community!

Wynyard is a pretty little town, with a lovely riverside park and gardens, a museum, shops, restaurants (excellent fish and chips at the wharf!), and a riverside walking track that we followed to Fossil Bluff. We enjoyed three days there.



Grassy:

With a forecast of an extended period of easterlies we pressed on to Stanley and Three Hummock Island (where we were driven indoors by vicious swarms of march flies) and then to Grassy on King Island.

Grassy is a man-made harbour on the eastern side of King Island. It is a several kilometre walk uphill to the town of Grassy – we didn't make it, so I can't report on it. The harbour itself is an industrial port, with the regular arrival of two cargo ships, the *King Islander* and the *John Duigan*, that shuttle goods and cattle to and from the island.

Unfortunately, when we arrived the two MAST moorings in the harbour were both taken, so we called the local boat club commodore to ask about other options. We were told to pick up a Tasports mooring – the one without a pick-up line. That required a lot of manoeuvring to get close enough to thread our own mooring line through the metal eye. In the end I had to back the boat up into the 15kt breeze while Alex hung off the transom and threaded the line. Unfortunately, we realised that the line had a knot in it as we tied it off, but it was too late to do anything about it in the strong winds.

After less than 24 hrs on the mooring we noticed some chafing of our line where it was sliding back and forth on the bow roller. Clearly something needed to be done as we intended to stay on the mooring for at least 4 days with winds of 20-25kts or more. We decided to add a plastic sleeve as chafe protection and also put a secondary line through the mooring eye in case the main line broke.

The problem was how to attach the second line? The mooring ball eye was impossible to reach from the deck, so Alex donned his wetsuit, we ran a safety line along the side of the boat for him to hold on to and he swam for it.



It only took a minute to thread the line and get it back on board and tied off. We then released the first line, undid the knot tangle and secured a plastic sleeve over the line at the bow. The wind continued to blow from the east for two days and on day three, just for variety, it blew from the west. We decided not to bother blowing up the dinghy to go ashore – there didn't appear to be much to do once there (on foot) – so we occupied ourselves watching the cargo ships come and go (turning the *John Duigan* in strong winds looked like quite a feat!), reading, cooking, swimming around the boat, and watching the dust from the port settle over everything!



Apollo Bay:

Finally, we had a forecast that looked good, so we got up at dark o'clock and were off by 4:50am. The wind was 10-15kt from the SW and once we cleared the top of King Island we were able to turn off the motor and enjoy a fantastic beam reach all the way to Apollo Bay. We reached the harbour at 6pm, tying up alongside a floating pontoon in the marina. While the breakwater protects from most of the swell, some waves still come through into the harbour, so our lines were jerking and snatching through the night - not as peaceful as I'd hoped, but we



were tired enough to sleep through most of it. The next day brought strong easterly winds (the theme for this summer!) and the resulting swell in the bay was impressive. Apollo Bay is a quintessential beach town – a long sweeping surf beach, shops selling seaside paraphernalia, families strolling the streets, fishing and playing in the waves, cafes and pubs. While this is not a destination we would usually aim for, it was a pleasant place to stop on the way to Port Phillip Bay.



After a week in Port Phillip Bay visiting family, we decided to head back to Tassie. After contemplating the forecast, we decided to leave the Furneaux group for another day and cross directly to Beauty Point. We left the boat there for a couple of weeks and had a break at home until the easterlies blew themselves out. We took the bus from Hobart to Beauty Point and had a relaxed trip down the east coast. Our final long day from Maria Island to Barnes Bay had a surprise ending, but for that you'll have to read our blog

Charging batteries while cruising – Tolly and Josephine Jabowsky

Diesel engines are designed to be run under load otherwise they are prone to glazing of the cylinder bores which could lead to excessive oil consumption. This usually shows up as blue exhaust smoke. Occasionally, a diesel engine loves to be loaded up to its maximum horsepower rating.

To avoid the above problem, while charging batteries using the propulsion engine tied to a good mooring or securely anchored in good holding bottom, the general practice is to run the engine under load at approximately 1100rpm in reverse gear; this is when your alternator starts to charge. This will top your batteries but may take a while. Of course, the operator must check that the vessel is not dragging and allow for possible swing movements due to prop walk.

To charge heavily discharged batteries efficiently, it would be best to get underway and steam at your normal cruising speed. Of course, it's disappointing to give up your perfectly good anchorage but sometimes necessary!

Something Fishy Picnic – Al Braddock

North Simmonds Bay, Sunday 3rd April.



Despite the postponement of The Donald Sutherland Memorial Rally, our Something Fishy picnic went ahead in grand style. The table was groaning under the weight of crayfish, sushi, fish balls, smoked mackerel dip, quiche, smoked salmon blini and lamb sausage rolls (eh?). Every dish being very special; a gourmand's dream in fact. And didn't the respective crews from *Trim*, *Crown Venture*, *Gradiva*, *Cirrus*, *Westerly*, *Rusalka* and *Serenity* do it justice! All washed down with cool drinks in fine CYCT fashion.

This was a lovely picnic venue, with easy anchoring and the new floating jetty making it really easy to get ashore. It was a pleasant surprise to *Trim's* deck hand that the anchor came up perfectly clean – not a skerrick of mud.

World Albatross Day, 19th June 2022 – Kate Johnstone



The theme for this year features two of the three species of albatross that breed in the North Pacific, the Black-footed and Laysan albatross. Both these albatrosses have their breeding populations on the low lying atolls of the NW Hawaiian Islands which are at risk of sea level rise, increased intensity of storms and flooding - all considered a consequence of climate change.

On 19th June 2020 the first WAD was celebrated on line around the world with the theme Eradicating Pests. The theme of the 2nd WAD in 2021 was Ensuring Albatross-friendly Fisheries.

When South African scientist Michelle Risi returned from two years working on the restoration and mouse eradication programme on Gough Island in the South Atlantic, she was acutely aware of the precarious future albatrosses face. She was keen to bring this to the attention of international and new audiences, so World Albatross Day was conceived.

Together with Australian Melanie Wells they set up the WAD Great Albicake Bakeoff, a colouring-in competition for children, a photographic competition and a banner competition.

Agreement on the Conservation of Albatrosses, ACAP, inaugurated WAD to raise awareness of these birds world-wide and has collaborated with AUBN (Artists and Biologists Unite for Nature) to produce works of art (www.acap.aq@folioart). Over 90 new art works have been done to support WAD 2022.

Michelle, working with five photographers, has designed 12 posters with the theme's two albatrosses which are being made freely available for printing in the lead up to WAD. They are excellent and worth looking up.

On the ACAP website www.acap.aq WAD2022, there are educational activities, a quiz and an 'Ocean Literacy Through the Eyes of Albatross' series of lessons for students. There is a series of videos and lectures, book reviews and a list of children's books about albatrosses.

Albatrosses live for over 60 years, generally mate for life and lay a single egg every year or every 2 years. It can take a up to a year to raise their chick. They fly thousands of miles in search of

food. Once fledged, albatrosses spend several years at sea before returning to land to find a mate. Understanding their movements is crucial for conservationists so they know where to direct their efforts.

Interesting things are happening however, with oceanic sentinel albatrosses being fitted with state-of-the-art loggers to locate illegal fishing vessels. They are monitoring fisheries in remote areas and transmitting information immediately to authorities.

The international community has recently been negotiating a new agreement which will set out an official legal framework for safeguarding our oceans, will bring opportunities to establish high seas Marine Protected Areas and improve governance in the high seas. The agreement is of particular significance to albatrosses who can spend over half their time wandering, feeding and resting on the high seas in areas of ocean where no single country has jurisdiction.

I am lucky to have been able to spend time with these extraordinary birds, Shy Albatross on Albatross Island in Bass Strait and the Royal Albatross at Taiaroa Head in New Zealand.

“Working with albatross has changed my life now I am working to change theirs. I hope WAD can make people feel for the albatross the same way they do for penguins as they face a conservation crisis.” Michelle Risi.



References

ACAP.

SCAR - Scientific Committee on Antarctic Research.

Birdlife International.

Derwent autumn cruise, April 9th – Mark Stephenson

Is there really enough air room under the bridge? Are you sure? *Westerly* has slowed right down! Julie is ducking her head! Where is the next marker? There are leads behind us, where will they take us? Talk about shallow! Which side do I go? Muddy and reedy river banks. Is that a tree trunk? So many swans flying – what a sight! Thick goeey mud on the anchor and chain, annoying jet skis at Austins Ferry, nice jetty at Old Beach but is there enough water to go alongside? Watch out for that driftwood! Thwack of the golf club as it slams against the ball. More swans. Here comes *Absolute Waterfront*. Oh he's turned around. What's David up to? Back eddy has boats pointing in opposite directions. Eight metres under the keel at anchor at Dogshear Point, only one metre getting out into the channel. Where does the word Dogshear come from? David lost his hat and practiced MOB drill. Where are we now? Why is the zinc works all the same drab colour? There's an awful lot of concrete in the new Bellerive breakwater.

A really interesting weekend!



The bones of the Otago, Joseph Conrad's ship, at Otago Bay

CYCT clean up Australia cruise – Catrina Boon



Our annual clean up cruise was held on Saturday 19th March around Great Bay and areas of Barnes Bay. Boats that attended were *Dulcinea*, *Elsie*, *Easting Down*, *Gloria*, *Gradiva*, *Juliet*, *Pandora*, *Phase Three*, *Yaraandoo II* and *Dalliance*. A fabulous roll up! We also had nine people on land at Barnes Bay participating in dinghies and on foot. We were blessed with fabulous weather, perfect for scouring the coastline. Tracey Taylor coordinated the Barnes Bay team and collectively they covered the shorelines of North Simmonds, Gentleman's Corner, Duckpond, road from Barnes Bay jetty to Duckpond, Dennes Point beach car parks and the accessible shoreline of Quarantine Bay.

Those on boats met at Stockyards Point in Missionary Bay at 10 am on the shore. Crews split onto 5 boats and spread out to cover the area from behind Snake Island around Missionary Bay, Adams Bay, Fancy and Little Fancy Bay and Simpsons Bay

(western shore). Armed with hessian or plastic rubbish bags, gloves and sunscreen we set off in good humour to collect the rubbish. Both parties were pleasantly surprised at the lack of fish farm refuse. Andrew Boon located a large pile of rubbish which had obviously been collected over

some time and placed in one spot at the head of Missionary Bay. It's very shallow there and so we were unable to collect in a dinghy and it was too much to carry back to our start point. I am still trying to find someone who will take the responsibility to collect this pile of rubbish.

The challenge was on to find the most unusual bit of rubbish and some of our finds are pictured in this article. Peter Johnston's Chandlery had provided some hats for prizes and these were distributed to the finders of: an owl bird-scarer, a hat from the Lady Nelson, (complete with a safety line to attach to clothing) and a Marlin knot board. John Bridgland received a block of chocolate for his efforts in extracting the bow of a dinghy from Adams Bay (this has been on John's radar for many a year!). John's wife liked the hat she found so much that she washed it and wore it to our BBQ on shore after the event. Although the Barnes Bay group did find a large buoy from a fish farm. Conditions (on shore wind) prevented the dumping of rubbish at the Simpsons



Bay Boat ramp and so it was taken to the North Simmonds jetty for collection the next day.

The boats in Missionary Bay met on shore for a BBQ and presentation of certificates on Saturday evening and the land crew in Barnes Bay met at the home of Tracey Taylor and Barry Strange for a presentation of certificates. Some boats left to head home after the presentation or to other anchorages for the evening. *Dalliance* headed to North Simmonds where we picked up the club mooring by the light of the moon and spent a very quiet night on board. The next morning we added our rubbish to the pile collected by the land crew and together this made an impressive pile! A big thank you to all those who participated in our rubbish collection day! We hope to repeat this cruise next year but would like some input from members as to which areas need our attention.

Ahoy there – Albert Ross



I say Ahoy there!

What??????? What's this I see?????

Easter Bunny's dinghy broken down? It



must be the weight of all that Easter chocolate!!!

Thank goodness rescue

was at hand or we may have had to wave our dear bunnies goodbye as they drifted out of Randalls Bay and away to the Southern Ocean.



Spotted at Copper Alley Bay, a member overheard muttering "We're pulling up mud and some anchor chain!!!!"



Quiz

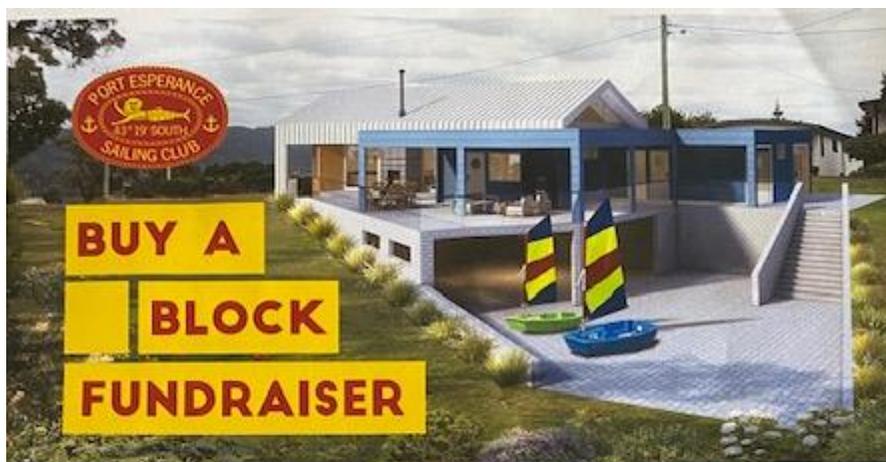
This month the quiz consists of two of the scenarios that were presented at a Women on Boats meeting earlier this year and describe real situations. There are no answers supplied..... you decide what you and your crew would do in each situation.

Scenario 1.

Following as the last boat of four boats in the flotilla through the Marion Narrows and into Little Chinamans Bay, you observe that the two lead boats are preparing to anchor. However, the boat immediately in front of you has run aground. As the track of the lead boats is not clear, you endeavour to guess the best route with no success and soon find yourself also 'stuck'!

Scenario 2.

Upping anchor in windy, rolly spot at Southport, to head to Tin Pot, you find that the end of the anchor chain is now tightly wrapped around the CQR (Anchor). Will not be able to re-anchor with it like this. Another CYCT boat has let you know that they are also heading over to Tin Pot. You decide to continue to Tin Pot but how to resolve this problem on arrival?



Help rebuild the Port Esperance Sailing Club purchase a foundation building block

The construction of a new building is now underway. Currently we have funds to get a building to a basic level of occupancy, but need an additional \$250,000 to complete the fitout

**Support the rebuild by
purchasing a block... or two!**

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Target - \$100,000



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Development Fund

At the discretion of the Committee, the CYCT maintains a Development Fund to promote training of members to improve their sailing and on-water skills. All skills areas including, but not limited to, sailing, boat handling, vessel maintenance, navigation, safety and regulations are to be encouraged. The rules governing the Development Fund are:

1. The annual allocation and the subsidy will be set by the Committee from time to time.
2. There will be an annual maximum fund allocation (Note 1). Once the funds are exhausted within a particular year (1 July to 30 June), then no more applications will be accepted until the next year, and rule 6 will still apply.
3. Open to any CYCT member, who has been a full member for at least 1 year.
4. Members are eligible to a subsidy (Note 2) towards the cost of a training course.
5. A member may only apply for one subsidy per year (1 July to 30 June).
6. Written applications must be received by the Committee after completion of the course but no later than 60 days after completion.
7. A member may only receive funding once for a particular course.
8. Only approved courses as determined by the Committee are eligible. As a guide (but would have to be looked at individually before approval), most Sail Train courses run by DSS and courses organized by the CYCT would be approved. Because it's impractical to provide a complete list of courses, applicants are advised to enquire beforehand.

Note 1: 2017 initial allocation is \$500. Note 2: 2017 initial subsidy is 30% of the cost of the course up to a maximum of \$60.



The return of the *Nell Gwyn* – Jeremy Mathieson

Jeremy wrote this article for the The Bellerive Yacht Club newsletter, and it is reproduced here with permission. –Ed

You may have noticed the recent arrival of a Tasmanian Classic.

The beautiful, John Alden designed “Off-Soundings Class” Cutter, *Nell Gwyn*, arrived back in the river Derwent under new custodianship after almost 30 years away interstate, and is now soundly berthed in BYC’s newest floating section of the marina.

Nell Gwyn is on the Australian Register of Historic Vessels, ARHV Number HV000249 and is a rare and unique ‘Classic Yacht’. Constructed of double diagonal 3/4” thick Huon Pine planks, both hull and deck, at 75 years young she is a brilliant testament to the skill and artistry of early 20th Century Tasmanian shipwrights.

The now "classic" Alden design features a long keel profile, with an extended counter stern and spoon bow. It is an ideal craft for off-shore and blue water sailing with wonderful sea-keeping qualities and is known for dogged power under adverse conditions and fleetness of foot on a broad reach. She is no slouch to windward either as it turned out, which was just as well as she had been built for a purpose.

Initially commissioned to be built as a racing yacht by a Justice of the Supreme Court of Tasmania, she was built in the Timber Yard of R F (Frank) Hickman at Moonah. Part-way through the project the Judge withdrew his backing and Frank completed *Nell Gwyn* as his own boat. Construction took just on 10 years, 1937-1947. World War II intervened before *Nell Gwyn* was completed; however, work resumed post-War, and she was finally launched in 1947. A small brass plaque



Nell Gwyn at Lady Barron

screwed to her doghouse commemorates the occasion. (It perhaps should be remembered that Frank Hickman was also uncle to the late, highly esteemed Tasmanian yachtsman and Sydney-Hobart Race Winner, Roger Hickman - who has his own claim to fame with *Nell Gwyn*.)

Nell is a unique hybrid of construction method and materials – built in double diagonal Huon Pine planking on stringers, combining an American design, a New Zealand construction method, and Australian timbers. For its time, this was an unusual and extremely high-quality construction method, compared to the more typical build of a carvel planked hull on frames. The planks are copper fastened to each other and to the supporting structure. The hull has fore and aft stringers

with no frames, only floors, while the deck is supported by beams. Large section timber floor frames join the keel to planking and fasten 4.2 tonnes of lead ballast to the hull.

The construction method closely follows the triple and double planked method used by the Logan family in New Zealand to build all their yachts, where Logans took advantage of the qualities of the local Kauri timber. Like Kauri, Tasmanian Huon Pine is one of finest woods in the world for yacht building, and it appears that *Nell Gwyn's* construction is a unique example of a yacht diagonally planked with Huon Pine. The planks used are full length, up to 40' long, cut from logs recovered from lakes and rivers on Tasmania's west coast. The planks were clear timber (no knots) and were fitted so accurately that no caulking has been used at the seams. The sheer volume of Huon Pine in this yacht is quite staggering considering that Huon in the quantity and quality found in *Nell Gwyn* is simply unobtainable.

Following her launch in 1947 *Nell Gwyn* earned quite the racing pedigree competing hard and often in all the Southern Ocean races throughout the late 40's, 50's & 60's. Frank Hickman skippered her in 6 iconic Sydney-Hobart Races starting in 1948 through to 1969 (1948, 1953, 1955, 1967, 1968 and 1969 only retiring in 1948), and then in 1994 she again completed the 50th Anniversary Sydney-Hobart Race under different ownership. Throughout the 1950's & 1960's *Nell Gwyn* provided stiff competition in the hotly contested Bruny Island Race and Maria Island Race winning the latter Maria Island event in 1958. She still has a collection of trophies from the 50's & 60's including a very lovely cup engraved "Bellerive Regatta 1962, 1st Division - Won by *Nell Gwyn*". Along with an even larger collection of newspaper clippings, letters, receipts, and photos that stretch back through the history of Hobart yachting.

After several changes of ownership, the vessel was refitted in 1999 as a cruising yacht and spent 10 years roaming the coastal waters of north Queensland before returning to southern climes again where in January 2014 she was pulled out of the water and put undercover in the workshop of Shipwrights B R & S M Webber, Williamstown, Victoria. Here she underwent a major 3-year refurbishment and refit including stripping back of the external hull to bare timber and glassing. The hull was heavily glassed externally using epoxy resins and polyurethane type two-pack paints to give a long-lasting maintenance free finish. During the restoration, everything attached to her still stunningly sound Huon Pine hull and deck was inspected and anything found to be tired, worn or "dodgy" was refurbished or replaced.

Upon completion, *Nell Gwyn*, for the first time in decades, sailed back to Hobart for a short visit and presented in all her splendour at the 2017 Australian Wooden Boat Festival. She of course received popular attention in large part due to her advent from, and continued connection over many years with, the Hickman family. Several former owners, skippers and racing sailing crew were overjoyed to see the grand old racer in her classic livery but with modern upgrades, giving her at least another 75 years of sailing ahead.

Skip forward 5 years and *Nell Gwyn* is once again back in her home port of Hobart, and this time the intention is that she is here to stay. Her current custodians sailed the 790 nautical miles to bring her home over the January period accruing many new stories along the way and intend to use her as a platform for family getaways exploring the Channel and teaching their young family how to use the boat. They are totally enthralled with the character of *Nell Gwyn*, her quiet ambience below and most of all the stories of her past exploits and adventures that keep coming out of the timberwork. In the years to come and with a bit more crew experience under their

belt the family hopes to have her once again out amongst the BYC fleet competing in coming Twilight Series.

74 years ago, this champion Tasmanian racing yacht entered her first Sydney-Hobart. With the 80th anniversary of the great race coming up in a few years the question begs to be thoughtfully asked... does *Nell Gwyn* have one more campaign in her...?

Vessel description

- Vessel Name: *Nell Gwyn*
- Australian Registered Ship – Official Reg No: 856802
- Designer: John Alden, USA
- Builder: Frank Hickman, Hobart, Tasmania
- Construction: Timber – Huon Pine, double diagonal (hull & deck)
- Year Launched: 1947
- Rig: Cutter
- LOA: 43' 6" (including bowsprit)
- LOD: 42'
- LWL: 33'
- Beam: 11' 2"
- Draft: 7'
- Displacement: 11 tons
- Sail Area: 93 sq. m
- Engine: 3-cylinder Isuzu Diesel – 45 HP



General Meeting minutes, Tuesday 5th April 2022

1. Opening

Commodore Val Nicholls opened and chaired the meeting at 7:30 pm

2. Rear Commodore

David Bowker introduced guest speaker Emeritus Professor Mike Coffin who discussed his Antarctic whale research: "How do Whales find their food?"

3. Secretary

Attendees and Apologies

Attendees taken from online registration.

Apologies:

Julie Macdonald

Jean-Pierre Corgnet

Elizabeth & Ottmar Helm
 Bev & Gregg Hitchens
 David Mitchel
 Liz Garnham
 Richard and Shona Taylor

There were 33 Club members and 1 guest (Gregg Edwards) in attendance.

Minutes of the last General Meeting (1 March 2022)

Motion - The minutes of the previous General Meeting held on 1 February 2022, as published in the Albatross, be signed as a true and accurate record of the meeting

Proposed: Rachel Poulter Seconded: David Bowker 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, introduced new members. Tim and Fiona Hopkins who have Red Rackham, a Buizen 48. Val presented them with new member pack and welcomed them to the club.

5. Vice Commodore

Report from Vice Commodore Mark Stephenson

What's Happened:

East Coast Cruise with Tracey Taylor & Gordon Armstrong as cruise contacts.
 Clean Up Australia Day with Catrina Boon as cruise contacts. This was attended by 16 boats and several cars (30 people) who divided into 2 teams to clean up Barnes and Great Bay.
 The Navigation Rally was postponed, however; the Club Picnic went ahead at North Simmonds with 7 boats 15 people meeting up for "Something Fishy".

What's to Come?

Autumn Cruise up the Derwent 09 April will now go to Dogshear Point with Mark Stephenson as cruise contact
 Bruny and Tasman Circumnavigation 13 April – Easter cruise & Anzac Day needs a cruise contact
 Navigation Rally, organised by Derek and Marion Stoneman is now scheduled for the 21st May as we didn't have enough entries for the 5 prizes:

- \$500 yard services at Oyster cove
- \$200 Peter Johnson voucher
- \$100 Muirs upper deck voucher
- \$50 T42 restaurant voucher
- \$100 Stoneman Garden Centre voucher

Oyster Clean Up Stockyard Point 21 May with Dinah Jones as cruise contact

Peartree picnic (RYCT) is having its 50th anniversary
We are still requesting feedback for the cruising calendar.
Finally, a reminder to let Mark know when you use the club moorings

6. Treasurer

Reports received to be saved online

7. Commodore

MAST & WA maritime are developing a proposal for an Australian Standard for Electronic Visual Distress signals (EVD's). Stakeholder support was requested, to which Val Nicholls prepared and sent the following email

Many thanks for letting the Cruising Yacht Club of Tasmania (CYCT) know about the collaborative work MAST is doing in order to submit a proposal to Standards Australia for the development of an Australian (AS) for Electronic Visual Distress Signals.

On behalf of the CYCT I would like to express support for MAST and its proposal for the development of an Australian Standard for EVD's. The USCG, Canada and UK have developed or are developing Standards and it seems timely that we follow suit. The cost, safety, lifespan and multiple functionality of the benefits of EVDs make them an appealing, pragmatic and perhaps inevitable alternative to pyrotechnic flares.

Danielle Wood Workshop was promoted as part of the Maritime Trail 2022. This is a writing workshop with an esteemed author and writer in residence, to be held at Port Cygnet.

It is time to consider nominations for the next committee in preparation for our next AGM. The positions of Commodore; Secretary; webmaster, and 2 committee members are needed, although nominations are welcome for any position.

Women on Boats

Sue Powell reported on activities for the month. The Port Cygnet Sailing Club, She Sails, She Rows event was a great success with an estimate 60 women, learning and sharing many aspects of sailing dinghies, rowing skiffs and many other nautical techniques, along with Salsa and Tai Chi.

Our own sail away is the 7th May.

The group is also trying to find a location for the April meeting as it occurs at Easter with RYCT unavailable

8. Other Business

9. Next Meeting

May 3rd at RYCT 7:30pm

10. Close

Meeting closed at 8:50 pm

MAST: moorings and safety equipment

From the MAST newsletter March 2022 ... for those of you who missed this article. -Ed

Moorings

Mooring audits continue around the state. MAST staff are currently auditing Macquarie Harbour at Strahan. Mooring permit holders are sent notification prior to the audit requesting moorings comply with legislative requirements. If moorings do not comply, infringement notices will be issued. All too often we see neglected moorings that can easily become a navigational issue. It is the permit holder's responsibility to keep moorings in good condition. As a result of our audits, generally 30% of moorings are deemed non-compliant, but in some areas this can be far higher. Unfortunately, there appears to be a pattern of behaviour with the same moorings identified as non-compliant on a regular basis. These recidivists will receive an infringement notice.

Safety Equipment

On behalf of the Australian Recreational Boating Safety Committee (ARBSC), MAST has completed a proposal to develop an Australian Standard applicable to Electronic Visual Distress Signals (EVDS). The proposal has been submitted to Standards Australia for consideration.

MAST is hopeful a Standard can be developed along the lines of the US Coast Guard Standard. More news of this development will be relayed via **Boatwise** and e-newsletters.

A review of the life jacket Standard has also recently been completed. This will not affect any life jackets you currently have, however, from 2023 manufacturers will be required to make life jackets that comply with the following:

- All manufacturers will need to be consistent with their markings on inflatable life jackets;
- In order to pass the Standard, inflatables over Level 150 will need to be tested with people wearing clothes as opposed to bathers;
- All inflatables over Level 150 will have a crotch strap built in at point of manufacture;
- CO2 cylinders will need to have two manual activations to release them;
- All inflatables will have a consistent servicing period.

These changes were initiated by MAST through the ARBSC. MAST feels these changes will make inflatables safer in the future for all boaters.

Again, you don't need to do anything with your existing life jackets – the changes are for inflatables being manufactured from 2023.

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.

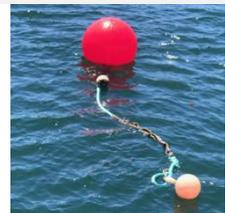


North Simmonds Bay, Bruny Island Number 2 - 7786.

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!



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Registered Mooring For Sale

Location Coningham Beach

Coordinates: -43 04 35.15 S, 147 16 53.16 E

Mooring No. 8941.

Registration renewal due 30 June 2022.

Approved vessel length up to 7.1m

Close to the shore and boat sheds.

Water depth on mooring ca. 3m with approx. +/- 1m normal tidal range.

Suitable for a powerboat or dinghy, in its present location it is not suitable for a keel boat with draft > 1m, however it could potentially be relocated to deeper water subject to MAST approval.

Total mooring scope is ~14m.

Anchor is a large concrete block with 4 grades of shackled chain: ~4m x 36mm chain, 3m x 24mm PWB chain, 19mm swivel, 4m x 16mm PWB chain, 3m x 13mm galvanised PWB chain, spliced rope, pickup buoy. Photos show the setup for the upper section of the scope (excluding the 36mm chain section) which was installed new in February 2016.

For price, contact the owner.

Stefan Eberhard

stefan@subterraneanecology.com.au

0401 436 968



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