

Albatross

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Newsletter of the
Cruising Yacht Club of Tasmania

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

Committee Members

Commodore	Scott Poulter	0419 513 983	<i>Gradiva</i>
Vice Commodore	Rick Allen	0419 304 500	<i>Southern Explorer</i>
Rear Commodore	Bastien Siedel	0448 357 027	<i>Blue Crystal</i>
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Life members

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

Guidelines for contributions to the *Albatross*

These guidelines are to assist members prepare articles for the *Albatross*. Please contact the Editor (**Ian Howarth – editor@cyct.org.au**) with any questions.

- Submit items of less than 1600 words in Word format, with up to 5 photos. Longer stories may be serialised.
- Boat names should be *italicised*.
- Images: jpg format with captions - must be your own or clearly attributed. Copy deadline each month is the 18th. There is no *Albatross* in January.

Cover photo:

The CYCT new members lunch at Kettering Yacht Club was blessed with fine weather and a very strong roll-up. The seafood chowder was a huge hit and a great way to welcome a new host of CYCT members.

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Not A CYCT Member?

Visit our website at cyct.org.au. Click on the 'Join now' button and complete your membership application online. If you have any questions, please contact the Membership Officer: membership.officer@cyct.org.au. 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 – Ian Howarth



Well I managed to get the first issue of Albatross published (with a lot of help from our members) after becoming editor.

Now the job of finalising the next few issues, while fitting in a busy summer season of boat preparation and cruising, lies ahead.

One of the biggest boat challenges I've faced in the past few weeks has been keeping nesting starlings at bay.

Once these pesky birds get it into their heads to build a nest and raise a family it is hard to convince them not to crawl into the tiny, sheltered spaces on a boat to create a home.

The folds of a mainsail or the hollow tube of the boom, inside a cosy, waterproof, sail cover make an ideal nesting site. I have resorted to stuffing all manner of things inside the sail cover to block the entry and wrapping the mast and boom in netting to deter the critters, finally with some success.

Apparently hanging little bags of mothballs or camphor blocks in the nesting sites deters manic starlings from nesting but I haven't tried that method. Have others tried this?

Numerous members have had the same problem and it recurs every nesting season so I would like to receive any clever ideas you may have tried, with success, or any stories for that matter about invasive species on boats. (Including hard to remove crew)

Meanwhile I will unzip the main cover and raise the sail carefully to try and avoid a shower of birds nest and guano until nesting season is over. Starlings are more aggressive than cormorants but the shags produce vastly more guano and I have been plagued with both over the years. Just one of the trials we boating people face.

No doubt these troubles will fade as we get into the hectic schedule of cruises planned over the next three months. I am looking forward to getting away on the boat up and down the Channel and around Storm Bay before heading up the East coast followed by the lap around Bass Strait.

Hopefully the weather Gods allow us to then return home via the West coast visiting some of the places we have not yet stayed including Macquarie Harbour and Port Davey. We are keen to cruise in company so if anyone would like to tag along, please let us know. I'll be taking lots of photos to share.

I wish everyone a safe and enjoyable Xmas and summer cruising season.

– Happy reading.

CYCT Calendar – Check the website for more details

TUE 05 DECEMBER	Meeting Tas Maritime and BBQ
<p>This meeting will be held at the headquarters of Tas Maritime on The Domain. Arrive before 1730 hours and listen to the 1733 broadcast. A brief General Meeting will commence at 1800 hours before the BBQs will be lit and your BYO food enjoyed. Bring a platter of nibbles to share too.</p>	
SAT 16 DECEMBER	At home with Al and Dinah
<p>We are fortunate to once again be invited along into the Margate home and garden of Al and Dinah. A seasonal get together to appreciate the liquid produce from Al's back shed. A BYO event, bring goodies to share, and settle back and relax in their very welcoming space. Starting at 1600 hours at 26 Derwent Avenue, Margate. Cruise Contacts are Al and Dinah onboard <i>Trim</i> on 0400 473 248.</p>	
THU 28 DEC	Cruise into the New Year
<p>A few days at sea prior to heading into Hobart for the NYE fireworks display. The river will be busy with racing boats so we could spend some time tracking and following contestants to the race line. Cruise Contact is Mark Stephenson onboard <i>Crown Venture</i> on 0438 854 380.</p>	
MON 1 JAN to SUN 7 JAN 2024	Norfolk bay Cruise
<p>Cruise contact Mark Stephenson</p>	
FRI 24 JAN 2024	Commodore Series Cruise
<p>One of the Commodore's Series of cruises to either Recherche, Port Arthur, Adventure Bay or Norfolk Bay. Taking in the Australia Day public holiday and cruising over 3 days, the Commodore will decide the most convenient destination according to the forecast weather. Cruise Contact is Scott Poulter 0419 513 983 (p)</p>	
TUES 06 FEB 2024	CYCT General Meeting
<p>Committee and General meeting 1930 hrs at the Royal Yacht Club of Tasmania. A European Odyssey - from France to Montenegro presented by Jonathon Ross whose job was to commission a new Privilege510 catamaran in Les Sables d'Olonne and prepare it for its first ocean passage then skipper it 3500 Nm to Montenegro.</p>	
SAT 10 FEB 2024	East Coast Cruise
<p>Take 2 weeks off and head away with CYCT members through the canal and up the east coast. With likely settled weather and numerous options to anchor, to fish, to beach comb, to restock, to eat out. Lots to do and never enough time! Times for the canal transit are Sun 11 FEB 1.53m at 1130, Sat 24 FEB 1.30m at 1000. Cruise Contact TBA</p>	

SAT 02 MAR 2024**Bass Strait Circumnavigation**

Cruise Contacts are Scott and Rachel Poulter onboard *Gradiva* on 0419 513 983. The plan is to circumnavigate Bass Strait, between Saturday the 2nd of March to Sunday 17th March. The direction of travel will depend on the prevailing weather. The intention is to visit the Tamar or Port Sorell, Rocky Cape, Stanley, The Fleurieu Group including Three Hummock & Hunter Islands, Refuge Cove - Wilsons Promontory, Deal & Erith islands and the Furneaux Group. Vessels will rendezvous on March 2 between Flinders Island and the Tamar River. The rendezvous anchorage and direction of circumnavigation will be announced around the 27th of February. One week has been allowed for vessels to make their way to the rendezvous on March 2. The cruise will finish on March 17 between Flinders Island and the Tamar. Vessels (definitely *Gradiva*) may spend more time in the area. Scott will facilitate vessels aiming to cruise in company for the journey home down the East Coast.. More information will be made available to those registered during coming months.

New Members**Mike and Ulrike McCluskey sailing *Elysium***

We moved to Tasmania from NSW in 2019.

While living near Lake Macquarie we owned and sailed an Adams 31. We sailed mostly in the lake and sometimes daytrips offshore, with some overnight trips as a family. I have completed my RYA Day skipper course through the Pacific Sailing School based in Sydney and hold a current International Pleasure Craft Operators Certificate.

Now living in Kettering, we have just purchased, *Elysium*, a Northshore 33, to be berthed at Kettering. With a 20 hp Volvo engine she is an ideal family cruiser. It sails well with all lines coming back to the cockpit making sail handling and reefing easy for two people. It has berths for 7 people and is well set out for

comfort.

We plan to cruise the Channel and Derwent estuary mainly with occasional trip further afield. *Elysium* is for family trips so we can enjoy the coves and anchorages of the local waters. Ulrike and I recently sailed as voyage crew on the traditional 17 metre wooden boat *Yukon* from France to Denmark. Our son has previously sailed with us in NSW and with his wife and two young children, now live in Oyster Cove.

New Members

David Painter and the yacht *Saraband*

I have been involved in boats of some sort all my life. First it was the fishing tinnie, then a runabout ski boat for the kids' amusement. When this phase passed a friend introduced me to sailing. I was immediately hooked and have been sailing ever since. Most of my sailing was racing on Port Phillip Bay.

After I retired from the workforce my interest changed from racing to cruising. This suited my wife Ann, who enjoys sailing, but not racing, and is now a constant crew member and a very competent sailor.

On a trip to Hobart via the west coast we were completely captivated by the island and the wonderful cruising opportunities it offered. So, the boat is now berthed at Prince of Wales marina. We have done a fair amount of cruising, including several crossings of Bass Strait.

Our boat is '*Saraband*' a John Pugh design 36ft steel hulled ketch. She has bilge keels and a 100hp Volvo engine. Not a speedster, but a very comfortable cruiser with a sheltered helming station in the pilothouse, a well-equipped galley, large fuel and water tanks and a good dinghy on davits.



Saraband

Commodore's report – Scott Poulter



We are in the transition between cruising seasons in Australia. The large community of cruisers who head to the fantastic cruising grounds inside the Great Barrier Reef from May to October each year are generally heading south.

Many Queensland cruisers head to Moreton Bay or are closing in on their cyclone bolt holes further north. The weather is generally favourable to head south at this time of the year with fresh northerlies interspersed with thunderstorm activity on both the Queensland and NSW coasts.

If your base is NSW, then it's a little longer passage home but still generally favourable weather. For those based in Victoria, South Australia and Tasmania, November and December involve a longer passage, picking your favourite spots on the NSW coast while you wait for the next northerly pattern. Unfortunately, at this time of the year the westerly pattern still prevails in Bass Strait. Consequently, this passage may include a week or two in Bermagui or Eden waiting for an appropriate weather window to cross or transit eastern Bass Strait. Often the objective is to be back to your "home base" to enjoy Christmas with family.

An increasing number of NSW and Queensland based cruisers are choosing to make the trip south and enjoy our beautiful summer cruising season in Bass Strait and Tasmanian waters. Many are keen to make the most of this trip by arriving in Hobart for the Sydney to Hobart yacht race, the Taste of Tasmania and other festivities.

Others head south soon after completing Christmas at their "home base" further north arriving in Tasmania during January. This option probably has more favourable weather. Victorian cruisers are generally well versed with the cruising attractions of Bass Strait and Tasmania.

South Australia also has a fantastic summer cruising season to explore the beautiful waters around Kangaroo Island, the Fleurieu, York and Eyre Peninsulas. In January and February with a large high pressure system in the Great Australian Bight, south-easterlies dominate the weather patterns making for a comfortable passage along the Victoria and SA coasts. To make the return passage you may need to wait until late March for some westerly weather.

The CYCT has a fantastic summer cruising program planned, making the most of Tasmania's summer season. The program includes New Year on the Derwent and then Norfolk Bay in early January. Then follow the Adventure Bay/Port Arthur cruise at the end of January, the East coast cruise in February and the Bass Strait cruise in March.

We will encounter many cruisers from interstate and I would like to encourage our members to invite our interstate visitors to join us for sundowners, to tag along with our fleets and to share your local experience. I am confident, based on the generosity of the cruising community, that your efforts will be returned "with interest" and rewarded with many new friendships.

Vice Commodore's report – Rick Allen



What's Happened –

THUR 26th OCT Commodores Series 4 Day Cruise- Boats in attendance were-*Easting Down*, *Cuvee*, *Skye*, *Dulcinea*, *Phase III*, *Brite Star*, *Pandora*, *Storm Boy II* and *MV Southern Explorer*. *Gradiva* was a last minute apology!

The Thursday was typical Hobart Show Day, blowing 25-30 knots, which made for an interesting trip down the channel to our Simpsons Point anchorage.

Southern Explorer anchored at 1200, then, as a result of a mechanical issue, couldn't deploy the RHIB. There was already a congregation ashore but upon observation from one of the other boats, they were found not to be CYCT members. The 1405 radio sched only attracted one reply and sundowners were enjoyed by only two crews. My veterans enjoyed it immensely.

On Friday, we weighed anchor at 0800 after putting in another sched to tell everyone what was going on. Only one reply via radio, but a few text messages came in. Most boats were holed up at Mickies Bay, some went to Southport and some went home. We sailed for Coal Bins Bay, Recherche as per the plan, anchored at 1300 and deployed the RHIB.

We were joined by *Easting Down*, *Cuvee* and *Skye* shortly thereafter. Continuing with our training we put a diver down to replace anodes. Sundowners aboard *Southern Explorer*, joined by the three boat crews was a great night.

Saturday - weighed anchor at 0745 and sailed for Mickies, via some MOB exercises. The wind had abated and we enjoyed a flat trip, anchoring at 1130, joining the twenty-something vessels already there. With training well done the crew went fishing in the RHIB. The sched had a few responses and most were having a BBQ ashore. With the crew electing to stay aboard for sundowners, we stowed the RHIB and called a beer issue! Wind was NE, around 25 knots but dropped off during the night.

Weighed anchor at 0745 on Sunday and sailed for home, accompanied by *Dulcinea* which followed us most of the way up the channel. Ray and Baz did their SCROP radio exam and finished their task book to complete their weekend training and after a good run home saw us coming alongside at 1400, the course officially over at 1500. *Southern Explorer* travelled 124 Nautical miles.

Events coming up the near future include:

TUE 05 DECEMBER Meeting Tas Maritime and BBQ

Rear Commodore's report – Bastian Siedel



A big thank you to MAST's Peter Hopkins and his excellent presentation on electronic flares (officially called Electronic Visual Distress Signals or in short 'EVDS') at our last general meeting.

Peter has been with MAST for over 23 years and gave his first presentation at the CYCT in 2002. He is such a treasure trove of knowledge and inspiration and it has been fabulous to hear how Tasmania is leading the country in ensuring legislative certainty regarding the use of electronic flares.

Electronic flares are a logical evolution of the combustible status quo when it comes to improving safety out at sea. The next step will be to have national consistency regarding the use of electronic flares and for the other states to follow Tasmania's lead. Otherwise there will be a prolonged period of confusion that is not going to serve anybody.

There will also be a national consultation process regarding the standards for electronic flares and your CYCT will advise you once the details have been published. Please read Ian Howarth's excellent article in this edition of the *Albatross* and please contact me if you have any further questions about Peter's presentation.

Our next meeting will be our traditional end of year TAS Maritime Radio BBQ on December 5th at the Domain.

TAS Maritime Radio provides a unique service for its members. It monitors VHF and HF distress channels and frequencies between 0700 and 1900 daily and broadcasts skeds containing coastal weather and maritime safety information 7 days of the week, every day of the year. For more information on TAS Maritime Radio (and to sign up to become a member) please have a look online at www.tasmaritime.au.

The BBQ is a lovely opportunity to thank the TAS Maritime Radio volunteers for the amazing work they do. The BBQ starts at 6pm but please feel free to come up earlier for the regular 1733 sked. We'll have the BBQs fired up in time and provide plates, cutlery and cups. Please don't forget to bring your own food and drinks. As a regular reminder, please register for the event through the CYCT's website or the membership app.

The weather of course will be excellent and I'm looking forward to our traditional end of the year event.

And a heads up for our first meeting in 2024, on February 6th: Jonathan Ross will be presenting on his 'European Odyssey - from France to Montenegro'.

Finally, and on a personal note, a big thank you to our members and the CYCT committee for all the support this year. Merry Christmas and all the very best for 2024!

Membership Officer's Report – Sue Powell



Your Membership Officer is still coming to grips with the fact that, x-rays proved I had broken my ankle in three places, but the orthopaedic surgeon does not want to operate as it is healing well. So, I still have the moon boot and ankle brace (depending on my activity) for another six weeks before I see him again.

The New Member's Lunch

I knew it was going to be a success as I had to increase the number of registrations to attend, a couple of times. I implore you all to register early for Club events. It saves so much committee organisation if we are aware of numbers in good time before events. 86 registered and 82 attended. I wish to apologise to those members I was not able to spend time with – it was such a busy day!

The weather was so so, with a few sprinkles in the am but it turned out to be a lovely afternoon. The KYC is a great venue and I wish to thank Mick Hawes (Commodore) for his prep work in mowing the lawns before our arrival. The food was excellent and prepared to a "T" by a few hardworking folks. I had six new members Burgee packs to hand out and what better timing could there be than this event. It was lovely to be able to meet with New Members and share in the camaraderie the club is well known for. Roll on summer for more fantastic club events and cruises.

I trust those who attended, would agree the day was a success, and I would like to sincerely thank all Committee Members and partners for their organisation and input to make it so.

Applications for Membership and Provisional Members

Michael McCluskey	<i>Elysium</i>
Ulrike Hora-McCluskey	<i>Elysium</i>
Simon McCluskey	<i>Elysium</i>
David Painter	<i>Saraband</i>
Ann Painter	<i>Saraband</i>

Provisional Members update to Full Membership

Shane Collins	<i>Relieve</i>
Nicole Collins	<i>Relieve</i>
Dennis Ward	<i>Kioni</i>
Sarah Ward	<i>Kioni</i>
Karen Moore	<i>La Gecko</i>
Darren Moore	<i>La Gecko</i>

The New 2023/4 Membership Directory was posted to those who have the *Albatross* mailed out. Any members who normally get their *Albatross* electronically can see me at a meeting to receive a copy.

Landing *Little Bear* – it all starts with a dream

(Part 1)

A story of dreaming, searching, buying and delivering a yacht (we all do it) - in three parts.

Written by Nick Hutton



Nick Hutton is a member of CYCT, a director and 38-year member of RYCT, an International Race Officer, past-President of Yachting Tasmania and a former Director of Yachting Australia. He is a life member of Sandy Bay Sailing Club and the International Cadet Class of Australia. Nick was inducted into the Tasmanian Yachting Hall of Fame in 2013. He is currently the editor of RYCT's Tasmanian Yachtsman magazine.

Browsing

Like most of us, acquiring the boat of our dreams/nightmares starts off with casually browsing Trade-A-Boat magazines left lying about on-board fellow sufferers' vessels.

This grows to wandering local and perhaps interstate marinas, snowballs to searching domestic, and in some cases, international boat sales websites and ends up with a targeted search for the boat that we think meets all our needs.

See? We all do it!

I started semi-seriously looking for a cruiser/racer or cruiser in around 2005. My meanderings – couldn't really call it a search until the last bit – culminated in 2011 with purchase of a 2005 Beneteau Oceanis 423, *Little Bear*. In between I looked at Northshore 38s and the like for a bit, then the Beneteau Oceanis 393 for a bit longer. Then, taking advice from my insurance broker to buy the biggest boat I could afford, settled on the 423 (confusingly 43ft!).



My late wife Sally and I were lucky enough to be in Greece for a sailing conference in 2010, so we took the opportunity to drive to Vounaki where charter company Sunsail had a major base supplied mostly with Beneteau 393s. At that time the 393 was the target. We were impressed not only by the quality of the set-up at Vounaki, but the quality and condition of the boats.

Sunsail at that time held the boats in their fleets for five years. Most were owned by private investors and the rest by Sunsail itself. Five years allowed a return on investment for the owners but was a short enough period to avoid major maintenance issues.

Many of you will remember a little hiccup called the Global Financial Crisis in around 2007 – 2009 or so. The GFC created a number of effects on charter boat ownership. The first and most painful was that owners trying to sell out of the investment at the end of five years were unable to obtain a reasonable price for their boat, therefore they were unable to turn them over for a new one, or cash out without making a serious loss.

It's an ill wind, as they say, because on the other side of the equation was the cash buyer who could potentially buy a boat at substantially less than the going rate. By the way, the going rate in Australia for a Beneteau 423 of around five years of age was high AUD200,000's, maybe even into the AUD300k territory.

US and other websites were advertising 423s, many of them former charter boats, in the range of USD100-150k. And while this eventually influenced Australian prices, it took a while for the numbers to drop. The second effect from the GFC was that the A\$ climbed against the USD, in 2010 achieving parity and better. Just the right time. The zenith was US\$1.10 for one A\$. Remarkable.

The Purchase

With US prices at rock bottom and the AUD doing nicely it was time to move and so we went to the bank, signed all the usual stuff and obtained a loan for the purchase.

Not wishing to buy sight-unseen and this all sounds easy, but really was a total pain in the proverbial, I hopped on several planes to end up in Road Town, Tortola, British Virgin Islands. Hobart – Melbourne – LA – Miami – Puerto Rico – Tortola! Tortola was the centre of activities for Sunsail in the Caribbean and a 'beautiful tropical island in the sun', as they say.

It also has hurricanes and at the time of my visit the charter fleets were just coming out of hibernation in what the locals call hurricane holes – we've got the Duck Pond on Bruny for the same, if less dramatic, purpose – and were in the process of having sails bent back on and canvas products returned to bimini frames and booms.

What was to become *Little Bear* was looking very drab when first sighted, with no canvas or sails, and everything strapped down. But within a day of my arrival, she returned to her Sunsail glory with maroon-UV-stripped headsail and Pacific Blue bimini and boom bag.



(Little Bear arrives in Sydney)

A local marine surveyor completed a survey while I toured the Island on a rented bike. I say 'toured the island' but I really mean 'toured the narrow, flat coastal skirt' because the topography of Tortola is quite vertical once away from the coastal strip.

What made riding a bike more interesting in the towns on the island is that while it is a British Overseas Territory and cars drive on the left-hand side of the road, almost the entire vehicle fleet on the island is American. With the driver sitting on the 'wrong side' it made the usual practice of making eye contact at roundabouts and intersections a bit of a challenge when the habitual target for the cyclist's eye, the drivers' seat, is empty!

With favourable survey in hand, contracts signed, funds released, scrape and antifoul booked, sea trial completed and transit arrangements from the hurricane hole to the quay in Road Town made, it was time to hand Little Bear over to her delivery skipper.

Transport

While all the palaver of offers and acceptances were taking place, we were working on getting the boat home to Hobart. Not far really. Just down to Panama, through the Canal, a side trip indulgence to the delivery skipper of a once-in-a-lifetime trip to the Galapagos, across the Pacific to Sydney and south to sunny Hobart. Piece of cake!



(And finally makes it down to Hobart)

So how did we end up with an on-her-own-bottom delivery?

There are many options to have a boat transported to Australia from the Northern Hemisphere. New boats typically come on board car carriers or container ships. Used boats can also be delivered by container ship or even specialised boat transporters. The owner has the option of rig up or rig down, with the boat able to be 'Glad-Wrapped' for the journey, at considerable extra cost.

But none of these ships called routinely at Tortola! These options, as well as costing around USD50k plus insurance and at the boat owner's risk, had the added complexity of requiring a delivery trip to a place like Fort Lauderdale in Florida. There the boat awaits a suitable departure, is loaded, supervised by an owner's representative and waved on its way.

This method has the side benefits of the boat arriving at its destination caked in salt and fuel oil exhaust, and as I was warned, with all her expensive shiny bits like winches, electronics, etc missing - A Beneteau Cyclades 43 arrived in Brisbane shortly before Little Bear left Tortola with all the above bits missing, so a handy warning!

A transport method that was not immediately on our radar was to have her sailed to Hobart. But costs, relative simplicity (for us not the skipper!) and certainty made the idea very attractive, bearing in mind that we had to work, run the family and do the usual stuff and couldn't afford to be on the other side of the world faffing about with boats for months waiting for a ship to arrive.

The quote for the delivery voyage, with skipper and one crew, was USD22k, including the skipper and crew's airfares back to Dublin Ireland. Long story! Read on.



(Little Bear finally arrives in Hobart)

Why so cheap?

The delivery skipper's day job was ferrying new boats from mainland USA ports to Tortola for Sunsail and returning boats rotating out of the fleet to mainland USA. If you have been paying attention, you will remember that there wasn't a lot of this going on at the time.

Added to that, the skipper hadn't crossed the Pacific and if he could beg the indulgence of a side trip to the Galapagos, which he would do on his own time, then he'd cut us a good price.

After seeing appropriate references, Yachtmaster Ocean tickets, insurance and the like, we signed up for what was planned to be a 3-month voyage.

End of Part One – Instalment two in the next issue

ALBATROSS ARCHIVES – CHANGE OF URL

Erika Shankley

Former *Albatross* Editor and webmaster, Dave Davey, set up a comprehensive index of issues of our monthly magazine a number of years ago. Even with the help of a couple of other members it was a huge job to scan back issues for inclusion in the index. Nowadays, however, details of each issue are added monthly by Erika Shankley.

You will find the majority of issues are open to everyone while more recent editions are only available to club members by first signing on to the CYCT website. The index is a great way to research your forthcoming cruise or just enjoy reading about other members' adventures.

Please note that the URL has changed and the *Albatross* Index is now available at: albatross.dfd.au .

The Boat (Blythe Spirit)

By Stuart Mackley

I was born at the end of 1979. Donna Summers' single 'Bad Girls' was number one and Carlton had beaten Collingwood in the VFL Grand Final. Among the mega crowd there were two people at that match who, although neither of them had met, fate would bring them together many years later. But it was 34 years before those two were united with the boat.



I wasn't cheap, I cost as much as two houses!

I was built in Taiwan with the strongest material available, a relatively new product - fibreglass.

My first owner took me to Papua New Guinea, where I stayed for many years.

He didn't keep me for long; age took over and I was passed on to a young engineer from PNG who kept me for another 32 years.

During this time I travelled around Southeast Asia, gaining a reputation for being welcome among other nomads. The drinks flowed when I was in town, but my heart was elsewhere.

My engineer moved back to Townsville in the early 2000s and my trips were reduced to day trips. Sometimes the trips were longer, but age was catching up with things too. Slowly these trips diminished and I was left alone as other priorities took over.

I felt neglected but loved the warmth of North Queensland. Yasi came to visit me during cyclone season, but I survived, unlike others. In the early 2010s the engineer got tired and put me up for sale.

A southerner came to see me, he had met the girl from the grand final and was looking to fulfil his dream and others encouraged him.

He convinced the old engineer to part with me. Hands were shaken and money exchanged but when I heard I was going south, I didn't want to go. The waters were too cold! I shouted but no one could hear me.

So I protested that some parts of me weren't working, I stopped working, but this guy wouldn't give in.



After a trip of about six months, with some upgrades and new toys, we arrived in this town called Hobart. It was cold but beautiful; I had a new port name painted on my stern. More bling was added and we made many trips back north, including a visit to the old engineer, who was happy to see me again.

We travelled along the east coast and in 2017 we went offshore. We did not return for some time.





Sally Holt and Stu Mackley enjoy the Queensland warmth

After many adventures in the Pacific we arrived in Southport, the previous stop being Noumea, a most beautiful place. Our arrival in Qld was greeted by some of the worst fires ever. I for one was delighted to arrive in Hobart.

We were stuck in Hobart for a long time because of Covid but when we were able, we headed north again. We duly arrived in Pittwater and spent several months there awaiting our next adventure.

To be continued.



Women on Boats – Julie Porter



Another month and WoB's continues.

The October meeting was a little different as we met onboard Rhona H. Not quite the evening we had originally planned.

The weather was against us and although flares would in most circumstances be used in inclement conditions; for practice, we prefer calm weather and good visibility for training. Creative thinking, and a group of us met onboard, and in the saloon sharing experiences having heard some of the Rhona H story.

The plan was to do some radio updates, but the stories and networking meant we had to rush to Fish Frenzy for dinner before they closed for orders!

Radio still got a mention radio tales were told: best practice, incidents when radio saved the day, and examples of radio talk heard by others (such times that the operator surely didn't have a licence).

CYCT members would wonder why anyone would call up "hello, hello ... are you there Can anyone hear me ...?" And then be puzzled at the lack of response!



The reality was that an inexperienced family group boat crew on four metre boat had lost propulsion off Taroona. They were seeking help but had no radio skills. They were finally towed back to Prince of Wales Bay by Rhona H. We hope they went and did a radio course!

We enjoyed a lovely meal at Fish Frenzy, a call to (former commodore) Val on FaceTime and a quick chat with Barb before she departed for New Caledonia the next morning.

Next month, (November) the radio theme continues as we will have an interactive radio quiz session!

Fair winds,

Julie

CYCT Honour boards now on display at RYCT

Four honour boards representing the history of the CYCT have been mounted in a position of prominence in the clubrooms of the RYCT.

Members attending meetings of the CYCT will pass the boards at the top of the stairs on the right just before the entrance to the Bass and Flinders room.

Life members, past commodores and other famous faces are represented.

The positioning of the muzzle of the flare pistol which aims directly at the board honouring past commodores is apparently entirely coincidental.



Norfolk Bay Cruise 01 – 07 January 2024

A week in the sheltered waters of Norfolk Bay to get away from the hype of Christmas and New Year and a chance to relax. From the rippling sands at Connelly's Bay, the clear waters of Lime Bay, the rocky landscape down at Callum's Beach, a ruin at the coal mines, a takeaway pizza in Murrumbidgee, coffee and cake at the Lufra or a chocolate in Taranna. Lots on offer during this cruise.



Sail along and come ashore for sundowners at Sommers Bay and enjoy a sizzling sausage sizzle, unless a southerly sends us sailing south to Callum's Beach for the sensationally sizzling sausage sizzle!

The Cruise Contact Mark, along with pal Bruce, have crafted together an amazing blend of seven secret herbs and spices into chipolata sausages and will be sharing these on the beach.

Planning is for a Thursday morning transit of the Denison Canal through to Dunalley where we will be staying for the night.

Let's try The Cannery on the wharf for lunch, or the pub for dinner. Head back through the canal Friday morning.

The Norfolk Bay cruise will include even more than the simple sundowners ,sizzling sausage sizzle and everything else that has been mentioned here.

Friday night is at the Taranna Boat Club with drinks for sale and BYO BBQ.

Register now and join the cruise in Norfolk Bay.



Minutes of the general meeting: Tuesday Nov 7, 2023

Opening – chair

The Commodore opened the meeting at 19:30.

Guest Speaker Presentation

Committee Member David Bowker introduced the guest speaker, Peter Hopkins of MAST. Looking for more speakers, contact Bastian if you can do a presentation or know of a presenter.

Secretary

Attendees and Apologies

- Apologies in advance – Chrisse Rowlands, Rick Allen, Paul & Cate Chapman, Val Nicholls
- Apologies – Julie Porter, Graham Wallis & Fiona McCarthy, Jamie, Mike Powel, Chris Barwick, Liz, Gordon
- Guests – Tim Gourley.

Minutes of the last General Meeting

Motion - The minutes of the previous General Meeting held on 3rd October, as published in the November Albatross, be signed as a true and accurate record of the meeting:

Proposed by: Ian Foster. Seconded by: Andrew Boon. Motion Carried.

Business arising from the Minutes - Nil.

Membership Officer – New Members

Applications for Membership & Provisional Members

Ulrike, Michael & Simon McCluskey

Darren & Karen Moore

Ann & David Painter

Introductions - New Members presented with Burgee and introduced themselves to the members.

Michael McCluskey

Nicole & Shane Collins

Not in attendance:

Endra O'May

Kellie Wetherill

Dennis Ward

New Members Lunch

Please bring your own crockery, glasses, drinks, and nibbles.

Reminder to wear your name tags.

Vice Commodore – Report (In absence by Commodore)

Commodores Cruise.

The commodore was unfortunately a last minute withdrawal due to a personal emergency. Thanks you to Vice Commodore Rick who stepped in. By Show day on Thursday night 6 or so boats gathered at Simpsons point on a blowy day. Other yachts had made their way straight to Southport and were joined by others to shelter from the consistent wind. On the Friday 4 vessels headed on to Recherché and settled into the calm waters at Coal Bins for the night. Then on Saturday there was a large gathering at Micky's off Bruny for a windy sundowners and a 40 kt front blasted through and then a calm night for a settled beautiful day on Sunday to return.

What's to come.

Next meeting 5th December

Tas Maritime Radio BBQ

At the domain 18:00 casual BBQ & byo everything.

Get there before 17.30 if you wish to listen in to shed

Last cruise of the calendar year 25th November

Oyster Clean up

Cruise contacts: Al & Dinah

Get together on Saturday 16th Dec

Christmas get together, At home with Al and Dinah.

Treasurer - Report

Monthly accounts were tabled and approved at the committee meeting.

No discrepancies or issues for the month and in profit.

Commodore**Information**

CYCT Summer Cruising Program - We have a fantastic summer cruising program available. Please Register early to help Cruise Contacts with their planning

Cruise into the New Year, 28th Dec

Spend New Year on the water around Hobart taking in the celebrations and finishing race yachts, maybe fish & chips at Bellerive, Cruise contact: Mark on Crown Venture

Norfolk Bay Cruise

Extend your time afloat by heading to Norfolk Bay and joining the CYCT Norfolk Bay and Dunalley Cruise for the next week. Norfolk Bay to wind down. Denison Canal, stay a night in the canal for fish and chips and then a sausage sizzle at Tarana. Sizzling hot sausages by Mark! Cruise contact: Mark on Crown Venture

Commodores Series Cruise

26th -28th Jan With the wind to Adventure Bay, Port Arthur or ?????

Cruise Contacts: Scott & Rachel on Gradiva

East Coast cruise

10th Feb – 25th February. Cruise up the East Coast to Maria Island & Freycinet Peninsula, Tasman Is

Cruise contacts required?

Feb 26th to March 1st Continue in Company up the East Coast to Join the Bass Strait Circumnavigation

Bass Straight Circumnavigation

2nd March – 17th March

Extended 2 week cruise including Furneaux islands, Deal Island, Wilsons Promontory Hunter Island, Stanley and Port Sorell. Read the cruise plan in the November Albatross Cruise Contacts: Scot & Rachel on Gradiva

Franklin Cruise, March 9, 10, 11

Currently on the calendar on 20th Jan Looking to return this to the long weekend in March. However, new cruise contacts are required for this date ?.

Current Cruise contacts: John and Jenny Avery (Are unavailable in March)

Women on Boats Report

Flare night cancelled due to weather, talked about Ronah H and had a chat about the Col Regs and about our individual experience on the water. It was a raucous night with dinner in Constitution at Fish Frenzy.

Other Business**Cruise vacancy**

January sailing from Hobart to NZ – See Alex Papij

Already has 1 crew and himself.

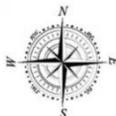
Good opportunity to sail the Tasman Sea and get some offshore hours.

Next Meeting

6:00 pm on December 5th at Tas Maritime, followed by a BBQ, BYO everything.

Close

The meeting closed at 20:49 hrs and the Commodore invited members to socialise.



Postcard from Val Nicholls

Beautiful bumps; a birthday; crew at last; anyone for salad?

Having posted my previous postcard, I was joined by my daughter Emma at Rosslyn Bay for a five day hang-out on Great Keppel Island. What a blessing it was to have her on board and what a gift for me to cradle her mini belly baby-bump and connect with my growing grandchild. Emma slept a lot, we walked a bit, we laughed and talked a lot, soaked up the sun, swam and ate good food.

Having waved her goodbye a few days later my interest in GKI totally evaporated in favour of full focus on the journey home to Tasmania. As usual Mother Nature ran the show and forced a few days of waiting before blowing northerly winds kicked in and boats on a similar mission appeared out of nowhere.

Whilst every anchorage attained going north seemed to be a minor miracle, turning around unleashed a very different mentality.



“Get the Northerlies, go, go, go! No hanging around!” This pesky voice got out of hand, threatening my capacity to savour the adventure. A change of mantra was required: “Safety and Pleasure; Safety and Pleasure”.

The mantra soon got tested outside of Bundaberg. Exhilarated by an energetic 80nm sail, I approached the leads into port and prepared to drop sail. Half furled and with an energetic wind ablow the jib got stuck. I realised quickly that I had forgotten (note to self) to dismantle the

Twang /Tweaker I was experimenting with. It had wrapped around the lifelines and leeward jib sheet. By the time I freed the knot the jib sheets had wrapped around the jib to create an immovable waisted jib belt.

I dropped the main, but nothing was going to improve the jib situation. I had just ordered myself to “Fix it in the anchorage!” when I noticed that the catamaran I had trailed all day was seemingly waiting for me. I motored forward, it motored forward. The catamaran moved on monitoring their speed to lead the long lumpy and messy seaway into the harbour entrance. Concentration was called for. Yes, I would have managed alone, but how good it felt to be caringly and carefully led. A layer of stress slipped away. Maybe I wouldn’t give up sailing.

I peeled off into the first anchorage, tired, a little flustered and happy to see just one boat. As I passed, the skipper jumped out “Do you need help?” “Yes please, I’m ok to anchor but I’d love a hand with the jib”. In a trice this Angel from Above was in his dinghy and alongside. “May I get on board to assist.”

“Yes, you may, You can stay for a fortnight if you like!”.

Together we got the anchor down and the jib unwrapped. Phew! Chatting, Dave explained that his friend had seen my jib wrestling efforts and suggested that Dave might be of assistance when I came in. Dave had been waiting for me to appear. Once again, I was gobsmacked by the care, camaraderie and assistance routinely offered sailor to sailor.

Tired, and a little teary, I had to laugh that it was my birthday. What a party! I wasn’t sure if the experience had left me feeling a heroic 21yr old or an aged two hundred and ten’er! I was, however, very sure that I wasn’t cooking the special meal I’d planned for myself. Nonetheless, it must be said that never did an English style cheese, pickle onion and potato crisp sandwich, washed down with a Zero beer taste so good! Fell into bed tucked out, replete, relieved, and laughing at life. Tomorrow was a 5am start.

This postcard just isn’t big enough to tell you everything. But, let me write around the edge of the card to tell you that I now have crew. Tracey joined me in Southport and we are now at Coffs Harbour after a long and nautically riotous 150nm. How glad I was to have her company and experience with me for this most uncomfortable journey. Along the way the Tiller Pilot died. Thank goodness I had a spare. A friend says, “Two is one, and one is none!”.



I wanted to tell you how we learned to make a diesel infused, teak encrusted tomato salad. I wanted to share our now patented method of shelling boiled eggs, but it will have to wait. In the following days the engine got precious little of a workout and it was fabulous to sail free spiritedly south.

Well - almost.

Are electronic flares poised to replace pyrotechnics



Every year boat owners around the world are faced with the need to check and often replace their pyrotechnic flares.

To remain on the right side of the law skippers must ensure flares meet with strict regulations about use-by dates and storage.

Commercially available flares have a three year life as determined by the Australian Standard and many skippers are fined every year for having out of date flares.

Worse, keeping out of date flares on your boat is illegal and can attract fines, even though most boat owners consider having a few extra flares on hand in case of an emergency is an essential safety matter.

But the days of pyrotechnic flares may soon be over thanks to world leading work by Marine and Safety Tasmania (MAST) to create new standards to regulate the introduction of Electronic Visual Distress Signal (EVDS) – or electronic flares in layman’s terms. An Electronic Visual Distress Signal (EVDS) is a handheld signalling device that is non-toxic to the user and creates no dangerous flames or heat.

They are battery powered, can remain alight for many hours, float and, in some models being developed now, can contain connect emergency contacts via a Bluetooth phone app to provide additional rescue capability.

EVDS’s are already widely used in the USA and those approved by the US Coast Guard must meet the following general performance requirements:

- (1) Emit a white light that meets certain intensity requirements;
- (2) Be capable of automatic signalling S-O-S at least 3-5 times per minute for 6 hours;
- (3) Contain an independent power source i.e. batteries;
- (4) Float in freshwater with the lens surface at or above the surface of the water;
- (5) Be equipped with a waterproof switch; and
- (6) Float for at least 72 hours.

Products approved by MAST under the standard being developed will meet the above requirements. MAST is working to develop an Australian standard which will apply to EVDS devices, a standard which could be adopted globally as modern electronic flares begin to displace old style incendiary or pyrotechnic flares. Already ship chandlers in Tasmania are selling EVDS units with demand reported to be strong.

Some models offer a ten year life and others simply need new alkaline batteries to remain legal which makes the costly three year replacement cycle of pyrotechnic flares problematic at the very least.

Peter Hopkins, General Manager, Recreational Boating Safety and Facilities, with MAST, is leading the team to develop the EVDS standard.

Speaking at the CYCT general meeting in November, Mr Hopkins said that while no data was available for other states, in Western Australia, less than one per cent of sea search and rescue operations were initiated by a sighting of a flare.

Importantly an EVDS is not a torch.

EVDS's will not be compulsory, but rather an option to replace the 4 x handheld flares currently required in sheltered waters and offshore. If boat owners elect to carry these devices in sheltered waters, then the legislation also requires them carry a GPS-enabled EPIRB registered with AMSA and a VHF radio. Both of these must be in an operable condition.

In coastal waters, the EVDS can be carried in lieu of the 4 x handheld flares however parachute flares must still be carried. In sheltered waters, MAST considers that an EVDS, EPIRB and VHF radio will give people in distress a better chance of rescue as opposed to relying just on 4-hand flares as is currently required. The EPIRB and VHF give you an opportunity to get the message out that you are in distress.

Pyrotechnic flares, which typically burn for a maximum of just one minute, rely solely on someone seeing the signal and while a pyrotechnic flare cannot be tested, an EVDS can be checked simply by turning it on before you leave land.

Creating an Australian Standard for EVDS's would enable State and Territory Marine Safety agencies to legislate using an Australian Standard (AS).

Mr Hopkins said, "An AS will give recreational boat owners and users, in a distress situation, another option apart from potentially dangerous handheld pyrotechnic flares. All recreational vessels which are currently required to carry handheld pyrotechnic flares would be able to use EVDS, subject to state and territory legislation being amended to allow their use.





*Peter Hopkins, General Manager,
Recreational Boating Safety and Facilities,
with MAST*

There are over 925,000 registered recreational craft in Australia, (source - Boating Industry Association – BIA).

“Whilst not all these craft operate in areas currently requiring pyrotechnic flares, a very large percentage would. In addition, there are also over 85,000 registered PWC – (BIA) and countless paddle craft and sailboard/kiteboards that may require the carriage of pyrotechnic flares depending on the area and the state they are operating in,” Mr Hopkins said.

“AS2092 (the current standard for pyrotechnic flares) will be changed to include and reflect EVDS technology as a distress signal for pleasure craft. The use of emerging technologies – EVDS is essential for vessels to attract attention when in distress,” Mr Hopkins said.

There would be a positive impact on boating safety in Australia with the introduction of EVDS.

From a safety perspective, a handheld pyrotechnic flare will only burn for one minute. During the night most regulators specify two hand-held red flares are carried. That’s a two-minute duration to try and raise attention when in distress, assuming they both worked.

The new EVDS units to be included in the new standard must emit the international morse code distress signal S-O-S at a rate of three to five repeats per minute for a continuous display of six hours providing a far better chance of someone seeing the signal. The units generate no heat and are not dangerous whereas existing traditional pyrotechnic flares can be dangerous to use. In Australia they only have a three-year life span before the need for replacement. Handheld flares cannot be disposed of in land fill and as a result must be disposed of by a qualified explosives person.

Mr Hopkins noted that recently in Tasmania a boat user was quoted up to \$11.50 to dispose of one flare. Considering they only have a three-year lifespan; tens of thousands of flares need to be disposed of safely around the country each year.

“EVDS in time will alleviate the concern of land fill disposal and expense of disposing of legally,” he said. There are no environmental concerns with EVDS which currently use replaceable C-cell alkaline batteries for which extensive recycling systems already exist.

Those wishing to use an EVDS, subject to regulation, will benefit from having a product that will not be affected by water soakage over time like pyrotechnics – not uncommon in a marine environment if not stored correctly.

For more information contact

Peter Hopkins, General Manager, Recreational Boating Safety and Facilities, MAST
peter.hopkins@mast.tas.gov.au

Oyster clean-up a huge success

November 26, 2023 was not a fine day for the annual Oyster clean-up.



Alan and Joelle, ready to shift rocks

Our objective for the day was a small sandy beach halfway between Simpson and Aikens Points. Facing northeast, it is a very pleasant spot, overhung with trees and with a steep bank behind. At low tide, there was a very narrow access way between rocks, bristling with oysters, just enough for 1 dinghy to enter at a time.

Overcast and dreary as we left Kettering, the rain soon began to fall steadily. As *Trim* was still up on the hard, Alan and Dinah joined Bob, Joelle, Patrick and Chantal on *Dianne Johnson* for the day, and just as well.

There were early mutinous mutterings from some crew members as we motored towards our rendezvous - "Are you sure we should be doing this?" and "But it's raining!".

These negative comments were quickly dismissed and by the time we anchored off our destination -and it was still raining.

Morning tea and snacks were called for as we waited for Rob and Tricia on *Cuvée* to arrive and the rain to ease. *Cuvée* arrived and the rain didn't stop, so more refreshments were called for as *Cuvée*'s crew joined us onboard *Dianne Johnson*. It was most convivial and everyone agreed we should wait a bit longer for the tide to be lower before we had to brave the wet.

And then the rain stopped!

Crews immediately leapt into action, oars flashing in the dim light, heading to the very narrow safe passage to the beach. *Cuvée*'s crew were guided safely ashore, very apprehensive of their soft bottomed inflatable. Gloves, gumboots and protective gear donned, we bashed oysters and



Chantal, Patrick, Alan and Rob clearing oysters and rocks

rolled rocks until the narrow sandy beach access was wide enough for FOUR dinghies!! Such was the enthusiasm, it took us barely an hour.



Scutus Breviculus

We gathered some oysters to Kilpatrick and some mussels for tea and left the intriguing Scutus Breviculus (aka Shield Snail, which had been lurking under a rock until we turned it over), to its own devices.

Having worked up a well-earned thirst and feeling a trifle peckish, we returned to our vessels to enjoy a late lunch/afternoon tea.

And, with perfect timing, the rain began again.



As we peered through the rain streaked windows, admiring our work, we all agreed it had been well worth the effort to create such safe beach access for us all to enjoy.

Dinah Jones
Trim

Buy and Sell

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

Whitsunday 41 Centre Cockpit Cruising Yacht *Vailima*

Centre cockpit offshore passage maker presented in very good condition with remarkable space below. *Vailima* features a fully protected pilothouse, beautiful interior timber fit out, and a stunning aft cabin with walk-around bed. Length 41' (12.5m), beam, 4.27m, draft 1.75m, 13 tonnes, fin keel.

Designed by Ben Lexcen this very robust and stable vessel, launched in 1992, was built by Rosin Fibreglass (QLD) and fitted out by Buttrose (QLD). Well maintained with a very comprehensive blue water and coastal cruising. Extras include diesel heating, solar and wind power generation, good sail inventory excellent ground tackle, and essential spare parts.

Recent replacements, upgrades and improvements include new engine (Beta 50 Hp, ~410 hours, cruise speed 5 - 7 knots), new exhaust system, 3 x new fuel tanks (~420 L), new fuel lines, new switch panels and 12 volt wiring throughout, new Air Silent X wind generator, new fridge compressor, new bilge pumps, new heavy weather staysail and boom bag. *Vailima* has made three trips from Queensland to Tasmania, one trip to Lord Howe Is, and three trips along Tasmania's south and west coast to north of Port Davey. Moored at Coningham Beach, TAS 7054.

POA, contact owner Stefan Eberhard, stefaneberhard@outlook.com.au, 0401436968.





Highfield 340 Classic RIB with red tube covers and 15 Hp Yamaha outboard. \$5000

Purchased new 2017 all in very good condition, stored in a boatshed. Valmex PVC tube fabric, high tensile chromated & powder coated aluminium hull with a flat internal floor and front locker for fuel tank and anchor. Rear drop-down wheels. Length 3.48m. This is a large, robust and very stable dinghy (or tender) weighing 61kg and rated for up to 20Hp and 6 pax. The 15

Hp Yamaha outboard is older (Year TBA) and has been serviced annually by current owner. \$5,000. Contact Stefan Eberhard,, 0401436968

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	BAGS	1 X P	1 X P
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REPAIR KIT, BELLOWS AND BAILER		1	1
SIGNALING WHISTLE AND HELIOGRAPH		1	1
FLARES	PARACHUTE	2	2
	HAND TRED	6	3
PADDLES AND SPONGES		2	2
SPECIAL ITEMS			



AN ODE TO CAMIRA – Erika Shankley



My sailing days may be over & Camira has gone on to provide joys for other sailors, but she still pulls the heart strings when I remember our sailing days ... This poem appeared in Albatross Vol 12 No 6, June 1987.

My sailing days may be over & Camira has gone on to provide joys for other sailors, but she still pulls the heart strings when I remember our sailing days ... This poem appeared in Albatross Vol 12 No 6, June 1987.

Of ships and string and sealing wax
I pondered hard one day,
A ship I spied so graceful
In the river where she lay.

What if she were mine, I thought
Never thinking it could be true,
But strange things have come to pass
With things old and new.

And so it proved, that day has come
Surveyed – she's a vessel rare,

Sailing down the river
She tacked without a care.

Huon Pine, that timber royal
Coach house of varnished wood
Solid Celery decks and Oregon mast
Sloop rigged; her sails look good.

An Aboriginal word for 'wind'
Camira is her name.
You'll see her down the Channel,
For cruising is her game.

The GUT-PUNCH!!

...that comes with

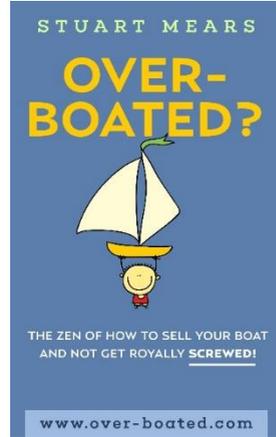
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Steadfast Insurance Brokers	David Page. 62313360
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These companies provide specialist goods and services and are certainly worth a phone call. Genuine savings can be made to Club members; present your Club membership badge to receive best prices.

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 Warden 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 Warden, Mark Stephenson (warden@cyct.org.au) to 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 3 May 2022

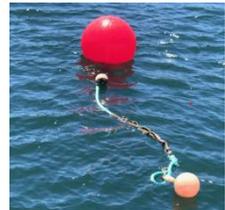


North Simmonds Bay, Bruny Island Number 2 - 7786.

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 on 3 May 2022.





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Featuring in-mast furling and a furling headsail for easy short-handed operation. Standing rigging was replaced in 2020. The Volvo 2002B engine was professionally rebuilt in 2016. There is a new 60/20 Isotherm refrigerator installed in 2020 as well main start battery and 2 X house batteries replaced in 2020. The boat underwent hull treatment program in 2022 including hull being ground back.



- Volvo 15hp diesel shaft drive
- Two double cabins
- Rigging replaced 2020
- Inmast furling

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