

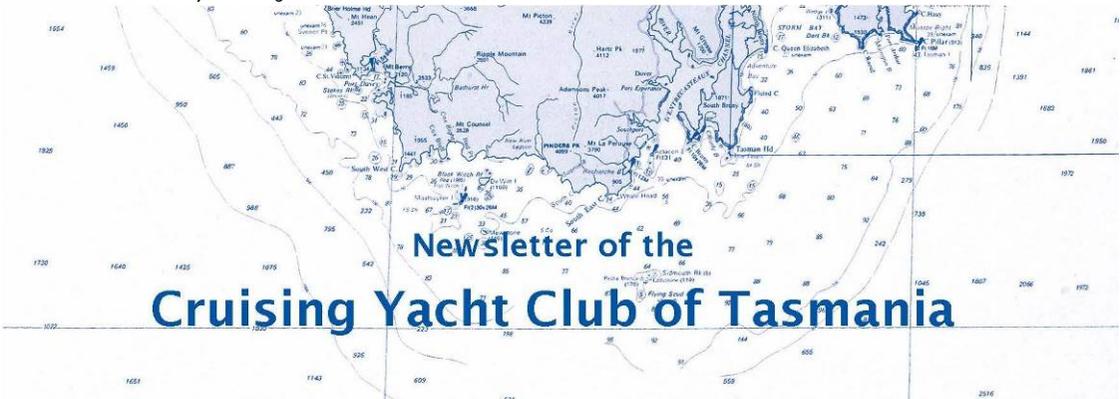
Albatross

Volume 40 No 5 June 2014



Westerly returning from the Women On Boats weekend

Photo: J Macdonald



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

Committee Members

Commodore		
Stephen Newham	H 0427 674 879	<i>Nyanda</i>
Vice Commodore		
Alan Gifford	H 0447 250 945	<i>Eight Bells</i>
Rear Commodore		
Kim Brewer	H 0428 937 358	<i>Vailima</i>
Treasurer		
Wayne McNeice	H 6225 2392	<i>Riverdance</i>
Secretary		
Mike Ponsonby	H 6247 1409	<i>Rubicon</i>
Editor 'Albatross'		
Jackie Zanetti	H 6223 4639	<i>Chaika</i>
Committee		
Hans Van Tuil	H 6229 1875	<i>Alida</i>
Ottmar Helm	H 6229 3932	<i>Intrepid</i>
Membership Officer		
Julie Macdonald	H 6247 9569	<i>Westerly</i>
Warden & Quartermaster		
Chris Creese	H 6223 1550	<i>Neptune</i>
Albatross mailing		
Chris Creese	H 6223 1550	<i>Neptune</i>
Webmaster		
Dave Davey	H 6267 4852	<i>Windclimber</i>

Life Members

Erika Shankley

Doris Newham

Chris Creese

**Send all material for publication in 'Albatross' to the Editor -
editor@cyct.org.au**



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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 or person.

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

Skippers are encouraged to keep Coast Radio Hobart informed of their location, destination and plans during the course of any cruise.

	CYCT CALENDAR
<u>JUNE</u>	
Tues 3 rd	General Meeting – @ DSS 8:00pm Speaker: Ross James, Steamship Cartela
Fri 6 th – Mon 9 th	Cruise: Queens B'day weekend, Huon River
Tues 10 th	Committee meeting @ DSS 7:30pm
Tues 17 th	Women on Boats meeting @ DSS 5:30pm
Sat 21 st – Sun 22 nd	Cruise: Dark MoFo Festival, Con Dock
Tues 24 th	Winter Forum – @ DSS 7:30pm Speaker: Laurence Burgin, Marine Exhaust Systems
<u>JULY</u>	
Tues 1 st	General Meeting – @ DSS 8:00pm
Tues 8 th	Committee meeting @ DSS 7:30pm
Sun 13 th	Mid-Winter BBQ, Site 2, Waterworks reserve @ 11am
Tues 15 th	Women on Boats meeting @ DSS 5:30pm
Tues 22 nd	Winter Forum – @ DSS 7:30pm Speaker: TBA

Visit www.cyct.org.au and click on the Calendar tab for more info on all events.

Not a CYCT Member?

Then download an application form from the Club website – www.cyct.org.au.

Contact any CYCT Committee Member (details inside the front cover of this magazine) for more information.

WE LOOK FORWARD TO WELCOMING YOU TO OUR CLUB

Editorial



I was very happy to participate in the Women on Boats on the Water this past weekend. Given that I'd volunteered our boat *Chaika* as one of the two host boats, I was feeling some trepidation about my skippering skills and wondering how successful the trip would be, but under the watchful eye of Kim Brewer and with enthusiastic and competent assistance from the crew we had a great weekend practicing sail trim, picking up moorings, anchoring, coming alongside, MOB retrieval and, most importantly of all, berthing in the marina without damage! No tears were shed, new confidence was gained and there was much laughter along the way! Most memorable quote from the weekend: "Remember ladies, you want tight springs and loose breasts!"

This month I'm also pleased to announce the details for the Annual Dinner Photo competition. The theme is "Every picture tells a story..." There's not much time to get your photos in before judgement time, so check the instructions on page 10 and get cracking.

Jackie

Winter Forums 2014

This year's winter forum series kicks off on **June 24th at 7:30pm** at DSS. Laurence Burgin from Franklin Marine will be discussing

Marine Exhaust Systems.

Laurence is experienced all aspects of installation and repair. Exhaust problems are not always obvious and are usually serious when they occur. It may mean an inoperative engine. Get some tips on how to make sure your system is properly installed and head off imminent problems.

Commodore's Report



Easter Cruise

Most of the boats that were initially interested in the Easter Cruise around Bruny Island were put off by the weather forecasts, but two managed to circumnavigate. Friday night at the Quarries, then a beat to Southport on the Saturday, partly to see what it was like past Partridge. *Spirit of Freya* and *Nyanda* left Deephole Bay early on the Sunday. The morning station report from Cape Bruny was of considerable interest: a reported swell of 2.5m didn't sound too bad at all. It was a quick sail to The Friars in a brisk NW, and then through the gap without any drama. Going north up the outside of Bruny was gusty from many directions, and it then blew vigorously out of Adventure Bay. A peaceful night in Quiet Corner was followed by gentle conditions on the Monday, and a whale to watch in Adventure Bay was a memorable experience. The two boats to make it were both single handers - perhaps not having to worry about sea sick crew made the decisions easier...

Shona Taylor sent the Editor the following info about the part of the fleet that went to Rabbit Island ...:

Rabbit Island was great, albeit quite chilly. From Rabbit Island we went to Missionary Bay along with *Westwind of Kettering*, *Irish Mist*, *Packet* and *Kokomo*. We had a BBQ on the beach for lunch and *WW of Kettering* and *Kokomo* headed home late afternoon. *Irish Mist*, *Packet* and ourselves stayed overnight. They joined us for pre-dinner drinks on Easting Down. We were the last to leave the bay on Tuesday and headed to Quarantine for the night and back home Wednesday. It was a nice break and the weather was not as bad as we were expecting.

MOU with CCCA

The Coastal Cruising Club of Australia has approached the CYCT with a view to putting the cooperative relationship between the two clubs on a slightly more formal footing. A Memorandum of Understanding has been edited / approved by the CYCT Committee and returned to the CCCA for the approval of their Committee. The aim of the MOU is to provide mutual assistance in the following areas:

- A: Use of respective moorings
- B: Re-publication of articles appearing in each other's respective publications
- C: Temporary access to visiting members at each other's club meetings
- D: Welcome visiting yachts from the other club at club events
- E: Share knowledge on seamanship, navigation, technology etc

More detail shall be made available when the MOU has been finalised

Stephen Newham

Vice Commodore's Report



Autumn Cruising

Plans are well in hand for another great **Queen's Birthday Long Weekend cruise to the Huon**. All we will need will be some balmy sunny days with those cold, frosty nights that make us appreciate warm bunks. The generosity of Huon Valley folk always astounds me and this year their willingness to ensure we have a great cruise follows that tradition.

Later in the month Kim will send out more detail concerning the **MoFo cruise** which will overnight in Constitution Dock. I reckon you're not fully initiated into yachting in southern Tasmania if you've not spent a night berthed in Con Dock. Kim has suggested that we should light up our boats in "full dress" – I know that our indefatigable Albatross editor has already bought some LED fairy lights and is scheming up other lighting ideas. Those inexpensive fairy lights twinkling throughout the night would make all of us look magical. We might well become an essential part of the MoFo experience!

Club Mooring at Nubeena

As the cruising season moves into winter our plans turn to maintenance and annual tasks. So too with the Club's swing mooring at Nubeena. With the initial cost behind us and annual costs relatively low (at least until some of the heavy tackle needs replacing) we are soon to arrange for the mooring to be checked. The Committee receives only occasional reports of members taking advantage of the mooring. We do hear of the locals using it on occasions. If you have used the mooring this season please let us know. It would be a matter of considerable interest to the Committee. Our interest extends to frequency of use as well as once only use.

Committee membership

Our Constitution provides for fixed terms for some positions on the Committee. At the expiration of those terms other members are required to fill the positions. In most years and for a variety of reasons, other Committee positions will become vacant also. At this year's Annual General Meeting the membership will be asked to fill a number of vacated positions. The work of the Committee provides opportunities to contribute to the life of the Club in many different ways. Indeed, the greater the variety of the contributions the more effective the Committee. Even members with little sailing experience or Club membership can make highly valued contributions. It is a very satisfying and rewarding aspect of Club life.

See you on the water (from the warmth of my main cabin).

Alan

Rear Commodore's Report



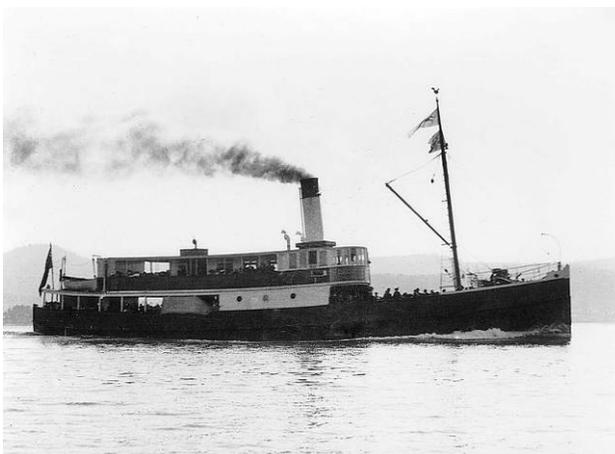
June General Meeting

The word “iconic” is bandied about so freely these days that anything remaining in the same place for a couple of years seems destined to be labelled an historic monument. The ship *Cartela* however is the real thing. Since she first slid down the ways at Purdon and Featherstone at Battery Point in 1912 she has been earning her way and is now Australia's oldest, continuously licensed passenger vessel. She is also the last of 80 or so river steamers that were at one time plied the waterways of Southern Tasmania. Few Tasmanians don't have a *Cartela* story and now she is destined to roam the Derwent for many years to come.

This venerable ship is now in the early stages of a huge centenary refit and this includes re-installation of the original steam engine. *Cartela* will move to Franklin in June and while dominating the waterfront and providing a new tourist attraction, her refit will hopefully mean new jobs and revival of old skills.

The non-profit Steamship *Cartela* Trust has been established to raise funds and carry out the work. Project Manager Ross James, guest speaker at the June General Meeting will bring us up to date with the progress so far, including the very interesting rebuilding of the unique steam engine and with future plans for *Cartela*. You can visit the

website www.steamshipcartela.com.au for more information and Ross will welcome questions.



The Trust is hoping that a good fleet of boats will escort *Cartela* from Hobart to her new home in Franklin, at a date to be announced.

Dark MOFO Cruise – June 21st

Tasports has generously extended a special offer to CYCT boats to moor in Constitution Dock for a single night at a cost of \$25. This is a real saving on the normal rate and offers members a chance to be front and centre of the action on one of the city's special nights.

June 21st is the day of the Winter Solstice and the final night of Dark Mofos Winter Feast. Partake of one of the many music, art and film events through the afternoon, join the crowds dining on Salamanca Lawns and in Princes Wharf 1, marvel at the light installation of 18 beams over Sullivans Cove and meander down to the Lark Distillery for a nightcap and some music. If the night stills feels young, walk up to St Davids Cathedral for a free concert of medieval and Byzantine chant lasting until midnight. Then greet the lengthening days and the promise (however far off) of spring.

The bridge will open at 11am Saturday morning and all boats should be lined up and ready to enter then. The time to exit on Sunday morning will be advised (but will be late enough for those who wish to dash along to Sandy Bay for the Nude Swim).

To add to the festival atmosphere, it would be great if as many boats as possible could decorate their rigging or superstructure with lights.

To comply with Tasports regulations, all vessels must have current insurance cover and a copy of same must be carried on board.

Please RSVP rearcommodore@cyct.org.au.

Mid-Winter BBQ – July 13th

No need to check the tide or the forecast; no worries about the kids getting seasick or the anchor dragging on this land cruise! Rug up, throw the wet-weather gear and sea boots into the car and join us at Waterworks Reserve for a BBQ.

Date: Sunday 13th July

Time: 11am

Location: Site 2, Waterworks Reserve, Waterworks Rd Dynnyrne

Annual Dinner – August 2nd

Load this date into your diaries. Another opportunity to moor in Constitution Dock. A ripper speaker has accepted our invitation and we are looking into a new venue. More details to come.

Kim

APPLICATIONS FOR MEMBERSHIP

David and Jenny Graney
ROCKET ALICE

These nominations will automatically be accepted within 14 days of the next General Meeting immediately following this issue of the Albatross, subject only to any Member lodging an objection in writing to the Secretary no later than that date.

WELCOME NEW MEMBERS

Rob and Deb Macklin
PHRONESIS

Peter and Annie Nichols
LUFF

On behalf of all the members 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, on and off the water.

Introducing New Members

Rob and Deb Macklin

Deb and I are completely new to the world of sailing. We bought a 26 foot yacht called *Orinoco*, which is a master shipwright (Gary Smedley) built cold-molded Pelin 8, with a 10hp diesel engine. It was launched as *Frigate Bird*. We are going to change its name to *Phronesis*, which means practical wisdom in Ancient Greek. For some this is ironic given the evident cost of maintaining yachts. However, for me, it resonates as there is something very connected to the real world and thus very practical and very wise about sailing and boating. We are looking to learn as much as we can about sailing with *Phronesis* and are hoping to join in with CYCT trips once we have a little more experience. In the meantime we are looking forward to getting to know people in the Club and hearing their stories about sailing.



Peter and Annie Nichols

Peter purchased the plan from Van der Stadt in the Netherlands and built our boat "LUFF" a Vanderstadt 38' in a large shed at Sandfly over seven years, she was launched in November 11th - 2011 since then we have mainly been cruising/sailing in the Huon channel waters. Prior to that we have had limited sailing experience apart from some experience when we owned a boat in the late 80s/ early 90s . We are keen to join with the cruising club and join in some cruises on the calendar in the future, time permitting and to gain some knowledge from like minded people.



CYCT PHOTO COMPETITION 2014

Every picture tells a story...

Last year's photo competition drew more than 20 excellent entries. This year we've decided to have a theme to make things even more interesting.

So send in your best photo of anything to do with boating that fits the theme "Every picture tells a story..." to win a prize to be awarded at the annual dinner. Send in your entries (maximum two per person) as follows:

- One jpeg (~1Mb) to editor@cyct.org.au

AND

- One print – matt, borderless, 8" x 12" with your name on the back, to Editor, Albatross , PO Box 103 Sandy Bay TAS 7006
- Submit by Friday, **11th July 2014.**

Photos will be displayed at the annual dinner and entries may be published in the Albatross from time to time.



An Educational Experience

Peter McHugh

It was a Spring Saturday morning, Honey Bee was on the hard and I had started that most delightful of tasks, sanding back the antifouling ready for a new coat. To add to the pleasure, it was blowing hard northerly with showers.

When Ron called by for a chat, I needed no persuading to adjourn to the cockpit for a break. While solving the worlds problems, we watched as two guys launched a small hard dinghy and started to row, with great difficulty against the wind, out to a boat on a mooring about 100 metres from the shore. My wind instruments were running and there was the occasional 40 knot gust coming through.

Ron eventually returned to his boat on a jetty about 150 metres away and I, with great enthusiasm, returned to the sandpaper and antifouling. I was head down and very focussed when I realised that there was shouting from the water and people were gathering at the waters edge. The dinghy we had been watching was now tied to the boat, but was upside down. One of its crew was on the boat, but the other was in the water and clearly in some difficulty.

People on the shore were looking for oars for a dinghy to use as a rescue boat, but the wind was still gusting 40 and no-one was confident of being able to row into it. While others worked to set up a suitable boat, I sprinted to Ron's boat, out of sight around the corner. His large tinnie was hanging in davits on the stern and his outboard was sitting on a rail mount. He responded immediately by dropping his dinghy into the water, while I grabbed the outboard and we were rapidly underway.

As we came around the corner and were exposed to the wind, we could see that there still had been no success in launching another boat and there was clearly still a problem out on the water. Fortunately, the outboard was strong enough to push us into the 40 knot gusts and we quickly arrived at the stern of the boat.

By now, after maybe 10 minutes in the cold water with howling wind, the boat's owner was running out of strength to hang on. Any rescue gear was in the locked boat and the keys had been in the up turned dinghy. The person on the boat was completely unfamiliar with it. There was no way to get on to the boat that didn't involve a vertical chin-up with sodden clothes. The boat owner was wearing a Stormy Seas jacket with built in inflatable PFD, but in the confusion, couldn't work out how to set it off. The pull tag might be obvious when you are standing comfortably on dry land, but in the cold water with wet clothes and the jacket riding up on him, I can understand how he was having difficulty. When we got to him, only his head was out of the water and finding the pull tag was not possible from my position in the dinghy.

In the finish, with no obvious, quick, way of getting the owner either onto his boat or into the dinghy before the cold became too much, I grabbed him by the back of the collar and held him at the front of the dinghy, clear of the outboard, with his head barely out of the water while Ron gently motored downwind to the beach. By this stage he no longer had the strength to hold on himself. Even landing on a sandy beach was a challenge as the boat owner no longer had the strength to stand and we needed the shore based crew to help him get out of the water.

He was shortly home and warm again, a great outcome, but it was easy to see how it could have all ended differently and very badly, especially if Ron hadn't been there with a suitable rescue boat.

It was a bit of an anti-climax going back to the sand paper, but I did manage to finish rubbing down the hull that afternoon before the screaming NWly gave way to a SW change and heavy rain.

It was only a short trip to the boat, the owner was wearing a suitable lifejacket and the area involved could be considered very sheltered, despite the strong winds – not an obviously dangerous situation. While the boat owner involved was not young, I'm not sure how many people would have fared any better. To get out of the water he would have had to pull himself up 3/4 of a metre with sodden clothes adding enormously to his weight. When we got to him, I couldn't move him out of the water at all.

All in all, a strong reminder of how vulnerable we are when we are commuting to and from our boats. How would you get onto your boat if you had a dinghy accident?



Editor's postscript:

I've noticed that the Coastal Cruising Club of Australia (CCCA) has a protocol to prevent losing members to dinghy mishaps on club cruises. When there has been an evening gathering for drinks or a meal on one boat, the guests will commit to calling the host boat (on VHF or mobile phone) upon their return to their own boat to let the host know they've arrived safely. If no call is received within a reasonable time the host can raise the alarm to look for the errant member.



Safest place for a dinghy!

Perhaps this would be a good practice for CYCT cruises as well!

KYC / CYCT Second Annual Grand Maritime Marketplace



Kettering Community Hall
Channel Highway Kettering
Saturday 19th July
10:00am to 3:00pm

- **Sell your unwanted nautical odds and ends!**
- **Rent a trestle table, sell the goods yourself and keep the proceeds!**

- Proceeds to Kettering Yacht Club and Cruising Yacht Club of Tasmania
- Sausage sizzle in aid of The Buddha's Smile School, Varanasi, India
- Set up—\$25 per trestle table (1800X 600) from
- 9 am, clean up 3pm to 5 pm
- KYC/CYCT members BBQ @ KYC after the event at the KYC clubhouse.

To book your space, contact

Hans on 6229 1875 or
van Tuil 0417 511 240



An accident waiting to happen

Jon Nevill

[Editor: Jon sent this to me by email just before the Albatross went to press. Our thoughts are with him for a speedy recovery.]

On January 22 2014 I fell heavily on a wet marina ramp, in Nelson NZ. At the time I did not suspect this mishap would cast a shadow over my own life and the safety of my vessel. I subsequently visited the Nelson Public Hospital. I was told the injury to my neck would heal slowly - being a whiplash type of injury. No imaging was undertaken.

What had actually happened was that a small blood vessel in my brain had ruptured, and continued to bleed slowly over the following weeks and months. There was a time-bomb ticking, but I knew nothing about it.

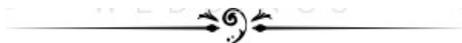
When the fuse ran out, I would collapse and if not treated die. I planned to set sail for Tonga with two crew, both capable but unfamiliar with the finer details of the boat's systems. My crew would have a frightening experience - a dead skipper and a short-handed sail to waters they had not seen before.

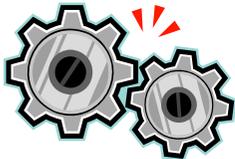
Luckily the fuse ran out early. Coincidentally Sophie finished her competition in Auckland and took a bus to Opuia. When she arrived on Sunday May 18 I had a note in my diary showing a continuous headache over the preceding 9 days. We visited a local GP on May 19 who asked us to drive to Whangarei Hospital for a CT Scan. I collapsed shortly after arriving at the hospital, and some hours later we were air-lifted to Auckland City Hospital for surgery. Sophie finally got the helicopter ride I had promised her years ago....

I regained consciousness on May 20, noticing some problems with language, memory, speed of comprehension, and arithmetic - which will hopefully improve over the coming months. Medical advice is to stay away from boats, cars and machines (including power tools) for at least 6 months, and not to purchase an air ticket for maybe a month pending re-assessment. I was discharged on May 21 and by that evening Sophie and I were (very relieved to be) back on Ocean Child in the marina at Opuia.

So... it was a close call, but for the moment it seems like luck is running my way...

"Trust in Allah, but tether your camel first".





The Gearbox

Small Repairs to Gelcoat

MAGICEZY: There are two variations. One product is more paste-like and has the nomenclature **9 SECOND CHIP FIX (9S)** and the other product is far less viscous (More runny) and is called **HAIRLINE FIX (HF)**. In my opinion the 9S was OK for fixing a something like a large divot in the gelcoat, but it was difficult to obtain a good finish. The HF had an excellent wicking or capillary action and provided an excellent result when painted onto a couple of locations around stanchions that had been over loaded at some stage and had very small crack in the gelcoat radiating from the holding bolts.

Initially I felt the product was average as it was still slightly soft after 1-2 days. But after 2 weeks or so it is rock hard.

The end of the container (Tube – like a toothpaste tube) has been heat modified to form a mini spatula and consequently the application is very simple. I purchased WHITE and GREY products. The white was close to a perfect match the grey not quite so good. With perseverance (Read patience, of which I don't have enough) you could mix various colours to archive a good match, but, at a cost.

The product beats the pants off GEL-COAT repair paints.

<http://www.magicezy.com/media-releases/media-release-9-second-chip-fix-product-review/>

In USA a new repair film by Interlux is on the market (<http://www.westmarine.com/interlux--marinefilm-instant-scratch-repair-for-gelcoat-paint--P015086663>) but local vendors did not stock this during our past summer.

Good luck with your topside repairs.

Tony Peach



WOB-blers on the Water



WOB on Chaika

On the 24th of May 12 brave women set forth in 2 boats for a weekend on the low seas. *Westerly* (skipped by Julie Macdonald, with Petra Mehl, Catrina Boon, Judy Boon, and Heather Doubleday on board) left from Bellerive and *Chaika* (skipped by Jackie Zanetti with Kim Brewer, Christine Barwick, Sue Dille, Fiona Preston and Margie Westlake on board) left from Kettering.



Picking up a mooring

We sailed a little, motored a little, practiced mooring, anchoring, and boat handling a little and had a whole lot of fun!



Westerly's crew enjoy dinner



Westerly coming alongside



Chaika's crew scoring Westerly's performance



Lunch aboard Chaika

The *Alma Doepel*

Sent in by Erika Shankley: Some members may remember the *Alma Doepel*, which plied between the lime quarries at Southport and the Carbide works in Electrona for some years in the 1970's. She has now been restored to a fully sailing ship thanks to the restoration work of Michael Wood and David Boykett (Sal & Adventure Limited) who bought the ship in 1976 and the volunteers from the *Alma Doepel* Supporters Club.

The *Alma Doepel* was built by Carl Frederick Doepel in Bellingen, NSW in 1903. The following is an excerpt from an excellent article written by for *Scuttlebutt*, the newsletter of the Coffs Harbour Marine Rescue service and reproduced with permission.

Frederick had built a sawmill in the very early 1900's, and with the ability to make his own materials, set out to build the vessel that would not only carve a proud swath through the shipping history of the east coast of Australia, but would also survive intact to the present day, becoming one of the oldest ships of her kind in existence.

From this point, we will let contemporary newspaper accounts do much of the talking.

From the Raleigh Sun of 16 October 1903:

"Saturday last was a busy day in Bellingen, vehicles, horsemen, and pedestrians streaming in from all directions, with the object of viewing the launch of Mr. F. Doepel's new schooner, which had been built on the riverbank near the Bellingen public wharf. The hull was gaily decorated with bunting and a number of floral devices, and the large assemblage of both sexes, young and old, presented a very pretty sight, and was ample evidence of the all-round prosperity the district is enjoying. A large number of ladies were very prettily attired. The vessel had been lowered some days previously all ready for the first plunge into the water. It was high water at 1 p.m, and shortly after the sledge-hammers were to be heard at work removing the blocks which retained the vessel on the skids. Mr. Doepel's droghing plant had been moored across the river, forming a bridge, and those vessels were crowded with people, while the river-bank was fairly lined with visitors, fully 500 of whom were present. In a few minutes the hull was seen to move, and then she glided into the water with as much grace as a swan. She ran fair across the river, but by means of check hawsers the vessel's head was turned down the river. The dock was crowded with people, and a general cheer arose as she touched the water and after ducking her bows, rose gracefully, and soon lay on the river's surface, a veritable 'Thing of beauty.' As she left the skids, Mrs. Doepel (wife of the enterprising designer and owner of the craft) broke the usual bottle of champagne, and christened the vessel the *Alma Doepel*, after one of Mr. Doepel's daughters. The vessel has been built under the supervision of Mr. Doepel, by a staff of excellent workmen, with Mr. W. Atherton as foreman. Her

measurements are — 115 feet overall, 100 feet on keel, 26 feet beam, depth of hold 7 feet 3 inches.”

“Excepting the masts and spars the whole of the timber used in the construction of the vessel were obtained in the Bellingher district, the framework being ironbark and tallowwood, planking bluegum and boxwood, decking beech. All the butts are copper fastened, other parts galvanised fastened. As the hull lay in the river, with a large number of people on board, the draught



forward was two feet, aft 3 feet 6 inches. Although flat-bottomed the vessel is a perfect model, and has a beautifully shaped stern. She is fitted with two centre-boards, and has very comfortable accommodation aft for the captain and officers, while the crew will be located in the forepart of the vessel. Competent shipwrights state the *Alma Doepel* is one of the best and most faithfully built wooden vessels ever launched on the coast, and we doubt it not, for friend Doepel always believes in the best of any thing, and as he remarked, 'I built her for use, not for sale.' She has splendid lines, and will we feel sure give a good account of herself when breasting the briny in the charge of Captain Petersen. No time will be lost in completing the rigging of the vessel and putting on the finishing touches, and it is expected she will make her maiden trip in about six weeks. We trust the *Alma Doepel* will have a long and prosperous career, and if good wishes for her success could be utilised for the purpose Mr. Doepel could rely upon a full cargo every trip. We want a few more go-ahead men like Mr. Doepel in all the coast districts. Refreshments were liberally provided by the progressive shipowner, and later in the day the young people indulged in dancing, Mr. M. Hauly supplying good music.”

Not much is made of the design, but these were people who knew rivers, so very little explanation was necessary. Though she had three masts, a proper keel was out of the question. She would never get across the bar at the mouth of the river. Thus, centreboards would have to suffice. One might imagine this limited her seaworthiness, and would restrict the vessel to coastal operations. But she had a courageous and capable Captain in Pettersen (the newspaper got the spelling wrong this time, but would correct it later), and the *Alma Doepel* was destined for greater things than just being a coaster.

Raleigh Sun 11 March 1904

“F. Doepel of Bellingen, may well feel proud of his latest work in the shape of his schooner *Alma Doepel*. This vessel left Sydney eight weeks ago for Port Macquarie, where she loaded hardwood for Wanganui, New Zealand. After discharging that cargo, the little clipper proceeded to Kaipara, in New Zealand, and loaded kauri pine, and arrived at Sydney again on Sunday night last, having made the run from Kaipara in the remarkably good time of eight days.”

Good time indeed! That is averaging 6 knots across 1,127 nautical miles of the Tasman Sea.

But this was the ocean, and hazards abound.

Raleigh Sun, 25 February 1907

THE ALMA DOEPEL IN TROUBLE AT THE HEADS IS SERIOUSLY DAMAGED.

“On Monday while the well-known trader *Alma Doepel* was being towed into Bellingen Heads, the strong northeaster blowing at the time carried her broadside on to the training wall, where several holes were knocked in her side. She was ultimately floated off again, but then it was found that the pumps could not make headway against the inrush of water, and she was at once towed up near the punt on the South Arm and beached. Here repairs are being effected as speedily as possible. The tug was also considerably damaged during the struggle to save the vessel, and her bulwarks were stove in at several points. , Great sympathy is felt for the owner of the *Alma Doepel*, but sympathy is tempered with knowledge that the results of the accident might have been very much worse. “



And worse was yet to come.

Raleigh Sun, 13 June 1913

THE ALMA DOEPEL

“Much relief was felt locally on Tuesday last when it became known that the *Alma Doepel* (the property of Mr. F. Doepel of Bellingen, and which had been missing for some days) was sighted off South Solitary Is. by the captain of the *Wollongbar*. On Saturday week she was seen near Smoky Cape, bearing north with a cargo of merchandise. Shortly afterwards she met the gale and Captain Peterson kept a northerly course well out and ran to the Queensland coast before the weather moderated sufficiently to permit him to turn the vessel. During Monday of last week the rudder was carried away and owing to the rough

seas which were breaking over the vessel it was some time, before a jury rudder could be rigged. While journeying north the change of the -wind brought the storm tossed boat dangerously near the beach near the Clarence Heads. She was at that time without rudder, and it looked to those on board that there was nothing to save her. The captain ran up something in the shape of a sail, which had the desired effect, and gradually they were extricated from their perilous position. After rigging the jury rudder, which was an ingenious contrivance, all went well for the rest of the journey, and when the Wollongbar passed her on Tuesday morning she was making good headway and signalled that she was not in need of assistance. After a very trying experience, Captain Peterson brought his charge over the Bellinger River bar at 3 o'clock on Wednesday afternoon. The *Alma Doepel* left Sydney on Monday fort night, and was thus 17 days on the journey from Sydney to the Bellinger. Captain Peterson and his crew are to be congratulated upon bringing the little boat- safely through such a tempestuous sea under the most trying circumstances."

Clearly Captain Petterson did a service not only to the ship and its owner, but also the crew. His actions were so remarkable that they occasioned a celebration.

Raleigh Sun, 13 June 1913

"On Monday night last a banquet was tendered to Captain Pettersen and the crew of the *Alma Doepel* by those immediately concerned as well as many other district friends. The event was held in Doepel's Hall, East Bellingen, the occasion being to publicly recognise the splendid seamanship displayed by Captain Pettersen and loyal support accorded him by his crew during the trying time experienced in the fierce gale of April last, when notwithstanding that the rudder was carried away the little vessel was brought safely to its destination after being buffeted by the waves for many days. Cr. A. Black (President of the Bellingen Shire Council) presided, having on his right, Captain Petterson and on his left, the members of the crew. Mr. W. J. Hammond occupied the vice-chair, and about 200, including many ladies, sat down to the festive board. The chairman proposed the loyal toast, which was duly honoured. He then explained the object of the function that night. The many friends of Captain Pettersen here and in Sydney wished to recognise in a tangible way the splendid seamanship, courage, and resourcefulness shown by Captain Petterson during the trying experience he passed through in the recent gale which raged along our coast. Money had been sent by admirers from Sydney, but they wished to give something more valuable than money. They decided to present him with something he could hand down to his sons, which would remind them in the years to be that their father had done a deed that merited the approbation of his fellows, and it would perhaps be an incentive to them to go and do likewise. During the 17 years Captain Peterson had been trading to the Bellinger, he had seen wonderful changes. The district had more than doubled its population, while large tracts of scrub had been cleared, and the land made wealth-producing, and consequently prosperity followed. Captain Pettersen had helped to make that prosperity possible. The chairman then referred to the Navigation Department, against which he thought the people of this district had a just complaint."

“He remembered some 30 years it was a common thing to see the pilot and his men in a boat sounding the bar. There was no tug boat then, and the river was only served by sailing vessels. One never sees anything like that now. He believed if there was a boat at the station it would suffer from dry rot. Skippers had to suffer from this, for according to the opinion of the Courts, a shipping master who acts against the pilots' signals, was certain to 'lose his certificate' if anything went wrong. Time after time shipping was held up in this river because the masters did not know what water was on the bar. He thought it should be the pilot's duty to give the depth of water, and to give it as often as possible. He also maintained that the Department should so arrange matters that a relieving tug boat should be sent here -while the one in service was undergoing its annual overhaul. Captains Pettersen and Donovan had jeopardised their tickets in order to serve this district, and they deserved well the thanks of the- residents. Every time they crossed in over the bar they were doing some good for the district. When the bar was blocked for a week the people were made aware of the fact in a manner not pleasing to them, and were it not for Captains like these the people of this district might often go hungry. The speaker then referred to Captain Pettersen's splendid achievement in saving his ship after she had lost her rudder during the April gale. In the perilous position he was when being driven close in near the lee shore, he must have kept a cool head, and acted quickly and with precision. By this magnificent piece of 'seamanship, he not only saved his own life, and that of his crew, but also saved the vessel and cargo.”

It seems that long-windedness in politicians is not a recent phenomenon. This article trudges on for a significant number of additional words. A further reading of those words would reveal that the speaker and others expressed their admiration for the Captain's actions and years of success, and they presented him with a valuable watch and chain, suitably inscribed with their thanks (though due to limited space, in many fewer words). Captain Petterson (we are still none the wiser as to the actual spelling of his family name) was clearly moved and fortunately for all assembled, much less accustomed to public speaking, so his thanks were briefly, but movingly expressed. Further toasts were drunk, followed by music and dancing.

The ship continued her workmanlike plying of the waters between Bellinghen and Sydney, to Tasmania, and to New Zealand, carrying mostly timber. In 1916, the *Alma Doepel* was sold to Henry Jones and Co., jam makers. With WWI, ships were hard to come by, and the jam was piling up at their warehouse in Hobart. The company paid £2,000. As they needed timber for the jam boxes, *Alma* was still in the timber business to some extent. Eventually, the warehouse stock of jam had been carried off, so she transported timber and other goods between Hobart and Sydney. This continued until 1942. WWII brought a need for many ships, so *Alma* was requisitioned by the Army. Armies need goods transported by ship, but the special characteristics of a shallow-draught wooden ship did not suit the crews assigned to her. Several trips were cut short due to seasickness in large numbers of the crew. *Alma* did have one moment of wartime glory, transporting 400

infantry to New Britain to help bring an end to the Japanese occupation. At the end of the war, the Army was responsible for her re-conversion to a trader across Bass Strait.

She returned to the Tasmanian timber runs until 1959, when ignominy struck. She was stripped of her masts, fitted with a derrick, and used to transport limestone on the d'Entrecasteaux Channel to the carbide factory at Electrona. She was saved in 1975 by Sail & Adventure Ltd. who bought her for the price of her (mismatched) engines. Her restoration has been slow and loving, but the result sailed proudly as the lead ship in the Festival of Sail on Bicentenary Day, 25 January 1988. Though there were no witnesses old enough to know it is hard to imagine that she had looked any better since the day she was launched.



A restored *Alma Doepel* under sail
from www.almadoepel.com.au



Cruise of the Year Award: Call for Nominations

The following information details the requirements of the 'Cruise of the Year' award and eligibility for Cruising Plaques. These awards, when given, are presented at the Annual Dinner. Members are invited to nominate themselves or another Club member for either of these awards. **Nominations for the 2013-14 year are due by 1 July 2014.**

Cruise of the Year Award

The premier cruising award of the CYCT is the Cruise of the Year award. This is a nominated award and is not necessarily awarded each year.

The Cruise of the Year sub-committee has recommended the following guidelines when considering nominations for the CYCT Cruise of the Year.

1. The award is to be given to the most outstanding cruise of the year by a Club member in a Club boat. However, under exceptional circumstances a cruise by a Club member taking full responsibility for a non-Club boat may be considered;
2. It is not essential that an award be made in any year if no cruise is considered worthy;
3. Nominations for the award to be requested, and all other known cruises to be considered. The Vice Commadore should prepare a shortlist for presentation to the Committee;
4. The boat and crew should be appropriate to the cruise concerned. This criterion is intended to cover such aspects as the seaworthiness of the boat, the experience of the crew and the planning involved. It would preclude the award being made for a voyage classed un-seamanlike;
5. The crew capability should be sufficient to undertake the cruise in a seaman-like manner but it is envisaged that providing this criterion is met then a weaker crew be more favorably considered than a stronger crew;
6. Motive power. It should be recognised that the challenge to the crew of a sailing boat is substantially greater than to the crew of a motor boat in respect of handling ground tackle, navigation and exposure to the elements etc;
7. Whether the cruise is breaking new ground or is in waters previously visited by any crew member;
8. A portion of the cruise should have been taken during the current Club year;
9. The crew should (preferably) have lived on board for the period of the cruise;
10. An article for the Albatross should be encouraged as a sequel to the award, but is NOT mandatory for the award. This is the case where an article in Albatross has not previously appeared;
11. Nominations should be sent to the Secretary.

Not pretty, but you might be interested...

Alan Gifford

Several years ago a family of four drove to Strahan to spend their summer holiday up the Gordon River on the West Coast. They set out in their half cabin cruiser with sightseeing, fishing and relaxing eagerly anticipated. Their boat was powered by an outboard, they had a small gas powered fridge and were comfortably set up for the trip of a lifetime to take four or five days. As many of you would know the Gordon River is a major tourism draw card on the West Coast and tourist cruise vessels make daily trips some 6 NM up stream.

After a lumpy trip across Macquarie Harbour the cabin cruiser began the awe-inspiring trip up the Gordon River. It was a warm day and the family had stripped down to the bare essentials. Unbeknown to the family petrol had seeped from the fuel tank during the conditions across Macquarie Harbour and had gradually run down a stringer, a horizontal frame inside the boat, under the fridge. When the fumes reached the pilot light of the fridge, the resultant explosion caused a substantial fire around the area of the fridge. Unable to contain it with small hand-held extinguishers the father drove the boat into the bank and instructed his family to jump for the bank. His children were dressed in singlets and underwear and he was dressed in shorts. The banks of the river are heavily wooded to the water and the family found they had to swim for their lives in the icy water to find a place to get ashore.

Minutes after this incident the cruise boat *Lady Jane Franklin II* appeared on the scene and the crew, assessing the situation, immediately activated their fire emergency response and within minutes extinguished the fire and rescued the family. Fortunately no-one was injured but the cabin cruiser was a total loss. All the family's possessions were lost also. The lessons to be learnt are simple:

- Be very careful with petrol and other highly inflammable materials (eg: gas, solvents etc) and ensure your installations are secure. Avoid using them together.
- Be aware of the dangers of a naked flame no matter how small.
- Be sure you have adequate fire fighting equipment on board. The cavalry might not turn up to assist.
- Have PFD's readily available for all on board.
- Be prepared for an emergency and drill your crew on the appropriate responses to take.

The following pictures tell the tale.



MARITIME MYSTERY OBJECT #13



What was this item used for?

Here's a brain teaser to test your knowledge of maritime history.

Answer in next month's Albatross.

Object courtesy of the Maritime Museum of Tasmania.

GOING ABOUT

Miscellany of items from near and far that may be of interest to CYCT members

MAST Moorings

Okay, not everyone is a fan of moorings, but sometimes picking up a mooring can mean the difference between a sleepless night on anchor watch and a peaceful snooze. MAST has placed a few extra public moorings around the place (Coles Bay, Orford, Dunalley, Taranna, Port Arthur and Nubeena), so if you're looking for a place to tie up, head to the MAST website, Moorings section.



Australian Wooden Boat Festival entries open

Applications are now open for the 2015 MyState Australian Wooden Boat Festival. The dates are 6-9 February 2015 - four days of excitement and entertainment on the beautiful River Derwent. The website gateway for registering your boat is:

<http://www.australianwoodenboatfestival.com.au/get-involved/register-your-boat>



ALBaTROSs Sudoku

For all you Sudoku fans (yes, I'm talking to you Hans!), try this word version. Fill in the squares using the letters in the name of our favourite bird once in each box, across each row and down each column.

		s					T	B
	S				T			L
			A	R				
		B			A	S		s
			T		O			
R		S	a			L		
				a	B			
O			L				s	
L	R					A		

Recipe: Green Tea and Veggie Noodle Soup

Christine Barwick

Here's an interesting twist on noodle soup from Christine Barwick (*Meridian*).

- **6 green tea bags (not tea bags which have been loitering in the back of the locker for the past several years but actual green tea!)**
- **¼ cup (60ml) soy sauce**
- **4cm piece of ginger, grated**
- **1 head of broccoli, cut into florets**
- **200g packet udon noodles**
- **1 cup (120g) frozen peas, or dried**
- **¼ cup coriander leaves**

Heat 6 cups water in large pan on high until boiling. Reduce heat to low. Add tea bags. Simmer 3 mins. Discard tea bags.

Add soy sauce and ginger. Simmer for 2 mins, until fragrant. Add broccoli, noodles and peas. Simmer for 5 mins, until noodles are tender. Top with coriander, serve.

Serve 4, prep time 10 min., cooking time 15 min.



Answers to DSMC Cryptics (see May Albatross)

The diminutive one is busier.	Little Oyster Cove
Scots say bagpipes produce great music.	Ceol Mor
Bayer's ban headache.	"Barnes Bay" anagram
Polka on the Derwent.	Riverdance
Lawyers argue in cove?	Trial Bay
Greenwich has one, but the CYCT has two.	Meridian
A timber span.	Woodbridge
Wouldn't mind pinot moss.	"Simmonds point" anagram
Unbelievable!	Surreal
William the Great's spot?	Big Bills Point
Mallard's pool.	Duckpond
Not a peppy barn item.	"Peppermint Bay" anagram
A little poison can make it a lethal weapon.	Umbrella Point
Sweet stinger.	Honey Bee
Green whiskey?	Irish Mist
Southwest shelter is wonderful.	Great Bay
Valuable breeze.	Silver Air
John has a sex change?	Lady Jack
It's night, but is it midnight or 4 am?	Eight Bells
Hot in Delhi.	Indian Summer
Apart from their maritime use, what do the words "port", "left" and "red" have in common compared to "starboard", "right" and "green"?	fewer letters

**Cruising Yacht Club of Tasmania
General Meeting held at DSS on 6 May 2014**

MINUTES

1. Opening

Commodore Stephen Newham opened the meeting at 8:05 pm.

2. Attendance

There were 54 members and three guests registered, and ten apologies recorded.

3. Minutes of the last meeting (April 2013).

The minutes, published in the May Albatross, were confirmed and signed by the Commodore.

4. Introduction of new members

There were none this month.

5. Vice Commodore – Alan Gifford

Alan thanked the organisers of a number of recent cruises.

Because of threatening weather, only two boats made the Bruny circumnavigation (with no problems!) The New Norfolk cruise was aborted because of the bridge. The Frederick Henry Bay cruise was sadly also cancelled because of weather. DSMC 4 boats took part in the Donald Sutherland Memorial Cruise; congratulations to the winner, Chris Palmer, and thanks to Dave Davey for organizing. Several people stressed that the event was great fun and it is hoped more boats will participate next time.

There are two cruises forthcoming:

1 Apollo Bay this weekend

2 Mary Anne Bay on the 24th

Women on Boats: a quick count shows more than 70 people have attended since the commencement of the program.

There will be a Queen's Birthday Weekend cruise (the Kermadie cruise in the last few years) – keep the date in your calendars – but details still to come.

6. Presentation of bottles of wine to 2 runners up in the DSMC

For winning the Cruise, Dave Davey presented the trophy, plaque and voucher for slipping provided by Oyster Cove Marina to Chris Palmer (*Wayfarer II*). A bottle of wine was presented to Andrew Boon (who was single handed on *Juliet*) for 2nd place. Winners of the Crew Questions exercise, Robin & Cynthia Coffey (*Gitana*), were not present, but will be given an Oyster Cove Chandlery voucher, and Ottmar and Elizabeth Helm (*Intrepid*) were presented with a bottle of wine for second place.

7. Rear Commodore – Kim Brewer

Women on Boats are having an overnigher on the weekend of May 24th
On the night of June 21 will be the Dark MOFO cruise, and there will be a concession price for berthing in Constitution Dock – come in numbers!

8. **Treasurer – Wayne McNeice**

Wayne's report is filed with the minutes.

The Club is in a sound financial position

Entertainment books are on sale – they bring a small profit for the Club.

9. **Editor – Jackie Zanetti**

There will be a photo competition for the Annual Dinner, as last year

Jackie made her usual plea for material

10. **Ottmar Helm** advised that the **Maritime Market** will be on 19 July at Kettering Hall, and handed out flyers. It is from 10 am to 3 pm. There will be a BBQ for members of KYC and CYCT at KYC afterwards. To book space, contact Hans van Tuil 6229 1875 or 0417 511 240

11. **Chris Palmer** advised that registration for the **Australian Wooden Boat Festival** are now open, and also that they are calling for volunteers; contact Chris for details.

12. **Formal business closed** at 8:30 pm.

13. **Guest Speakers Kevin and Sharon Donovan – Pitcairn Island**

Rear Commodore Kim introduced Kevin and Sharon Donovan who spoke about their time on Pitcairn Island. A few notes from their interesting talk follow:

Kevin is a remote and rural GP; they had a total of about 18 months on the island.

Pitcairn is halfway between Auckland and the Panama Canal which put it on a shipping route for a time, but no longer.

Its 4 islands, 4.6 km², are a British pacific island territory.

It was occupied by Polynesians for about 400 yr until the 15th century, then unoccupied until European visits and the settling of the mutineers from the *Bounty* in 1790

(Kevin explained much more history than this...)

You get there (if not by yacht, for which it is a very difficult spot) by plane to Mangareva, then cargo ship, and finally longboat.

Kevin told us many interesting things about the people and the island, which is rugged – the main cause of death in old days was falls.

The islanders sell souvenirs & honey to visiting cruise ships.

The Donvans saw whales and occasional Antarctic seals. The fishing is very good, and they grow vegetables in a subtropical climate. There were a number of questions, with interesting answers including how the government works, and the role of the Seventh Day Adventist Church.

Wayne McNeice thanked the Donovans for a fascinating talk..

14. **The meeting closed** at 9:32 pm.

ANSWER TO LAST MONTH'S
MARITIME MYSTERY OBJECT



Canvas fender

Do you have a mystery object you'd like to share?
Send a picture (and the answer!) to editor@cyct.org.au



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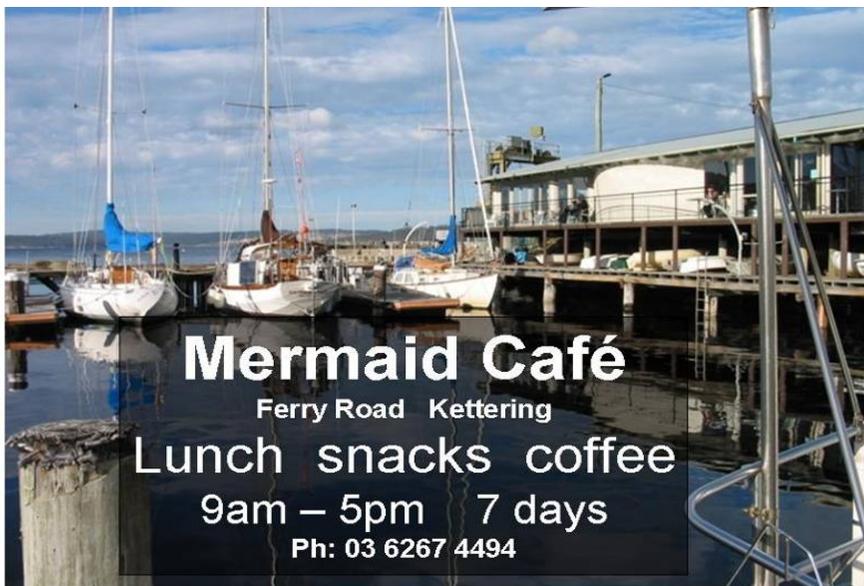
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