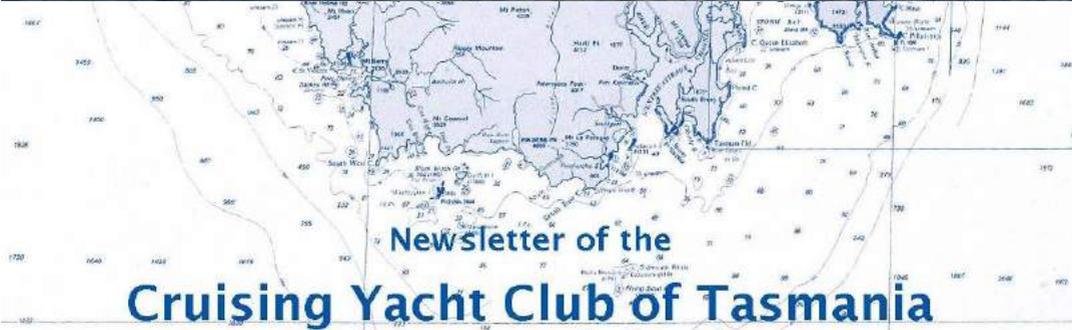


Albatross

Volume 42 No 1 February 2016



Newsletter of the
Cruising Yacht Club of Tasmania

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cyct.org.au

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



Cover page: On the way to Eden, Montague Island. Photographer: Jon Neville, Ocean Child. (Look out for the forthcoming article.)

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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 Tas Maritime Radio informed of their location, destination and plans during the course of any cruise.

Club Moorings: See p. 35

CYCT CALENDAR	
<u>FEBRUARY</u>	
Tues 2 nd	General Meeting @ 7.30 pm. Venue: Tas Maritime Radio Station , Queens Domain. BYO BBQ from 5:30.
Wed 3 rd	Committee Meeting @ 7.30 pm
Tues 9 th	WOB @ 5.30 pm
Fri 12 th - Sun 14 th	Cruise to Quarries or Great Taylors Bay Cruise leader: TBA
Fri 26 th – Fri 11 th March	Cruise to Port Davey Cruise leader: Andrew Boon
<u>MARCH</u>	
Tues 1 st	General Meeting @ 7.30 pm. Venue: Derwent Sailing Squadron Guest speaker TBA
Wed 2 nd	Committee Meeting @ 7.30 pm. Venue: RYCT.
Tues 8 th	WOB @ 5.30 pm. Venue: Derwent Sailing Squadron
Sat 12 th – Mon 14 th	Cruise to Port Cygnet (Port Cygnet Regatta) Cruise leader: TBA
Tues 22 nd – 11 th April	Cruise to Bass Strait and Victoria Cruise leader: Tony Peach

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 hope everyone sailed smoothly into 2016 without coming to grief on any rocks, figuratively or literally. We chose a quiet little cruise to see out 2015 and welcome 2016 in, a couple of days at Richardsons Bay from where the fireworks could be heard and felt (bits of the boat vibrated) but not seen. A lunchtime gin and tonic and even that small bay felt like a timeless ocean made beautiful in particular by a flock of greater cormorants, roughly 150 in number, that came visiting and phosphorescence at night. Our torch brought some interesting looking krill to the surface; there was plenty of feasting going on, both above deck and beneath the hull. But does anyone know what that creature was, the length and shape of a eucalyptus leaf, that moves by rippling its muscles? My guess is an arrow worm.

There is a little beach with dark sand just below the bridge on the eastern shore. The day I was there it was littered with hundreds of plastic straws, syringes, plastic bottles and caps, old nylon line, an old sailing glove, and a green plastic ball. In the middle of all this was a dead currawong that may or may not have been the victim of all this human thoughtlessness. It did not take long to fill a bag. Here's what Sylvia Earle has to say about plastic:

“Even smaller pieces [of plastic] are engulfed by inch-long krill; ant-size copepods; and filter-feeding salps, clams, oysters, and mussels. Large plankton feeders such as whale sharks and manta rays swallow gallons of water at a time, plastic and all. Whether at the large, medium, small, or ultra-small scale, ingested plastic lumps, clumps, pellets, or microscopic mites kill by physically obstructing, choking, clogging, or otherwise stopping up the passage of food.”

— Sylvia A. Earle, *The World Is Blue: How Our Fate and the Ocean's Are One*

I guess if you follow this through to its natural conclusion, we, in eating that mussel and that fish, are imbibing our own wastes too.

Thanks to a tip off from Chris Hussy, the book I took to Richardsons was *A Star to Steer Her By*, far more cheery and uplifting reading, but Lew also voices concerns about plastic in this issue and has some good ideas about how the club could act on this.

I hope you'll find something to entertain, educate or inform you in this issue and even though we've reached February it's not too late to make a submission to the *Albatross* one of your new year's resolutions. Failing that, next time you're beachcombing, be kind to a beach so it can remember, at least until the next high tide, what it felt like to be pristine: 100% natural and organic, as well as life supporting.

Fiona

Commodore's Report



Happy New Year everyone. New Year's Eve was celebrated with an enjoyable BBQ at Lodge Bay, sheltered from the southerlies. Discussion about the final destination occupied sixteen emails to all members! I was a bit disappointed that the beach had cleared well before midnight – the old and young need their beauty sleep more these days!

We are now in the middle of the busiest part of our cruising calendar, with what must be the biggest fleet ever for the Tasman Peninsula cruise and looking forward to the longest cruise that the Club has organized, to Bass Strait and Victoria. Many thanks to the crews of *Irish Mist* and *Westwind of Kettering* for organizing and leading these significant events. In between those two are a cruise to The Quarries or Great Taylors Bay, a milk run to Port Davey and a long weekend around the Port Cygnet Regatta. So whether you prefer 3 days or 3 weeks away, we've got something for you.

Email is our primary means of communication, both on and off the water, but email volumes can be an issue when your bandwidth or time is limited (e.g. for cruisers away from home). Use the members@cyct.org.au address when you need to communicate with the whole membership, but if you reply to an email to members@, make sure you use 'Reply' (not 'Reply All') unless you need to send your reply to the whole membership. For example, when the Rear Commodore advises of arrangements for a general meeting and asks for dinner bookings, use 'Reply'. While a small number of other people may be interested in the fact that you are having a meal before the meeting, please use 'Reply' (not 'Reply All') and thereby reduce the volume of emails.

Cruise coordinators have already adopted the practice of sending an initial notice to all members asking those interested in the cruise to advise the coordinator. The coordinator sends subsequent emails only to those who have registered interest.

If you are asking for advice on a tricky topic (toilets and propeller fouling come to mind!) I suggest that you send an initial email asking for advice and ask for replies to be posted on the *Members Forum* section of the CYCT website.

To access the Members Forum, go to the CYCT website <http://cyct.org.au> and select *Member Resources*. Log in, select *Forums/Members Forum*, click on *Ask a question*, enter the subject and details (your question) and click on *Enter new forum topic*. Your question is then listed and members can post a reply or comment, available for anyone to read in the future.

Your committee has been busy organizing venues and topics for 2016 and I look forward to seeing you at the Queens Domain for the Tas Maritime presentation and BBQ or on the water.

Andrew Boon

Vice Commodore's Report



With so much happening in this period of the 'Silly Season' it is hard to recall the boating bits and all that actually happened but on the weekend of 28-29th November, Andrew's Ralphs Bay overnight cruise was an easy and pleasant trip (see report). For the final cruise of 2015 there was an excellent fleet of 18 CYCT boats at anchor at Lodge Bay for the New Year transition (see report) and recently 11 boats for the Simpson's Bay Cruise on 9-10th January, coordinated kindly by a co-opted Tony Peach.

Future Cruises

Paul and Rosemary Kerrison's Tasman Peninsula Circumnavigation looks set to beat all boat attendance records with a 'Great Armada' assembling at Nubeena. Keep the cameras clicking and the pen writing for the *Albatross*! Nubeena is a fantastic hideaway with friendly, enthusiastic boaties who run an excellent Regatta. They deserve our full support. From there the intention is Port Arthur and beyond.

February 12-14 is listed for the Quarries and Great Taylor Bay. Please let me know if you can lead this trip, as Ian and Julie are now unable to do so.

From Fri 26th Feb – Fri 11th March, Andrew is leading a Port Davey trip. A fantastic experience with a day trip to and from these wild rugged cruising (and bruising) grounds. The weather can be like the Duck Pond or be blown over, gunwales under, at anchor in the lee of Mt Rugby. Tony Peach is preparing us well for the Deal Island and Victoria trip (March 22nd to April 11th). I may have a vacant berth on *Minerva* so if interested, please contact me.

Late April, date to be set, Barry Jones is keen to lead an Autumn Colours Cruise to New Norfolk, possibly coinciding with the festival. The western span 2 of the Bowen Bridge has an air draft of about 17+m at HAT. Please research your clearance. If anyone else would like to propose or lead a cruise please contact me.

Plastic Pollution

Plastic pollution is a concern and I encourage you to please take a couple of large garbage bags ashore for a poke around and clean up. Those bottles, rope bits, lids, balls and even headless hats are being ground up and are poisoning our environment. We are all very concerned by global warming but plastic toxins do not put the heat (or cold) on us. We may not be the polluters but our actions will help the environment, make site visits more pleasant and maybe spread a new boating culture of pride and 'ownership' of what we use and enjoy.

Bridgewater Bridge alternative

New Norfolk and the upper Derwent River is an unappreciated cruise, challenging because of the unreliable mechanics of the refurbished lift span of the Bridgewater Bridge. The proposed

new high-level BVB is costly and challenging to build, over \$500 million dollars. It will require deep pier footings and massive overhead pier and span construction with large approach/departure earthworks. As proposed, initially it will be single lane (one in either direction) until need necessitates widening. It will not carry a future rail link. The elevated structure will have a large environmental and visual impact, as will the complex high level approaches. Bridge traffic will experience high level winds with possible closures, as on the Westgate. There is the risk of another suicide site. High level building and maintenance is costly and risky. Air draft is significantly less than the western span 2 of the Bowen Bridge.

There's also the current intention to retain the use of the unreliable Bridgewater Bridge lift span as it is for local access. This means no improvement at all for river traffic reliability or access!

I have proposed that a dual highway using the current causeway from the Western shore be adopted, with an added short low level span to the south, thus creating two short low level spans from its earth/rock tip, forming a 'Y'. The present bridge and approaches form the other arm. Between the two arms would be a large boat basin and possibly a Bridgewater Marina. On both arms there would be a bascule (see-saw) bridge capable of taking the diverted traffic when either was non-concurrently opened, allowing boats to enter or leave the basin area. Traffic flow would not stop, but be single carriage way (one lane in each direction). Boats would pause in the basin whilst traffic diversion occurs and the other bascule bridge is opened.

Traffic diversion could easily occur with LED road line markings lights and movable barriers. With both bascule bridges closed there would be two lanes south on the new arm, and two lanes north on the old existing bridge arm forming a dual highway crossing from the outset for most of the time. The present Bridgewater Bridge is reported to be in excellent condition and could be welded down and the weights replaced with lightweight replicas to maintain the heritage value.

Records show that the present causeway is not subjected to flooding and sinkage is slow. With it being widened, parkland trees could go on either side as a wind barrier and for beautification. No new massive earth work approaches are required, only upgrading of what's currently there. Parklands could also be established about the new Bridgewater marina that would bring river traffic prosperity to the region.

Double beam balanced bascule bridges could be of light construction and operated by using water ballast transferred by high volume ship stability pumps. An overhead reservoir could quickly dump water into the opening or closing 'balance' tank while the lower reservoir receives water from the prior used opposing action tank. No complicated machinery is required, only water pumps!

There will be no decrease in air draft from the present Bowen Bridge. Boats can overnight here or use the marina permanently and an excellent tourist river cruise business could be established. Bridgewater, Granton and New Norfolk would all gain financially, as will Tasmania.

Keep enjoying the good weather winds with a mindful 'slip slap and slop'

CU/H2 O
Lew

Rear Commodore's Report



By the time this report goes out we will have had our Spit Roast at Wave Station and the many who attended will be able to comment on the success of the day!

To Phil and Wendy thank you for hosting this event again and allowing us to experience your wonderful patch at Middleton!

To Roger and Patricia thank you for preparing such a delicious meal. I know the preparation that you put in in order to ensure we were all fed!

Our first General Meeting for the year will be held at Tas Maritime Radio (TMR) this year. TMR have agreed to open their doors to us and to show off their latest equipment. This is a unique opportunity and we hope to see many of you there. (Details below)

From March General Meetings will be held at the DSS as per usual commencing at 7.30 pm. If anyone has a speaker in mind for future meetings I would love to hear from you.

Catrina Boon
Rear Commodore

AN UNCERTAIN POSITION

The Coastguard received a Mayday from a spanking new and very luxurious powerboat on its way down the English Channel, both engines having failed. Before the well-oiled machinery of the maritime rescue operation could be triggered, the evidently somewhat panicked owner was asked to provide the vital information of his current position. A puzzled silence of several seconds ensued before the answer came: 'Well, I'm the managing director of a food manufacturing company - but I don't see what that's got to do with it.'



Women on Boats

To celebrate an interesting and productive year, the members of WOBs met for a cocktail party that included a fashion parade of the latest marine gear provided by Fiona McConaghy from Oyster Cove Chandlery. It was great fun and everyone got into the groove by wearing nautical-themed fascinators.

There were some truly inspiring creations!



From left: Judy Boon, Julia Greenhill and Erika Shankley



*Top left: Julie Macdonald; Top right: Wendy Le Cornu and Jo Topp;
Bottom: Catrina Boon*

Heather Doubleday and Rufus



Kate Johnstone

Photographers: Erika Shankley and Fiona Preston

Tasman Bridge, Large and Piloted Vessels**Lew Garnham**

The CYCT committee was invited to attend a MAST talk entitled 'Interaction Between Piloted Vessels and Small Vessels' on 9th December 2015. We were fortunate to have our retired Harbour Master, Captain Charles Black, introduce a new MAST website video of *Transiting the Tasman Bridge*. Toby Greenlees, manager of marine certification, MAST, also spoke.

Many small vessel operators don't know that the main and secondary channels under the bridge must only be used by large vessels; the main is for 25 m in length or more, and the secondary span is for boats that are 15-25 m in length. Vessels less than 15 m may use any other span. There are also two restricted areas both side and parallel to the bridge - 120 m wide, where vessels must not anchor and must transit at 90 deg. to the bridge with a 5 knot speed limit. Two white diamonds on land, either side of the river and bridge mark these.

Large ships are not only poor at manoeuvring but also have poor visibility close up, hampered by the bow height and overhang, multiple deck derricks, cranes, other mast like structures and especially deck-loaded containers! Any sudden avoidance action is rather ineffectual. Stopping distance may be several miles and turning circle about ¾ NM and so a wide passage way must be kept clear of other craft. If you have an incident in the path of an oncoming vessel, hope that you are seen so they can report who or what they ran over! Vessels having pilotage (H flag) or pilotage exemption (large white flag) have total right of way.

Of particular interest were the two zones, PNR and PUO. PNR, Point of No Return is about 1/2 mile off the bridge, with tug's assistance, and if a major failure occurs then the ship may be able to turn or run aground safely, thus missing the bridge. On the charts, there are two large 'Escape Areas' marked on either side where vessels must not anchor in case this emergency manoeuvre is required.

PUO, Point of Ultimate Abort is where the ship must continue and go under the bridge no matter what, as any manoeuvre would be more catastrophic.

An abort is NOT infrequent, 4-6 events per year! The usual causes are high winds, poor visibility, tank gas leak and even an engine failure! Small craft may use their designated spans, but road traffic is stopped. Aligning the ship is tricky, not only because of reduced visibility ahead, but wind and tidal eddies. In light of these statistics, the frustrating car wait is more meaningful.

MAST emphasised communicating with VTS (Vessel Traffic Services) to see what ships may be about, and, especially prior to setting a race course www.tasports.com.au shows the Tasmanian shipping schedule for all ports. So all skippers know of the risks/dangers, use channel 12 especially if a ship is about as this is the port's frequency. Yacht clubs often use 9 and TMR 16.

Perhaps we should just tune our hand held units to 12, or use dual watch near the Tasman Bridge when a vessel may be about. Channel 16 is received across Tasmania and 12 is more local and relevant to the situation.

They also emphasised keeping well clear of berthing ships, not only for the ship's manoeuvring, but because their bow or stern thrusters and propeller wash can capsise small vessels.

With Salt on Our Lips: Language and the Sea

Fathom

Most of us measure depth in metres these days, less often in feet, but fathom is the word that best encapsulates watery deeps and if asked to choose its colour we'd probably select a shade of blue.

The origins of 'fathom' go back to some time before 900 AD. In Old English it was 'foethm' and in Middle English 'fathem', and both meant the span of outstretched arms, grasp or embrace. In Old Frisian 'fethem' has a similar meaning, in German faden means 'thread' and in Old Norse fapma means 'to take soundings' but it's figurative sense is to get to the bottom of something, to develop understanding or penetrate with the mind.

The span of outstretched arms ready to embrace was taken to be six feet, a span that worked well for measuring off rope and, with the leadline (plumb line) marked with a tag every six feet, it made sense for the depth of the water to be measured in fathoms too.

Two leads (plummets) were used on ships: a heavy deep sea lead and a lighter hand lead. The line used for a hand lead was 25 fathoms long, marked with particular material at specific fathoms:

- 2 fathoms - Leather, with two lobes
- 3 fathoms - Leather, with three ends
- 5 fathoms - White calico.
- 7 fathoms - Red bunting.
- 10 fathoms - Leather, with a hole through it at each end
- 13 fathoms - Blue serge
- 15 fathoms - White calico
- 17 fathoms - Red bunting
- 20 fathoms - Strand of light line, with two knots in it at each end.

These depths are called marks and the unmarked depths in fathoms are called 'the deeps' and the leadsman would call out, for e.g., 'By the mark five,' or 'By the deep eleven'. To take soundings (derived from the Old English *sund*, meaning swimming, water, and sea) while the vessel was under way, he stood in the bow of a small boat, or at the forward chain plates on a ship, tied on with a breast band (a strip of canvas tied to the shrouds) for safety and to facilitate swinging his lead in the clear. He'd swing the lead round and throw it as far forward as he could, so that the lead would rest on the bottom and the line would be tight when the vessel was directly over the lead.

Just as the leadline, measured off in fathoms, plumbs the deep, so do we at times plumb the depths of understanding as we fathom out something new.

APPLICATIONS FOR MEMBERSHIP

Phillip & Anthony Kimber
INCA

This nomination 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.

APPLICATIONS FOR MEMBERSHIP

Ross and Suzanne Barnett
PUETA III

This nomination 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.

APPLICATIONS FOR MEMBERSHIP

Ted & Frances Skoog
KAYLIE

This nomination 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

Ken & Lyn Miller
GET A LIFE

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

Ken and Lyn Miller

We first joined the CYCT when we lived in Victoria after circumnavigating Tasmania in 1987. We were members until 1996 during which time we sold up in Victoria, moved to Tasmania and continued cruising the South Pacific for five years in our Challenger 39, for which I was the Victorian and Tasmanian agent.

We sold the Challenger in 1995 but remained members of the CYCT in our flybridge cruiser.

After selling the powerboat we returned to yachting, purchasing our present boat in Batemans Bay, NSW. Lyn and I sailed it back to Tasmania and rejoined the CYCT again in 2009 for another unsuccessful period until we again resigned in 2011.

During 2011 we did manage to make some very dear friends. It was one of these friends that persisted in trying to get us to rejoin and I am pleased to say that after a couple of recent cruises with the club we are delighted to be rejoining. Thanks Lew and Liz.



Going About

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

Cruising Update from the S/V *Adagio* Steve and Dorothy Darden



After departing Hobart aboard *Adagio* in 2012 we cruised in New Caledonia and New Zealand and began the first phase of *Adagio's* refit. In addition, loyal to the New Zealand America's Cup sailors, we joined other Kiwis in San Francisco to cheer the team.

In 2014, beginning in the Bay of Islands, we cruised in company with friends as frequently as the weather allowed. Dorothy learned to make soft shackles out of Dynema DUX, and we don't know how we got along without them before. She also began writing a cooking blog, www.cookingaboaradagio.com, for quick access to our favorite recipes and for sharing with others.

In January we survived the onslaught of ex-Cyclone Lucas while at anchor in Orongo Bay, Bay of Islands and enjoyed excellent protection. After the weather cleared we cruised among our favorite islands testing our new sails and used our new improved Dorothy-made "Soft Shackles" to connect the anchor bridle to the anchor chain with great success.

In March another tropical cyclone approached New Zealand. We were anchored in 4 metres on the SE in Uruti Bay, with 40 metres of anchor chain deployed. TC Lusi brought gusts of 45 knots between long spells of 35 knots of wind. Heavy rain and 30 knot winds continued to blow in our anchorage for several days.

After the storm we cycled to the Waitangi Reserve to enjoy the beautiful views. In the centre of the small park on Paihia's waterfront was a colourful piano on wheels and while we sat working on our iPads talented young people from different countries played mostly classical music. Every park needs a piano.

Our friends Ian Turnbull and Ellen Redman joined us aboard *Adagio* and Steve was happy to have electrician Ian at hand while working on the electrical elements of *Adagio's* new Kubota engine. Our diesel engineer's servicing of our two Yanmar propulsion engines was slightly delayed when his American Bulldog gave birth to 15 puppies!

Well provisioned for our passage to New Caledonia, we had the luxury of setting the watch schedule for two hours on and six hours off. The first night was a near perfect moonlit passage and in the morning Albatross soared around *Adagio*. Ian put out the fishing line with an improvised strike alarm, and with a true wind speed of 10 to 15 knots and a true wind angle of 140 to 150 degrees it was a downwind passage all the way to Noumea.

On the fifth day we came into beautiful sailing conditions under sunny skies. *Adagio* surfed to 10 knots and over the next few days our TWS stayed up at 22 to 30 knots. Sea height increased to 3 to 4 metres but the seas were not a problem, coming from astern. On our sixth day out we entered the great Southern Lagoon at Havannah Passage and set our anchor in Baie de Ire, on the northern side of Ile Ouen.

After checking in at Port Moselle in Noumea and re-provisioning with beautiful local produce, including French cheese and bread, we found a weather window for sailing to our favorite cruising ground, the Isle of Pines, where we anchored in Baie de Kuto and were soon enjoying white sand, coconut palms and Bugny trees. Our friend Cleo provided transport for us to the farmers' markets, we celebrated Ellen's birthday and she and Ian climbed to the top of Pic Ngâ "Mountain" (262 m), flying their kites from the top. We followed trails around the shoreline, through beautiful forests of Pandanus and Columnaris pines, and snorkeled in Kanumera Bay.

In July we joined our friends, Frank and Lisa (*Mango Moon*) and sailed overnight to the Loyalty Islands. This sail from the Southern Lagoon to Lifou was fast and comfortable, with following winds and seas, and no hazards to avoid, unlike our passages to and from the Isle of Pines, which involved winding our way through coral reefs and islets.

At Lifou, we carefully worked our way through the coral heads and anchored offshore near the town of Doueoulou (or Dreulu). That evening at sunset we all saw the "Green Flash" as the sun dipped below the horizon and in the morning Ian and Ellen kayaked ashore to visit the village.

We piled into our dinghy *Allegro* and followed Frank and Lisa to some of the underwater caves located in the lee of the high, fossilized coral cliffs south of our anchorage at Cape Mandé. Acres of coral shelves spread out from the base of the cliffs supporting hard coral in all colors, shapes and sizes, all in excellent condition, along with fish we had never seen before.

Two days later we sailed north along the beach of Xepenehe Bay, aka Santal Bay, which extends over 50 km from Cape Mandé in the south to Cape Aimé Martin in the north. We set our anchor in a sandy patch between coral heads near the towns of Xepenehe and Easo, left *Allegro*

in the natural, stone dinghy harbor and hired a car to explore the island.

The vanilla factory was a highlight. The bean pods were spread on tables outside and inside the shop was a large poster that explained the lengthy vanilla processing. No wonder vanilla is so expensive! Afterwards we descended the 200+ steps to see the coral-filled lagoon beneath the 40m high Jokin Cliffs and were late to the farmers' market in Wé but enjoyed it nonetheless.

Our six hour sail from Lifou to Ouvéa in boisterous trade winds was a delight. We walked to the spectacular Likeny cliffs as we had done several years before, at low spring tide. While sailing on to Grande Terre and the Southern Lagoon, there was much excitement when the fishing alarm sounded and Ian hauled in a large Mahi-Mahi and as we entered the bay at Port Boisé we removed a chocolate cake from the oven.

We'd been fortunate to have Ian and Ellen aboard for three months. They left for home (Queensland) and in October our friend Susie Fisher arrived from London. Steve took our passports and cycled to the numerous government offices to check us out of New Caledonia, we took on duty-free diesel, and then headed off for the Isle of Pines where Susie had a few damp days to explore the Kuto Bay to Vao area before we departed for New Zealand under full main and jib, in 15 to 20 knots of wind. We were making good but bumpy progress as the Blood Moon Lunar Eclipse began. "Ladies and Gentlemen never sail to windward," but that's exactly what we were doing, rollicking along, with rain clouds all around and averaging 185 nautical miles per day made good.

The barometer rose and the motion of the boat eased. We celebrated with freshly baked carrot cake. Over glassy, undulating seas we went, approaching the Bay of Islands under a golden quarter moon and bright stars, with our nearly all upwind passage finally ending in bright sun, a quarter moon, a gentle sea and light winds, a typical *Adagio* landfall. It has been our good luck on most passages to arrive in the sunshine, able to see the mountains and glaciers, and in moderate winds so that satisfying the formalities doesn't require high-stress maneuvering in a harbour crowded with other yachts.

Over the following week we showed Susie around the Bay of Islands, re-visiting our favorite places, like the lovely town of Russell, before sailing south to Whangarei where *Adagio* was hauled out for a full exterior re-paint. We bought a car and rented a flat for the duration of the refit and in December flew to San Francisco to visit family. All is well in our world.

Fair winds, following seas, good company, good food and good fun to you all,

Dorothy and Steve
S/V Adagio

The Christmas BBQ at Dru Point

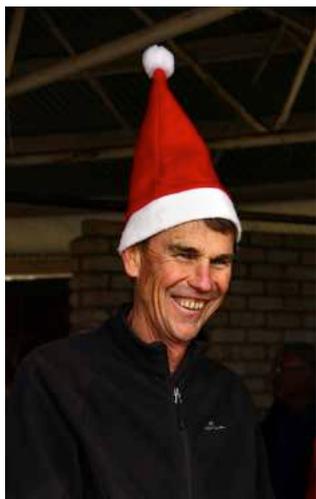
The day in pictures. Photos courtesy of Erika Shankley.



Margaret Jones and 40th anniversary cake



Lyn Peach, Liz and Lew Garnham



The Commodore celebrates



Julie Macdonald, Mark Stephenson and Russell Wither



CLUB CRUISES LOGGED

November 28th-29th: Cruise to Ralphs Bay

This cruise was organised and run by our commodore Andrew Boon.

The week before had been unpleasant with strong winds and rain but the weather map showed a window of opportunity with a forecast for light conditions. House fever dictated we get out and after a frantic Saturday morning schedule we were enthusiastically packed to leave.

A phone call from *Get a Life* said there were no CYCT boats to be found in the area. A phone call to Andrew found him to be the only other CYCT boat, and the afternoon sea breeze was blowing him out from Maria Point. With variable winds forecast and lee shores likely overnight, Ken (*Get a Life*) decided the sail up was enough. We still decided to go, dog and all!

Real close hauled sailing on *Minerva* required the iron topsail, unlike *Close Encounters*, sailing effortlessly to windward. A search of popular Richardson's Beach found no fluttering albatrosses, *Juliet* and *Innisfree* being anchored at the southern end of Huxley's Beach. We joined them there. Both Gus and Andrew had sailed solo and were soon on board *Minerva* and Gus was on all fours befriending our growling dog! I was soon asked "Well Vice Commodore, where is the BBQ going to be?"

Recalling the shallowness here from a previous cruise, I optimistically indicated a beach in a gap between two rocky outcrops to the south. Andrew had a steel plate for the ritual and so it was soon time to meat and meet! *Close Encounters* and *Serenade* also anchored with us and despite being a very low tide, there was sufficient depth to get close to the beach and only a few sharp oysters on isolated rocks. No boat damage. It was sunny, virtually windless, lots of sand and a high tide line of small dry driftwood for the fire. *Close Encounters* had a nice folding table and chairs, but apologised for leaving the candelabra at home. With the 'meat eying Pip' quietly tethered at a distance, we had a good BBQ. Later Pip did a good range of tricks for the scraps.

On the beach were Andrew, Gus, Damian & Elaine, Lew & Liz, later joined by David, Kate, three children and their little dog Daisy. Pip had company, another dog and playful ball throwing kids. The sad note was being able to gather up 1 1/2 large bags of plastic rubbish; plastic bottles, bags of all sizes and condition, tops, balls, fishing reel, boat bailer (kept), aerosol cans, some rope, straws, food wraps and two headless hats! After hearing about large plastics choking marine animals and the micro fine plastic particles in body tissues, all effort should be made where ever possible, to eradicate this menace. Surely it runs a close second to global warming as a threat to life on Earth?



As the sun set, and after the fire and signs of our visit were extinguished, we returned to our boats. Gentle rocking induced sleep. Sunrise was windless; a calm morning for departure home.

Lew Garnham, (*Minerva*)



Tenders and bag of plastic litter

Photographer: Liz Garnham





Cruise to Maria Island: 7th - 11th Dec 2015

The casual 'retirees special' cruise to Maria Island served to remind the participants that Mother Nature doesn't always read our cruising calendar. The carefully crafted schedule - sail to Norfolk Bay on Monday, through Denison Canal first thing Tuesday morning, three nights at Maria Island then home on Friday – got to first base but no further! The forecast for Tuesday was not conducive to crossing Marion Narrows. The outlook for the rest of the week didn't show much improvement.

Juliet was late getting away but enjoyed sailing most of the way to Norfolk Bay. We found the fleet anchored in Little Norfolk Bay near the Taranna public jetty on Tuesday afternoon. Six boats in all: *C'Est Si Bon*, *Juliet*, *Spindrift*, *Stormfisher*, *Westerly* and *Westwind of Kettering*. An enjoyable happy hour on *Westerly* eased the pain somewhat.

Wednesday brought a strong wind warning and 25-30 kn N-NW winds. *Juliet* and *Westwind of Kettering* decided that Ironstone Point would be a better anchorage in those conditions and headed off. *Westwind* persevered and reached Ironstone; *Juliet* decided that making 2 knots against that wind and the accompanying short sea was not 'cruising' and returned to Taranna. The crews of *Juliet* and *Stormfisher* ventured ashore during a lull, visiting the Federation Chocolate Factory. We were enjoying a quiet drink on *Juliet* when a gust came through and flipped the dinghy with outboard attached (that's twice in one year!).

By Thursday we had abandoned all hope of getting to Maria Island and moved towards our respective home ports. There was good sailing for the first part of the trip, then the sailing vessels became motor cruisers as the wind dropped out.

In future, I would be wary of anchoring in Little Norfolk Bay in anything strong from the northern sector. Even a NW wind seems to funnel down the bay, creating eddies and local gusts. Holding is generally good (one dragged), but boats were swinging around at all angles and getting ashore in small tenders was a challenge. There was shelter close to the western shore but moorings and shallow water keep you out in the middle of the Bay.

Andrew Boon (*Juliet*)



New Year's Eve at the Quarantine Station: 31st December

CYCT 'Lodges' in the New Year.

Though the CYCT calendar listed Quarantine Bay for this traditional celebratory event, there was a forecast for a 2 am southerly change. With the possibility of sleepy sailors having to move boats at this hour, someone suggested Lodge Bay and so the venue changed. *Minerva* left Hobart late and the westerly had now gone south necessitating a powered trip to Pierson's Point. An easterly component saw the sails set but that soon fizzled out.

When we arrived at Lodge Bay there were about nine vessels already at anchor. I had never been there, so selecting this site relied on trust and hope. There were the rocks south of the obvious pole marker at Burying Point, a wide beach at low tide and a wooden trestle style table and seats amongst the foreshore trees. We anchored back (astern) of beyond, rattling 45 m of chain out for 9 m of depth.

It was a moderately steep sandy beach with good depth close to the present watermark. As the oyster shells were mostly buried in the sand landing was easy, especially with Doug's help. Doug, a former bushman, had been 'marooned' by his brother in law, Roger Locke, to prepare the fire. By 1730 the beach was busy, an excellent was fire burning, more dinghies were arriving, fire wood was being gathered and there were many introductions.

Picton Hay and his wife Christina were a very welcomed cruising couple, as they joined in our group. The last time I saw Picton was many years ago when the Bruny Island ferry departed with my car, Liz the children, and my phone. I had mistakenly said 'plenty of time' to look at boats, and had exited the café just as the ramp was raised and lines cast. My dockside 'oh no, please stop!' pleas were futile as I watched the one metre gap extend slowly to Roberts Point! As there was a two hour wait until the next crossing, a frustrated 'Mr. Resourcefulness' suddenly awakened and ask a boating stranger, Mr. Picton Hay on his departing yacht *Beyond*, for a ride to the other side.

How grateful and happy I was to leave that 'fateful shore' for the other one! We were not too far behind the ferry's arrival at Robert's Point and I optimistically thought, 'all will be right soon.'

Alas, as we were docking I saw Lizzie drive my white Land Cruiser up the hill for a sightseeing wait! Neither of the mobile phones in the car responded when I rang from the 'please help me' stranger's phone. Liz did finally return. It is deeply imprinted in her memory that I should 'not go beyond!'

It was lovely to see Picton again and laugh about this long past event. Since then, Picton and Christina have sailed *Beyond* around the world west about, (west to east) and had several voyages in the Pacific. I vaguely recall a conversation from back then of *Beyond* being severely

damaged after hitting a whale. Picton had to put his yacht on a rough railway slip in Madagascar and repair the sprung planks and then continue cruising!

With a good cooking fire going, wine flowing and people sneaking and leaking behind 'L- trees', *Juliet* with Andrew arrived. Unfortunately blood seeking airborne arthropods decided to feast on the feasting and an early retreat was made back to the boats.

The predicted light southerly wind change occurred earlier in the evening strengthening later. This vindicated the venue change as we all slept well. Some heard the Hobart fireworks, others only their partners snoring.

There were 18 CYCT boats, including *Alkira*, *Andromeda*, *Blade Runner*, *Easting Down*, *Freedom*, *Galadriel*, *Heather Anne*, *Intrepid*, *Juliet*, *Kokomo*, *Lemaris*, *Minerva*, *MV Theresa*, *Odyssey*, *Rubicon*, *Shadie*, *Van Diemen*, and *Westwind of Kettering*. *Beyond* and the green *Rosanne* made a total of 20 in Lodges Bay.

New Year's Day saw a lazy morning start with an ideal 15-20 knot southerly breeze for the first New Year's sail. It was ideal for *Minerva* and *Juliet's* undesired return trip home to Hobart.

Lodge Bay is an excellent meeting place for future CYCT cruises and perhaps it could benefit from more CYCT visits for a beach 'clean up' and, if permitted, possible improvement of the onshore and other facilities.

Research on Burying Point by Jennifer Curl reveals a fascinating and mysterious history. I could find much information on Lodge Bay. It is private land and has been a part of *Murrayfield* since 2005.

Lew Garnham (*Minerva*)



Vice Commodore Lew Garnham and Picton Hay. Photographer: Liz Garnham



Lodge Bay cruise

Photographer: Liz Garnham



The fleet at
Lodge Bay



Cruise to Simpsons Bay, Bruny Island: 9th-10th January

Co-ordinator: Andrew Boon (*Juliet*). Cruise leader: Tony Peach

Andromeda, *Irish Mist* and *Pandora* were so eager to attend the Simpson's Bay BBQ they arrived at the anchorage on the Thursday prior to the weekend event. *Close Encounters* travelled from Hobart, single handed. As Saturday afternoon progressed, the arrivals of *Westwind*, *Willyama*, and *Lemaris* with an international visitor, *Evelyn*, started to swell the numbers. During the afternoon *Alida* was seen passing by.



An excellent spot for the event ashore was located with such precision that, as the last sausage was cooked, the tide level rose to extinguish the fire. *Intrepid* should receive a prize for arriving with just enough time to cook their dinner prior to the fire being converted to subaqueous.

The group was treated to superb weather and a very still overnight anchorage. Eleven rubber duckies were either ashore or anchored or, in one instance, trying to escape to sea, but fortunately it was apprehended by the visiting skipper of *Evelyn*.

On Sunday some of the fleet reconvened at Apollo Bay for a very enjoyable repeat performance. *Luff* attended to swell the ranks and once again the weather conditions were idyllic.

Tony Peach (*Westwind of Kettering*).



UPCOMING CLUB CRUISES

Tasman Peninsula Cruise: Saturday 23-31st January

Depart on Saturday 23 January and head to Nubeena for the night, enjoying the Nubeena Regatta in the afternoon. On Sunday, sail to Port Arthur and spend two nights there. Then head around to Fortescue Bay, past or around Tasman Island, for another two nights exploring, walking, fishing. All subject to weather and sea conditions, of course. Depending on the conditions and the forecast, the cruise will then either continue north to Dunalley (via Marion Narrows), Norfolk Bay then home (3 nights), or back to Port Arthur then head home either via Adventure Bay, or Nubeena (also 3 nights). The areas are described in *Cruising Southern Tasmania*, pages 72-89 and 60-61.

The Cruise Coordinator is Paul Kerrison (*Irish Mist*). If you plan to go, contact Paul (ph. 0429 999 911 or email paulj.kerrison@bigpond.com) and he will keep you updated.

FEBRUARY	
Fri 12 th -14 th	Cruise to Quarries or Great Taylors Bay Cruise leader: TBA
Fri 26 th	Cruise to Port Davey Cruise leader: Andrew Boon

Paul Kerrison (*Irish Mist*)

Port Davey Cruise: Feb 26 – Mar 12

Juliet is planning to head around to Port Davey, leaving on or about Feb 26. This is a relatively short trip (for us!) and in the second week we will be taking part in a Friends of Melaleuca working bee. If you would like to sail in company, please contact the cruise coordinator, Andrew Boon (*Juliet*, RG713, 0400 651 532, aboone@bigpond.com). If you would like to come as crew on *Juliet*, you are most welcome, but you may be put to work once we get there!



I will conduct an informal briefing session one evening for anyone who is interested. NB: if you don't have a copy of the Port Davey/Bathurst Harbour chart, try and borrow one rather than buy it, as there is a new edition of the chart coming out in the next few months.

Andrew Boon (*Juliet*)

Visit Victoria Cruise: March 22nd to April 11th (weather permitting)

I would like to recommend that any of the prospective cruisers intending to join the fleet that is planning to visit Ports Welshpool and Albert on the Victorian coast, try to attend the Club general meeting on Tuesday 2nd of February. This will be conducted at the Tas Maritime Radio premises at the apex of the Queens Domain. The emphasis of the presentation will be related to the new **TasRep** system that is available to cruisers during extended journeys.

Don't forget that there will be a **briefing** for the Visit Victorian cruise on Tuesday February 16th at 18:00, to be conducted at the DSS.

The Visit Victoria cruise will be via the Tasmanian East Coast to Flinders Is, Deal Is, Wilsons Promontory, Ports Welshpool and Albert, then return along a reciprocal route to your home port.

The current interested boats are listed here ---->

I have been distributing details relating to the cruise, directly by email to all who have previously registered their interest. If there are any members, not on the list who would still like to join the cruise please contact me (tonypeach@bigpond.com) and I shall add you to the email list.

<i>Westwind of Kettering</i>	<i>Willyama</i>
<i>C'est Si Bon</i>	<i>Juliet</i>
<i>Rubicon</i>	<i>Gitana</i>
<i>Schouten Passage</i>	<i>Wayfarer II</i>
<i>Easting Down</i>	<i>Nuage</i>
<i>Kokomo</i>	<i>Sagres</i>
<i>Close Encounters</i>	<i>Intrepid</i>
<i>Merlyn</i>	<i>Minerva</i>
<i>Yarrakai</i>	<i>Phoenix</i>

If you are already registered but your plans no longer enable you to join the fleet, please let me know, as numbers will influence planning decisions on overnight anchorages.

Tony Peach – Coordinator (*Westwind of Kettering*).

Wave Station Spit Roast, Saturday 16th January

The weather could not have been more perfect nor the venue more beautiful. Club members turned out in good numbers for the spit roast at Phil and Wendy Kennon's property at Middleton. The occasional yacht sailed by out on the water beyond the agapanthus and everyone spread out in the shade beneath the oak tree to enjoy Roger and Patricia's superb roast and potatoes, a variety of salads and fabulous desserts.



Roger tests the temperature



Maudie Bryan wore a solar hat



Photographer of the day: Erika Shankley

Landmarks & other Coastal Features: Blinking Billy Point

Blinking Billy Point, situated at the southern end of Long Beach, separates Little Sandy Bay from Geography Bay. It would once have had a long enduring Mouheener name but since settlement it's previous names were One Tree Point and Garth's Point.

The Garths, a family of nine on arrival, came to Van Dieman's Land from Norfolk Island around 1807 and made a quick segue from the merest of shelters to being owners of two land grants, the one encompassing the point and extending uphill through what is now the Alexander Battery Reserve, and the second land grant spread across Porter Hill. They had at least one useful rivulet and great views of the river, excellent for business purposes.

They were industrious, being farmers by day and smugglers by night. The submerged reef below the point was also given their name and Garth's Bank served two purposes: fishing and smugglers' lookout. Up on their Porter Hill grant the hut they built developed a reputation as 'the smugglers' hut'. It was part of the landscape until a fire burned it down in 1978 and in fact the hill gets its name for the barrels of port hidden in the undergrowth.

William Watchorn, harbour master, a man with a troublesome twitch that caused him to blink a lot, lived on One Tree Point. He lobbied to have a light built there and was successful. In fact, both the point and the light assumed his nickname: Blinking Billy. The light, built in 1901, still stands and while its gaze was fixed and unblinking in its time, it works no longer, its role assumed by the John Garrow Light just offshore. For some obscure reason this light is named after a pastry chef who lived in Bath Street, Battery Point, and the pastry chef's name trumped the Garths so that it's now known as the John Garrow shoal.

Along with the navigation light on Blinking Billy Point there are the remains of the searchlight emplacement. Two spotlights lit up the sky from 1890 to WWII, playing their role as part of the Derwent Defence Network, which included, in this vicinity, the Alexandra Battery further up the hill and the artillery at Fort Nelson.

There's also an old part of the city's sewage system - a small blue pump house built in 1919 on a part of the point which is reclaimed land. There was once a sewerage outfall here too. But on the southern side of the point and eons older than these post settlement stories, are the cliffs beside which Charles Darwin paused and had a eureka moment. He recognized that they were remnants of an ancient volcano that we sail over, and whose traces can still be read in the rocks and pebbles along the shore.

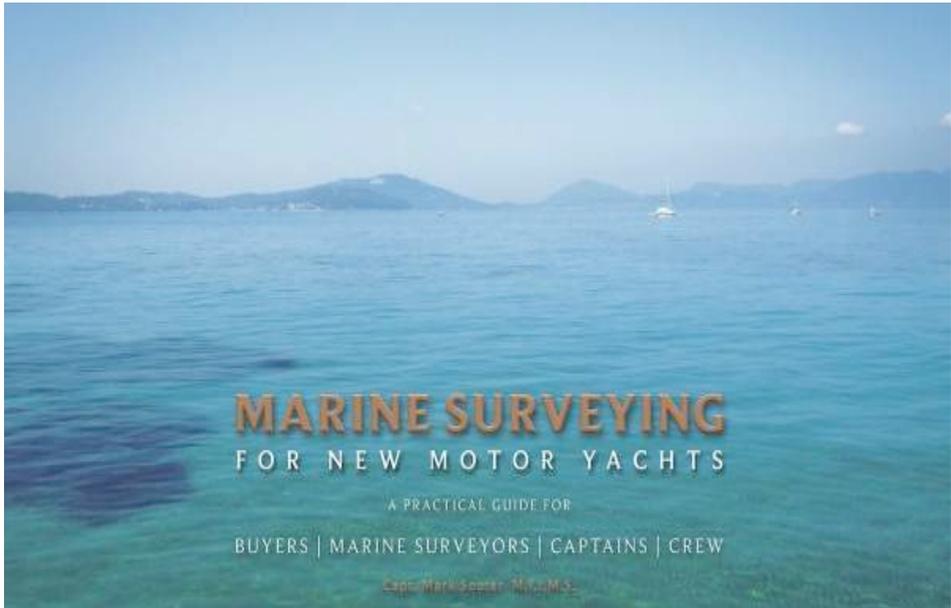
Goc, N. 1997. *Sandy Bay: a social history*, Gentrx Publishing, Hobart.

Concerning the four masted barque "Lawhill". (2002, February 1). *Maritime Museum Association of Nautical News: The Newsletter of the Tasmania*.

Book Review

MARINE SURVEYING FOR NEW MOTOR YACHTS

by Capt. Mark Souter — Member of the International Institute of Marine Surveying



Practical solutions during concept, design, construction and delivery for new motor yachts

Part One: Marine Surveying for the Buyer

Part Two: Marine Surveying during construction

Part Three: Crew Awareness

This is an interesting book and approaches the marine surveying subject from a new angle. Marine surveyors are generally surveying used or second-hand craft. But it is my opinion that the book would be of great assistance to a client intending to instruct on the construction of a new vessel, in the main giving clear guidelines about how to legally protect his/her investment. There is information on the responsibilities of all parties with details on check lists and contracts which should make any process more controllable as everyone will understand what is expected of them.

This book would be extremely useful in the training of potential surveyors as the book covers virtually all issues that the surveyor is likely to become involved in. There is information on how

the industry operates. It also gives guidance on organisational requirements and how to work within a team. All useful stuff if you are just starting out in the marine surveying game.

There have been many books written on marine surveying, but this is different and would be an asset in any marine surveyor's library.

John Kilhams
IIMS

Hardcover (illustrated): 392 pages

Publisher: Bradan Publishing, UK (2014)

ISBN-10: 0993133509; ISBN-13: 978-0993133503

Dimensions: 11.8 x 8.4 x 1.2 inches

Weight: 4.2 pounds

This book is available online:

www.marinesurveyingnewmotoryachts.com

or contact the author, Capt. Mark Souter, at: captsouteryachtsurveyor@yahoo.co.uk

Who, What and Where?

'There I was underneath this upturned yacht in the most incredibly serene situation. I could have been swimming in the fishpond at home. In fact, it was like swimming in the Caribbean – clear and warm. Everything was still and beautiful. I saw my glasses get washed off my face and had time to simply reach out and grab them. I remember all the coloured halyard tails and lines just wafting through the water like sea snakes. I was amazed that I felt no panic, just deliberate movements to escape. Then, all of a sudden, the yacht righted itself with the rig and everything intact, and all hell broke loose again. We were back in the real world.'

Answer: see page 34.

Recipe: Russian Beetroot Salad (“Vinegret”)**Jackie Zanetti**

Salad Days. I always thought that this meant long lazy summer days when it's too hot to cook and a substantial salad makes the main meal. A quick internet search proved me wrong – Shakespeare invented the phrase to refer to a youthful time. Either way, this is the time of year when we're searching for salads to take to a BBQ or to substitute for a cooked dinner on a hot day. Here's one of my standbys, which is great beside grilled snags or a steak or, if diced ham and/or boiled eggs and sour cream are added it can make a meal.

- **2-3 beetroots**
- **3-4 potatoes**
- **2 carrots**
- **1-2 Tbs red onion, finely chopped**
- **2-3 dill pickled cucumbers**
- **½ cup green peas (frozen is fine)**
- **Dill, to garnish**

Dressing:

- **1/3 cup oil**
- **2 Tbsp red wine vinegar**
- **1 tsp sugar**
- **1-2 tsp dijon mustard**
- **1 tsp grated horseradish (optional)**



Boil the beetroot, potato, and carrot. Let them cool, then peel and chop into 1 cm dice (or larger if you prefer). [I often peel and dice the carrot and potato while raw and cook them in the microwave - whatever.] Finely chop the onion and cucumbers and add to the vegetables. Add peas.

Mix up the dressing and season to taste. Add to vegetables and mix well. Garnish with chopped dill. You can eat it at once, but it's even nicer the next day!



Guidelines for Contributions to the Albatross

The Albatross thrives on members' contributions. Here are a few guidelines to keep in mind when preparing items for the newsletter. Please contact the editor (editor@cyct.org.au) if you have any questions or suggestions.

- Articles should be submitted as a Word document. Typically, stories should be less than 1600 words and contain no more than five photos related to the article. Longer stories will either be serialised or you will be requested by the editor to reduce the length.
- Boat names should be *italicised*, **not** in "inverted commas" or capitalised.
- Photographs should be in .jpg format. Please compress files to no more than 1Mb for emailing.
- Photos should be your own or clearly attributed. Please include a suggested caption for each photo where appropriate.
- The cut-off date for submission is the 20th of each month (there is no *Albatross* in January).

The ocean has always been a salve to my soul... The best thing for a cut or abrasion was to go swimming in salt water. Later down the road of life, I made the discovery that salt water was also good for the mental abrasions one inevitably acquires on land. ~ Jimmy Buffett

Answer to Who, What, Where:

Michael 'Zapper' Bell describing his experience on *Loki* during the 1998 Sydney-Hobart Yacht Race, as described in:

Mundle, Rob. 2009. The horror Hobart race. In *Hell on the High Seas: amazing stories of survival against the odds* (pp. 326-372). Sydney, NSW: HarperCollins

CYCT MOORINGS

Nubeena

Mooring number 9615 at Nubeena is a bright yellow buoy situated close to the jetty opposite the main town wharf. It is in a great position to row to the main wharf, boat ramp or beach. The depth at high tide was 5.7m, with about 21m of mooring tackle to the three heavy train wheels. The position is 43°06.265'S 147°44.346'E. The buoy is yellow with hooks for the pickup float. The mooring is a short row from the public jetty in the SE corner of Parsons Bay.

Barnes Bay

Mooring number **8584** at North Simmonds Bay is an Orange buoy. The depth at MLWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6m of 2 inch chain, then 6m of 1-1/2 inch chain then 6m of 5/8 inch chain. Simmonds Bay mooring is for up to 12.2 m vessels.

Mooring guidelines:

https://secure.cyct.org.au/mooring_guidelines.php

Thanks to the authors and report writers, to the photographers (Erika Shankley, Liz Garnham and Tony Peach), to Hans van Tuil for the quotation and Tony, again, for the humour.

Thanks also to Julie Macdonald, proof reader, and past editors Kim Brewer and Jackie Zanetti for advice about unruly images (Kim) and for going above and beyond on the culinary front (Jackie).

~ The Editor



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