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

Cover page: Objectif Lune (Jenny and David Graney) upon dawn at Franklin, June long weekend 2017. Image courtesy of David Mitchell, who just happened to be out on deck on a cold winter morning at dawn to stretch his legs.

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Not a CYCT Member?

Then download an application form from the Club website or 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!

Club Moorings: See p. 25

	CYCT CALENDAR
<u>November</u>	
Tues 7 th	Committee Meeting @ 6.00 pm. Venue DSS General Meeting @ 7.30 pm. Venue: DSS Guest speaker: Gretta Pecl from IMAS talking about how climate change is affecting our marine ecosystems
Sat 11 th	New members' cruise and BBQ at Quarantine Bay – coordinated by Membership Officer Richard Taylor
Tues 14 th	WoB @ 5.30 pm. Venue: Derwent Sailing Squadron. Topic: watch keeping and crewing
Fri 17 th – 21 st	Norfolk Bay Denison Canal transit cruise – coordinated by Vice Commodore Sheenagh Neill
<u>December</u>	
Sat 2 nd - 3 rd	A Little Fancy Cruise, to Little Fancy Bay – coordinated by John and Sally Tisdall
Tues 5 th	<u>NO</u> general or committee meeting on this day. See next entry
Sat 9 th – 10 th	Christmas cruise and General Meeting at Quarantine Station
Thurs 28 th – 2 nd Jan	Join Wendy and Ian Fletcher on a cruise to South Bruny and Recherche Bay over the New Year period.

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.

Editorial



I happen to be writing this during the Bruny Island Circumnavigation cruise, with *Tahiti* sitting in a quiet Mickeys Bay in what could only be described as idyllic spring conditions – sunny, warm and not a cloud in view, with the Southern Ranges still snow-capped and looking inviting. Perhaps that walk out to PB is not too far away. It has been a late start to *Albatross* due to a somewhat hectic work schedule in the lab and an inability to sit and type while sailing down the outside of Bruny. But we have struck it lucky with the weather for both the Richardsons Beach day trip and the Bruny Island cruise. It is a shame that several boats were unable to make it around with us. It would have been a good opportunity to get in to Cloudy Bay for a night, as I know some had intended. If Ian Johnston was with us I think a trip out to Pedra Branca would have been on the cards, also. But I believe Ian is sailing an interesting trimaran out to Tonga from Auckland.

I must start with an apology and a correction: last month's cover photo was courtesy of Leigh Miller but the photographer was actually Christine Miller. She caught up with me at the last general meeting and described how difficult it was to take the shot from the stern of *Fleur de Lys* in a rolling sea. Thanks Christine for making the effort to get such a fine shot of one of Tasmania's nautical icons.

Sheenagh and I had a nice sail down to Adventure Bay. We elected to go inshore of the Huon fish farm off Trumpeter Bay as there is plenty of room on the inside. Tacking back out we were a little confused about the precise location of the farm area as the boundary markers were not particularly obvious. The most southerly pen seemed to be outside of any marked zone. Not clear during the day and it would be even less evident at night. We heard from *Rubicon* that, indeed, navigation past the fish farm at night was quite difficult, with markers poorly lit. Radar was used to avoid trouble. It is to be hoped that with the massive expansion of fish farming into Storm Bay that the boundary markers are of a suitable standard to maintain safe navigation through the area. Andrew Boon and Tony Peach met with the operations manager for Petuna last month as a part of the company's consultation process re their expansion into fish farming off Betsey Island in Storm Bay. Andrew's report of this meeting is in this issue of *Albatross*.

We observed an interesting meeting at Richardsons Beach during the Club cruise there: an ultralight float plane came and landed behind a 50' Bavaria, tied up for a short time, then took off and disappeared over the hill towards South Arm. Pizza delivery? Coffee stop? On departure, we went to say hello to the sailors, Sean and Megan Connolly (*White Haven*), who are now new members. It was great to catch up with Sean at the final winter forum. The forum (man overboard) was excellent. Congratulations to all concerned, on, in and off the water, for an interesting, informative and discussion-generating forum.

Christian

Commodore's Report



Our weather couldn't have been better for the Opening Day Sailpast with *Easting Down* leading the CYCT group past Her Excellency the Governor on board *Egeria*. No one would have had any doubt who we were, with the Club's new banner displayed prominently. The banner will be hoisted by future cruise leaders once anchors are dropped, to both identify the lead boat and to publicise our presence.

Petuna Aquaculture offered to brief the committee on their plans for marine farms in Storm Bay. Only two of us managed to front up, what with work commitments and illness, but we certainly appreciated the opportunity. My summary of the discussions is in this edition.

The last Winter Forum for the year was a man overboard demonstration and discussion, led by Bryan Walpole. It was well attended and generated much thought and discussion. Have a look at the videos on our Facebook page if you couldn't make it. Our thanks to Bryan, Tim (the man overboard), the crews of Close Encounters and San Miguel and Jeff Murray, the cameraman.

Work continues apace with the setting up of the new website and several members are assisting Webmaster Tony Peach with transferring documents over.

Finally, we have a complete committee! Julie Garlick has stepped in to the Secretary role. I guess it was inevitable really, with three other couples on Committee. Now there are four! Thanks Julie.

Andrew Boon

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

CREW WANTED

Crew member for passage Hobart to Nelson (New Zealand) on *Rusalka* for departure early January. Must be comfortable doing solo watch keeping and general duties.

Contact Alex Papij, 0417 325230, papij@turo.com.au

Vice Commodore's Report



I am writing this listening to the wind howl overhead. We are anchored at Mickeys with two other CYCT boats some catamarans and an older wooden sailing boat. I am reading a book we first spotted in the (small) library on Schouten Island. I liked the idea of a library for visitors on the island. Sadly we didn't stay long enough to read this book. Luckily Fullers stock Tasmanian books even still had this one by Lyndall Ryan, called "Tasmanian Aborigines A history since 1803". So, just by chance, I'm up to the section on the nation of aborigines whose territory we are anchored in. The South East Nation covered more than 3,500 square kilometres. The nuenonne clan lived predominately on Bruny and was one of four clans that made up the SE Nation. They would gather in November on north Bruny to eat mutton birds and then spend their summers at Recherche with another clan. They would move frequently between Bruny and the main island, just like we do now. Ryan writes that the men of this clan would go across Storm Bay in their bark canoes to the Tasman Peninsula to visit the local clan, the pydairrme, to acquire women. They would use their canoes in summer to venture out to Maatsuyker and De Witt Islands in search of seals or to Eddystone Rock. They even went to what we know as Port Davey. What brave souls to travel such places in a bark canoe! They must have been able to read the sea and the land so well.

So, back on track, the club has a couple of cruises coming up in November. On 11-12 November there is the new members' cruise. Richard rightly pointed out as a cruising club we need to get cruising, so his idea of welcoming new members with a cruise to Quarantine is a good one. The original plan to visit the whiskey house wasn't feasible, unfortunately. Richard has planned a shared meal for new members instead. Everyone is welcome but let Richard know if you are joining us for the meal at the Quarantine Station.

On 17-21 November we will be offering a buddy/follow cruise through the Denison Canal and out the Marion narrows (weather permitting). The idea is to support members who haven't been through the canal at all or often enough to feel confident to do so. The future of these support cruises will be judged by numbers for this one. We may even have time to trial a practical POB rescue on your boat.

Also, on 2-3 December, members John and Sally Tisdell are leading a cruise to Little Fancy in Great Bay. I hope members will join them on this cruise to a lovely spot for an overnight cruise.

So keep an eye on your emails and as soon as the new website is running you will be able to register with a click of a button and all your details will be automatically provided to the coordinator.

Happy cruising - Sheenagh

Rear Commodore's Report



I A big thank you to club member, Ian Johnston, for his presentation at our October meeting. He certainly has extensive sailing experience and has also had more than his fair share of situations where he has had to extricate himself (and his boat) from danger.

Gretta Pecl will be our Guest Speaker at the November 7 meeting. Gretta is an Associate Professor of marine ecology with broad research interests and a passion for science engagement and communication with the public. Much of her current research focuses on understanding how climate change may affect our marine systems, and how our marine industries and communities may best adapt to these changes. She developed and leads the very successful national citizen science project Redmap Australia, the Range Extension Database and Mapping Project, which invites fishers and divers around our coastline to help monitor changes in our seas. Gretta is also currently working with international colleagues on a Global Network of Marine Hotspots to facilitate learning and communication among people working in the world's most rapidly warming ocean regions. Associate Professor Pecl is a Fulbright Fellow, an Australian Research Council Future Fellow, and the Editor-in-Chief of the international journal *Reviews in Fish Biology and Fisheries*.



Gretta Pecl

Gretta will be showing us examples of how climate change has altered our local marine systems. She will also highlight how these changes are a reflection of broader climate-driven patterns in oceans and land systems around the world. She will finish up by showing us how anyone in the community can easily become involved in projects that require little effort from any one group or person, but collectively can help us all understand how climate change is altering the world around us.

Don't forget that our December meeting this year will be our first "Cruise-Meeting" and will also be our Christmas Barbecue. Come along on Saturday 9 December to the Quarantine Station at North Bruny for a 3 pm meeting prior to the barbecue and then stay overnight in Quarantine Bay. Members will need to BYO all food, drinks, plates, cutlery etc and are also asked to make a gold coin donation to the Friends of Bruny Island Quarantine Station.

Lyn

Membership Officer's Report



Our first scheduled event this season was the combined yacht clubs opening and Governor salute sail past on the 7th October. We had the honour of leading our fleet and the company of Andrew Boon who took the salute. Our presence was more obvious with the inaugural flying of our new CYCT banner. I am sure that other clubs took notice. We seemed to be the only fleet that had any idea of the timetable and resemblance of formation. I am sure that the Governor took notice. Representing our club was *Easting Down*, *Storm Boy 2*, *Willyama*, *WestWind of Kettering*, *Irish Mist*, *Minerva*, *Close Encounters*, *Juliene*, *Ocean Swan*, *Aquilla Star*, *Vivante*, *Belle* and *Rusalka*.

Unfortunately *Irish Mist* had to rescue *Minerva* midway through the manoeuvres and abort their sail past, however the seamanship demonstrated would have been well noted by other clubs. *Tahiti* was a last minute withdrawal as RHH DEM took priority over any on-water events. I may have missed someone but in the mass of boats it was not difficult. We had previously decided that Richardsons Beach would be the stop for an afternoon raft-up and it was a pleasant catch up with old and new members. *Pandora* and *Crown Venture* joined us. We headed back to Kettering that evening after passing on our flu virus onto other unsuspecting recipients.

Our next event that needs a special mention is the annual New Members Dinner. This event is especially organised for all new members who have joined our club in the last twelve months. This year we have decided to make it a cruise on the weekend of the 11th November to the Quarantine Station for a seafood luncheon gathering. All members are most welcome to join our new members. We are limited to 60 people so please book in early and help make this event most memorable. There will be a modest \$10 per head charge for existing members. New members will be free. Everyone please bring your own drinks and cutlery. I will provide more information as time gets nearer. We will probably conclude the afternoon with a BBQ down at the waterside pontoon.

This month has been a busy time for new members applications, as detailed elsewhere. It is really good to see a new wave of enthusiasm. I am sure that if they participate in only some of the many activities that are on offer they will see value in our club.

Personal name tags at Club events have been an ongoing issue for years and shortly all members will have new tags to wear. In the mean time please take the current name tag home with you and remember to bring it along to the next meeting. The new tags will be a personal item and will be taken home by the member after each meeting. More information and samples will be made available when our new website is functioning.

Richard Taylor *Easting Down*

Richardsons Beach Family Day Cruise**Sheenagh Neill**

The cruising season has started, marked by our annual Richardsons Beach Family Day Cruise. Twelve boats and their families participated on a picture-perfect day. The successful event was well attended, including new members, which was very pleasing. Daryl and Ursula came out on *Pied Piper*, their first Club cruise I believe on the newly acquired Swanson 38, as part of the advance party with Phil and Julie Garlick (*Cleo*).



Does it get better than this in October? (all images Sheenagh Neill & Christian Narkowicz)

By the time we had all arrived on the beach the long table started by Phil and Julie Garlick and Damien and Elaine Killalea, was extended the full length of the available shade under a convenient radiate pine.



That convenient pine tree

We settled in and said our hellos and introductions. The low tide was timed perfectly to allow us maximum use of the beach. So we enjoyed hours of socialising, laughter, good company and, towards the end, some music before one-by-one members returned to their boats.

I marveled at Kerry Johnston and Damien Hope's grandchildren who just loved getting wet swimming, with as much water play as they could muster. It was freezing but as children always do nothing fazes them when you mix sun and water.



Damian and crew about to leave in the stealth tender

Christian's BBQ proved to be a hit and there was even time for an entertaining game of boule. A small residual group that stayed to finish their wine or beers happened to witness an ultralight drop in and visit a Bavaria 15m. Owned by now new members, Sean and Megan Connolly, it created quite a stir on the beach as we all tried guessing what the visit could be for: pizza, Parcel Post, spare parts - to name a few of the suggestions bantered around. One boat elected to stay overnight and enjoy the fine weather. Other members went on to anchor at other destinations. Back on *Tahiti* we packed up and said hello to *White Haven* and her crew. Before heading off to enjoy sailing home on a dying sea breeze. As we left Ralphs Bay we witnessed another plane doing a loop-the-loop over the bay. It was one of those perfect Tasmanian days on the water.



A Mixed Bag Cruise: Bruny Circumnavigation 25-31 Oct Sheenagh Neill

With any plans, the weather is always the determining factor for sailing. I was keen to anchor in Cloudy Bay again and thought – what a great way to top off a circumnavigation of Bruny. We love the east coast of Bruny – One Tree, Trumpeter, Bull Bay and Adventure Bay are all great anchorages in the right conditions. A circumnavigation was in order and planned. I have heard it said, though, that only one out of three circumnav's are successfully executed.

Tahiti left an hour behind schedule on Wednesday. The Derwent was sunny, calm and free of the rain that all fell on the previous day. What a lovely way to start a circumnavigation! We were hoping to meet up with *Vivante* and *Rubicon* but they were too far ahead. *Vivante* had taken advantage of the lovely calm conditions to hug the coast, checking out beautiful places as they went. *Rubicon* came out of the Channel and took off into the developing sea breeze motor-sailing. *Tahiti* loves to catch a breeze if there is one. Yes – we will seek out a breeze – it's probably the tail end of coming from racing backgrounds. *Tahiti* purrs in 15-20 knots and she loves reaching or close reaching, and will happily do 8 knots or more. A weak sea breeze kicked in as we entered Storm Bay and slowly filled out into a nice sailing breeze albeit right on the nose, so lots of tacking.

We were challenged by the fish farm off Trumpeter Bay, being uncertain of when to tack to get past. The farm is still not correctly marked and Huon even had a pen situated outside of its cardinal marks. I notified MAST and they said that they had known about it for a week. Disappointingly no notification call had been put out to Tas Maritime. I let Tas Maritime know myself and they immediately put out a securite call to all mariners. I hope someone's life is not going to be the tipping point for good citizenship on our shared waterways. I suppose there is no money in fixing or cleaning up. We had a lovely sail, never-the-less. We were hoping to see whales and dolphins but that was not to be. The SSE sea breeze in Storm Bay twisted, as it does with Bruny, and became a SSW in Adventure Bay. We took a big knock but we eventually arrived sailing.

We anchored in Cadens Corner off the beach in 4 m – a nice spot. *Rubicon* and *Vivante* were already anchored and looking settled-in and comfortable, enjoying the scenery. Phil and Tracey (*Vivante*) had even, enviably, completed a walk to Penguin Island. We said hellos and offered to host drinks on *Tahiti*. *Rubicon* joined us but *Vivante* had done their dash for the day and settled in. Adventure Bay was its lovely charming self, as it can be. We had a restful night and Christian started work on *Albatross*.

Rufus, our growing up companion kelpie dog was restless around 0100. I told him off but it turned out, unknown to us, he had spotted *Rubicon* setting off on their dash to emergency and just wanted to let us know. The crew of *Rubicon* didn't get much kip before returning to their home port. On a calm night without too much to worry about in the way of weather Mike had to resort to radar to navigate around the Trumpeter Bay fish farm, due to poor lighting of the

markers. He is lucky to have it (radar) and not everyone does. Huon's response when I contacted them about the unmarked fish pen that we had seen was that they are looking into AIS markers for their farm boundary markers. Perhaps we should all have AIS and also radar, just in case.

On waking we noticed no *Rubicon*. Mike had spoken so passionately about anchoring at Cloudy Bay for the first time. It would have been OK to go in behind the reef that day and leave early the next. We thought they had left early to realise that dream until I saw that I'd received a message from Mike. Julie had not looked well the previous night so I am glad that things settled once she was admitted to hospital. Health is so important.

So with two of the six registered boats left in the cruise, *Vivante* and *Tahiti* kept going. *Vivante* had a delayed start, having to disentangle a stray anchor and chain that their anchor had picked up. It was a calm morning so the motor was put to good use. The east coast of south Bruny is the domain of wildlife, fishermen and other sea creatures. Being too early for Pennicott's cruise boats, it was only *Vivante* and *Tahiti* to be seen, and *Vivante* was disappearing from view at their 8 knots.



Glassy conditions off the east coast of south Bruny (image Phil Bedford)

We went past the Friars. They are spectacular and the seas that morning were glassy smooth, if a little lumpy. Early mutton birds made a showing and a lone albatross played with us from the Friars to Cape Bruny. We tried to photograph the Club burgee and the albatross together but it did not happen. *Vivante* poked their nose into Cloudy Bay but they were not keen on the swell rolling in and came straight back out. We ploughed through floating seaweed and towed some

on our keel into Mickeys. *Tahiti* had another lovely sailing breeze once we passed Cape Bruny allowing us to turn off the noise-maker and enjoy some peaceful solitude.



Looking back at Bridge Rock and Tasman Head. Best to go outside Bridge Rock (image Sheenagh Neill)

We really enjoyed (again) the trip around south Bruny. Both *Vivante* and *Tahiti* anchored in Mickeys.



Passing the Friars in very good conditions (Image Sheenagh Neill)

Storm Boy and *Entourage* both left Kettering on Show Day. Gordon and his crew (*Entourage*) sailed down the east coast of Bruny to Adventure Bay, intending to complete a circumnavigation a day after us. They had a magic sail and were ecstatic to see two whales playing in Adventure

Bay. He wisely decided to turn back to the Channel rather than have a rolly night in Quiet Corner and then brave the strong winds forecast for the next day going around the bottom.



Vivante and Storm Boy 2 at Mickeys (image Phil Bedford)

As we came into Mickeys, *Storm Boy* waved us in. A lovely friendly welcome given the longish leg we had just completed. *Vivante* and *Tahiti* went for sundowners on Dee and John Deegan's boat. John showed me all his boat gadgets including the recliner comfort captain's chair. *Storm Boy* is a well set up, sturdy cruiser. It's lucky I don't suffer from comfort envy. I could feel my face was windswept and hair bedraggled from a couple of days of sun and wind exposure at the helm. We enjoyed listening to both John and Dee talk of their extensive sailing tales about places I'm yet to venture. Phil shared tales of sailing in QLD. It was a very pleasant way to end a magical day around the bottom of Bruny.



Picture perfect conditions in Cloudy Lagoon (image Phil Bedford)

The next day some of the party walked through to Cloudy Lagoon before the weather god did as predicted and a strong N flow developed. The planned BBQ was sadly forfeited and members elected to stay on their boats. *Entourage* had joined us, having almost completed a circumnavigation in reverse. Hats off to *Entourage* for having joined us at Mickeys, despite the BBQ having to be cancelled with gusts of over 25 knots. Also a plug for new members, Clive and Annie Calver, who sailed down on *Tarooki* (in very quick time) for the BBQ that never eventuated. Well done for coming out.



The fleet at Mickeys with some weather developing (image Christian Narkowicz)

The first front passed through and the next day there was a window to leave before the next NE blow. *Tahiti* sailed to Missionary Bay which was deserted and, once the wind changed to the north, very pleasant. *Storm Boy* headed north, *Vivante* picked up the Club mooring in North Simmonds, *Entourage* and *Tarooki* went their own ways. The cruise scattered by the wind. The cruise did not turn out to be as social as I'd planned or hoped. As a compensation a pod of dolphins had put on a display as we left Mickeys.

There will be another circumnavigation. Maybe anticlockwise next time.

Sheenagh

Main Channel Gold Coast to Brisbane**Chris and Wendy Le Cornu**

On our way north we called in to a number of spots to catch up with old friends and relatives: Jarvis Bay, Greenwell Point (Shoalhaven River), Cronulla, Middle Harbour (Sydney), Pittwater, Newcastle, Port Stephens, Port Macquarie, Coffs Harbour, Iluka, Ballina. We wanted to spend some time with Wendy's brother in law, who lives at Labrador, so we crossed the Gold Coast Seaway entrance and made our cautious approach to Deepwater Point. It was a shock to see small numbers on the depth sounder, having been used to cruising along the 50 metre or the 100 metre contours. We spent a week at Labrador and caught up with lots of friends. Then it was time to move north and take up our babysitting duties in Brisbane, which was the real reason for the trip.



Golden Dream at anchor at Labrador, directly opposite the Gold Coast Seaway (image Chris Le Cornu)

There are three possible routes from the Gold Coast to Brisbane:

1. Out through the Seaway; sail north around the top of Moreton Island, and follow the main shipping channel to either Brisbane or Manly.
2. Via the main channel through the Southern Moreton Bay delta.
3. Via Canaipia Passage, which runs along the western edge of South Stradbroke Island

This last option is, in my opinion, the most scenic route, and the one I favoured. There is a couple of shallow spots, but our information was that the worst of those had been dredged to 2 metres only a year or two ago. It looked like a good option. I contacted Jacobs Well VMR for the latest information, and was advised that they were concerned about silting in one spot, and would get back to me. The next day they advised that they had traversed the problem area, which is known as Slipping Sands, some two hours after low tide and the best depth they could find was 0.7 metres. That equated to something less than 2 metres even on a big high tide. They recommended against the passage. I concurred. Dredging is a frustrating exercise in the delta.

There are thousands of boaties who demand access to all the rivers and creeks, so the Government has no option but to dredge, but the results are compromised even before the ink on the last cheques are dry!

I was not keen to sail around Stradbroke and Moreton Islands, purely on the basis that we had already sailed over a thousand miles and it is a relatively long trip. If you get southerlies for the trip up the coast, you have to motor back into them once you get around Moreton. If you get westerlies, there is nowhere to shelter until you get to Manly or Brisbane. And bashing into strong northerlies definitely had no appeal. Little chance of easterlies at that time of year (July). That left the Main Channel as the only option.

I had never used that route, so we got out the books and charts to study. Alan Lucas, in *Cruising The Coral Coast*, identifies an overhead cable north of Cabbage Tree Point with a high water headway of 23.5 metres. Our various versions of Navionics showed an overhead power line, but with no clearance shown. The version on the plotter showed two dots in the river which were identified as a “pylon or bridge support” with clearance not mentioned. Our (very old) copy of Beacon to Beacon clearly showed the power line and the pylons, but with no clearance. We were not certain of the height of our vessel, but we had recently fitted a new mainsail, with a luff of 17 metres. A few quick measurements with a tape measure told us that we would have around 21 metres air draft. It could be touch and go, so we had better check. The only other source I found showed a clearance of 20.3 metres. Now I was quite concerned. I rang VMR Jacobs Well again. They were very helpful, but were all power boat operators, so their assessment was “bloody high”. These power lines are only about 5 miles from their base, and across the main channel, so I was a little surprised at the lack of detailed information available. My next call was to the electricity supplier, Ergon Energy. A helpful lass listened attentively to my concerns, and promised she would get someone to call me back. When that happened the next day, the person was far less concerned. He had no idea where the power lines were and was not interested enough to look it up. He suggested I contact Queensland Marine Safety. The person I spoke to there didn't have a chart, but suggested I check the latest version of Beacon to Beacon. This was a good tip and showed 20.3 m HAT. It was an easy task to determine the Highest Astronomical Tide for Brisbane this year is 2.73 m. That meant a clearance of 23.03 metres at zero datum. We proposed a transit on a low tide of 0.4 m. That meant we should have cleared the lines by 1.6 metres.

There was no information as to the voltage of these power lines. The fact that they were on towers 50 metres high gave no indication. They could have been 11 kV, 66 kV or even higher voltage. The air gap at these voltages is critical, as the current can arc through 2 or more metres of air. Did the specified 20.3 metres include a safety air gap, or was that the actual height of the wires? I didn't want to find out by trial and error. Calculating the height of a cable is not an easy task. On a bridge, you can just drop a tape measure over and measure the distance to the water. It's a little trickier with a high voltage cable. All engineers study catenaries, and know that the important factors are the height of the end supports, the cable tension and the mass

per unit length of the cable. But electrical cables are also affected by current flow. The more current, the hotter the conductor, the more it expands and the greater the sag. What was the basis of this 20.3 metre number? No one could or would tell me. I can tell you that I slept very badly the night before we attempted our crossing. If it hadn't been so windy I would have chickened out and gone back to the Gold Coast and gone the long way around. As it was, some friends joined us the next morning and that gave me some heart. I decided we could have two people in the dinghy, well back from the boat, armed with binoculars and a hand held VHF. If it looked like there was not enough clearance, they could advise us to abort.

Early in our trip, I had joined Cruisers Forum, an on-line forum where members ask all kinds of questions. As I scanned the days' questions, lo-and-behold, someone asked about transiting the main channel between Brisbane and the Gold Coast. He was concerned about the clearance under the power lines. Another member quickly responded that he had a 43 foot catamaran which had 23 metres air draft, and he had done the trip many times this year with no problems. He even supplied a small map showing his preferred route and a photo of his catamaran under the cables, showing around 9 metres of clearance. Encouraged by this revelation we set off. We used the dinghy, but even from 300 metres astern, it was very difficult to assess the clearance until the boat was directly under the conductors. We took the camera for photographic evidence, but unfortunately the camera operator forgot her glasses and didn't manage to get both the boat and the HV cables in the same shot! We estimated the clearance where we crossed (not the lowest point) at around 10 metres.



An unexpected visitor at Tangalooma, the *USS Ronald Reagan*, with no AIS (image Chris Le Cornu)

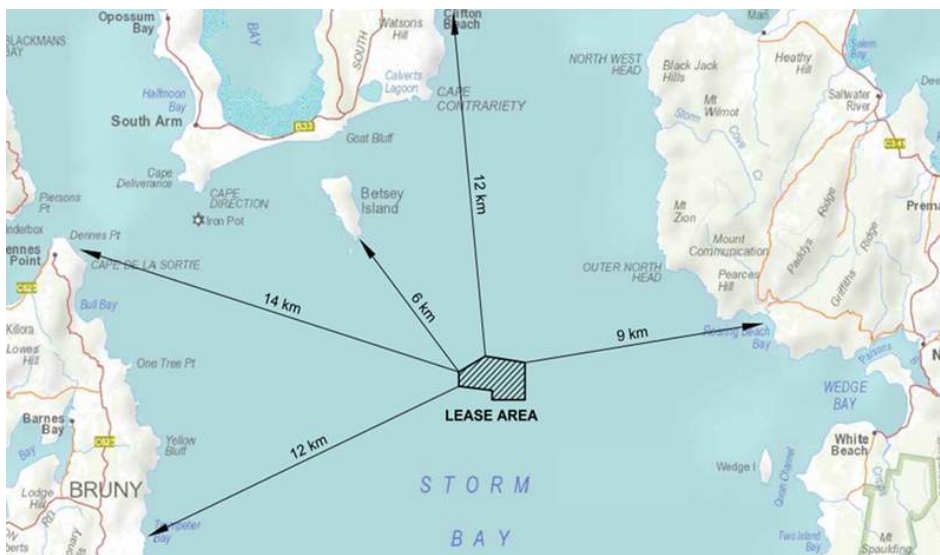
Having safely made our transit, we relaxed a little too much and within half an hour found ourselves aground. Only tinnies use the channel at low tide!

Meeting With Petuna re Storm Bay Fish Farm

Andrew Boon

Tony Peach and I met with Richard Miller, Operations Manager for Petuna, and Jacquie Ray of Timmons Ray PR on Oct 12th.

Richard outlined Petuna's history and future plans for a marine farm in Storm Bay. Petuna has been operating for 49 years, mainly in N/NW/W of the State. They have ASC certification for multi-species: trout in fresh and seawater and salmon in seawater. They have 46% of the lease area in Macquarie Harbour. In response to the recent requirement to reduce biomass in Macquarie Harbour, they opted to harvest some of their growing fish early. Petuna is planning to establish their first southern farm in Storm Bay, SE of Betsey Island. Their original proposal (shown at the meeting with boating clubs in Nov 2016) has been refined after discussions with MAST and rock-lobster fishermen. The single marine farm zone is an interesting polygon, shaped to maintain clearance of at least 1 km from underwater reefs, 5 km from adjacent marine farms and clearance for vessel tracks to Nubeena and Cape Raoul.



Location of the lease area in Storm Bay (image courtesy of Petuna)

There will be two separate groups of pens, 1 km apart, within the lease and the lease markers will be just inside the zone boundary. That is, there will be no navigation between the two groups of pens as they will be within the same lease. Individual pens will be relocated within the lease boundary when required for fallowing, but the lease boundary will not change. A draft environmental impact statement has been prepared and sent to Marine Farming Branch. The

draft will then be submitted to the Marine Farming Panel and published for a public consultation period. The timing is expected to be similar to that of the Storm Bay plans of Tassal and Huon.

Petuna is investigating the use of Electrona as their shore base. Issues of concern to the Club were discussed. The importance of ensuring that debris does not escape from a farm was emphasised. Petuna is looking at having GPS-equipped remote tracking sensors on pipeline sections and other equipment, as well as marking pipes and colour-coding rope. Note was taken of the Club's preference for synchronised lights on lease boundary marks, for marks to be shown on nautical charts, towing vessels (and all larger vessels) to be equipped with AIS transmitters, tows to carry lights and day shapes and regular advice on VHF radio during the course of a tow. The use of virtual AIS boundary marks was also suggested.

Women on Boats

Jo Topp

Our October meeting was well attended by about 20 women including some new faces, which is always good to see. Ginny Gerlach of "EOS Sailing" gave a clear and interesting presentation about what affects a boat's movement through water. She began with the comment that "it's all about shape". She then invited us to draw the shapes of our boat's hull and a few brave souls were prepared to do so. This began a discussion, about how different hull types move through the water and what determines hull speed. She also introduced us to the art of sail trimming and how to get the most out of a boat according to conditions.

She gave us some helpful websites: slideshare.net/galeforcesailing and quantumsails.com.

Three of us attended a practical session on Saturday afternoon on the Derwent with Ginny on EOS, which is a 11.6m Farr cruiser/racer. With Ginny's guidance we applied what we had learnt on Tuesday. It's always good to have someone to calmly and patiently talk you through what is happening and what needs to be done. Fortunately conditions were favourable and there was plenty of wind. We all enjoyed ourselves and learnt much. I thoroughly recommend the exercise. Thanks Ginny! Next month we are discussing watch keeping and crewing.

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The Challenge of Change – The Delivery**Mark Stephenson**

I am sitting with a glass of red reading through the September *Albatross*, and am amazed at how much has happened since I wrote my piece called 'Challenge of Change' a month ago. I'm onboard *Crown Venture*, sitting in her berth at the DSS, with 360 degree views from Wrest Point Casino to Mount Nelson to Mount Wellington, and to Battery Point, and the Tasman Bridge, then to the eastern shore and towards the Channel. And there I was thinking that maybe a holiday shack, or a caravan, was what I needed after I sold the cruising yacht. Nothing could match this view !!

It seems I suffer from multiple conditions that require me to know exactly what is happening around me. A skipper and crew were engaged to deliver *Crown Venture* from Lakes Entrance to Hobart. One was the surveyor and the other the diesel mechanic who did the necessary engine upgrades. And deliver the boat they did. Yet communicate they didn't. Here I was, hoping for 15-minute updates on progress and it seems that irregularity is the key. Being a control freak, I really hated not knowing what was happening every quarter hour, let alone every day. Or every third day. My idea was to let the skipper plan the trip, and have no involvement. I requested the boat be delivered as soon as possible. After a week I got a message that Wednesday next week was looking good: a high pressure system well off Western Australia should move over Bass Strait and settled conditions will prevail. So I start to think I need to formalize my berth at the DSS for an arrival, maybe next Friday? Living in Devonport involves a few extra requirements, like finding accommodation in Hobart while waiting for the boat's arrival, and until I can move onboard. Ian and Julie Macdonald welcomed us and our Westie Callum at their Howrah waterfront home, to herald the arrival. However the high pressure system slowed and Wednesday became Thursday which became Friday and then became Saturday, with no news from the skipper. Then a text to say "moving onboard Saturday for a Sunday departure". But then no more news. Next text advised he was purchasing supplies and will be departing later Sunday morning. Then a text advising they were underway at 1130. The High had arrived, and a 24-hour window allowed a sunny and calm crossing of Bass Strait, with northerly 10 to 15 knot winds helping *Crown Venture* along. A text mid-afternoon advised they were underway "again", and making 9 knots in good conditions. Underway again ? What ? Sundown came, no message as out of range. Then at 2315 we hear they are 14 miles north of Flinders Island making good progress. And at 2345 a message advising that miracles happen on every delivery. Mmmm.

Sunday 0640 and first light, and she is now off Cape Barren Island. A photo is received of a sultry sunrise with a gentle sea. Then a sunrise photo, gee, things are going well. Don't hear much as the day progresses. I send a text late morning saying "Where are you now?" and get a "off St Marys" response. We were having a coffee at MONA, so I returned to the car and checked out the road map of Tassie and used my fingers as dividers to look at their options. High tide at the Narrows was around 1000 or 2200, so no chance to get through the canal today. Overnighting in Triabunna had been mentioned, so I send a text suggesting he refers to

the CYCT Cruising Guide onboard and use the MAST mooring off Orford as an easy option for overnighting.

Whilst the journey south had been easy so far, I had been watching the BOM site and the Maria Island observations, and found that Maria Island had been recording the highest winds all across Tasmania! Most reporting stations had a 15 to 20 knot northerly all day, while dear little Maria had 30 to 40 knots NW winds. I could see Great Oyster Bay was having a big funneling effect with the NW wind and I presumed the waves might be a touch higher there than had been experienced off the East Coast. Thinking they would head through Schouten Passage and then head to Swansea, closing the coast, then head south towards Mercury Passage in the lee of the land, I was surprised to hear at 2150 they had rounded Schouten and headed straight above Isle de Phoques for Spring Bay. Rolling a lot he said. I wasn't surprised.

At 2310 a text arrives saying they had anchored in Windlass Bay where conditions were very gentle. Looking forward to a few hours sleep. Then at 2339 another message advising 0530 start to get through the Narrows at high tide. Mmmm. Too early? Only 2 hours motoring to get to the Narrows. It is only safe to cross bars an hour before high tide. Not sure about the early start. I woke at 0530 and there was a big blustery wind from the NW across the Derwent, but at 0700 a 10 knot SW wind had settled things down a lot. The response to my text at 0710 was "5.6 miles from the bar and fresh here too". After the sleep-deprived night, I had planned to drive to Dunalley and watch her go through the canal. Knowing high tide was at 0900 we drove from Howrah at 0800 allowing 15 minutes spare just in case. Then at 0803 "crossed the bar successfully". At Sorell I send a request to slow down so I could get to Dunalley in time. The response came as "negative - closing bridge now". My response: "Bugger!!"

We drove into Primrose Sands, found a hill, and watched a white dot pass. Realising this white dot had a mast, we started thinking they had brought the wrong boat, but looking further towards Dunalley we found a shape resembling Crown Venture, and took photos of the white dot in the distance. Then a message saying "lumpy seas were slowing us down, and will advise eta Hobart once past Iron Pot". So we grab a coffee in Sorell, and return to Howrah, take the dog for a walk, and wait for another update. At 1129 comes the "passed Iron Pot" message with an arrival in 1.5 hours. More waiting!! We head off to the DSS and then realise the SW wind is quite chilly and not one to spend time standing on a pontoon waiting for a boat. At 1231 Julie, watching progress through the telescope, messages to say *Crown Venture* had passed the Garrow Light, so we start walking to the berth. At 1243 the skipper says "we are here". And there she is!! Rounding Wrest Point with the waves being divided by her flared bow, she approaches the breakwater and we realise the wait is over. The three month gestation has finished and our new big baby girl has finally arrived !!

I felt quite strange helping secure lines of a boat that was mine, yet, not quite mine. I waited to be invited onboard by the skipper. And now I still can't believe that she is here and ready for us to take her over. We dined that night at the RYCT with the crew and they talked easily about

Crown Venture's handling during the 50-hour crossing. With 44 hours' motoring, we were told the engines performed very well. The afternoon stop and reference to a miracle was the repair to a broken brass nipple in the starboard engine cooling water system. They had used a silicone tube funnel, Sikaflex, gaffa tape and cable ties to patch a repair that lasted the trip and would probably last a lot longer too. We later found the same nipple on the port engine broke when removing it.

The crew woke at 0400 the next day and flew back to Melbourne at 0600. We woke at 0700 and moved onboard at 1100, to start the rest of our life on *Crown Venture* in home waters.



Crown Venture in her berth at the DSS

Mark Stephenson

I must say Mark I can only imagine it may be like having a grandchild: not being directly involved in the delivery but intensely concerned about the arrival. Congratulations on your new home and obviously a great pride and joy. ed.

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:
Name: Cruising Yacht Club of Tasmania Inc. BSB: 06 7002 Account: 2803 5573
Please include your name and brief details of the purpose for the payment.

In the Book Locker

This is a new segment that I invite members to contribute to. I am not after book reviews as such or even details of new books to the market. Rather I would like members to write about the books onboard their boat or their land-based home, that they consider fit into one or more of the following categories:

Indispensible to cruising - cruising guides, books on seamanship, knots, navigation, practical hints, engine maintenance, nuts and bolts stuff etc

About cruising – inspiring tales about young girls venturing to sea and doing solo circumnavigations, big waves, sharks, storms, treacherous coasts, dismastings, cannibal islands, overcoming boredom and loneliness etc

Historical books – books that have some nautical historical interest and that may provide special insights into life at sea in previous eras

Tasmanian books – especially those relevant to Tasmania's maritime and coastal history

Great literature/fiction – something that you have just really enjoyed reading on a cruise

Hilarious books – something that you can pull out, read from, and have a great laugh to brighten an ordinary day

Inspiring poetry – do people still read poetry?

Rather than a list of titles, I am after a description of how such a book has had an impact on you and why sailors should consider having it in their book locker.

As a taster, I look around the *Tahiti* library and see Alan Lucas, *Cruising the Coral Coast*; Kathy Hawkins, *Return in the Wake*; Lesley Black, *Sea Gypsy*; *The Royal Navy Officer's Pocket-Book 1944*; Joseph Conrad, *The Mirror of the Sea*; John Doxat, *Booth's Handbook of Cocktails and Mixed Drinks*; Judith Schalansky, *Pocket Atlas of Remote Islands – Fifty Islands I have not visited and never will*; Gavin Pretor-Pinney, *The Cloudspotter's Guide*; Lyndall Ryan, *Tasmanian Aborigines A history since 1803*.

Since reading Rebe Taylor's *Into the Heart of Tasmania* and Lyndall Ryan's *Tasmanian Aborigines* (as well as George Augustus Robinson's diaries – but these are slow going) I have become much more aware of signs of the historical aboriginal presence in coastal locations. Midden sites are obviously very commonly encountered all around the coast. I did find one unusual site near Sloping Main that was reported to Aboriginal Heritage and confirmed as a previously unregistered midden site. We have also found rocks that have obviously been transported from distant locations, possibly for use in tool making. Recently I came across a tool quarry on Bruny Island. Idyllically situated on a headland with a beautiful outlook, it contains deep layers of stone flakes, together with oyster shells, the flakes being products of probably centuries of stone tool making on the site. It is humbling to realize that so many have enjoyed the same location over many centuries and probably millenia. I have also reported this site to Aboriginal Heritage. I recommend these books to gain a greater understanding of the original Tasmanians upon whose paths we often tread as we cruise Tasmanian waters.

I open up the possibilities to the membership and await submissions. ed

News

Wunambal Gaambera coastline and islands – Uunguu Visitor Pass

For those members inspired by the articles from Peter and Chris McHugh (*Honey Bee*) to cruise the Kimberley region, the Wunambal Gaambera Aboriginal people in the North Kimberley, Western Australia have launched their Uunguu Visitor Pass (UVP) for independent visitors to the Uunguu Coast and islands. Onshore Access UVPs for private ocean vessels (30 days) are available for purchase online (www.wunambalgaambera.org.au) and provide Traditional Owner welcome and permission to visit 50 visitor locations in Wunambal Gaambera Country. Please note that Department of Aboriginal Affairs (DAA) permit requirements for entering an Aboriginal Reserve are in addition to and do not take the place of the UVP permission system.

For any enquiries regarding the UVP, please contact Rachel Beadle, Uunguu Visitor Pass Manager, on 0439 288 235.

Huon Trumpeter Bay Fish Farm Update

After experiencing some uncertainty when sailing past the southern-most fish pen of Huon's Trumpeter Bay salmon farm, due to it being placed outside of the marked fish farm area, Sheenagh was active in following up with MAST, Tas Maritime Radio and Huon Aquaculture. Tas Maritime Radio broadcast a security announcement relating to the out-of-zone fish pen after Sheenagh talked to them about it. MAST then told us that Huon was approached by MAST to correct the deficiencies related to this pen in mid-September, with a given timeframe. Obviously this work was not performed within that timeframe. As a result of persistent questioning and demands from our Vice Commodore in discussions with MAST and subsequent demands made by MAST to Huon, the work was scheduled to be carried out on 31st October – the day after MAST contacted them following discussions with Sheenagh. To their credit, Huon were responsive to the arguments made about the pen being a navigational hazard. They have also offered to meet with Sheenagh (and Andrew) to discuss their planned expansion of fish farming in Storm Bay, including their new lease east of Yellow Bluff. They are looking at modifying their four leases in the area, putting them 1.6 km offshore (1 km further than initially proposed). They recognize that the east coast of Bruny Island is often used by sailors, both for transit and for anchoring, and that our club makes up a significant number of these. They are looking at minimizing their vessel traffic and other innovations to minimize the effect of their operations on other users of Storm Bay. More details after the meeting occurs.

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 a Yellow 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

**** When on a club mooring please fly the CYCT burgee ****

The Committee would appreciate it if you noted your visit / intention to visit a club mooring by noting it on the forum for club members (log in [here](#))

For Lease Battery Point Mooring

Available for lease is a mooring off Battery Point

The mooring is rated to 12 m

Lease payments to take the form of regular mooring maintenance

Please contact Richard Catt for further details: 0409 946 165

New Members

APPLICATIONS FOR MEMBERSHIP

Pacific Haven

Paul and Allison Peacock

White Rose 1

David Webb and Susan Tuma

White Haven

Sean and Megan Connolly

Sue Downer

Suhail

Tom and Jill McCabe

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 TO NEW MEMBERS

Vivante

Philip and Tracey Bedford

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.

Minutes of General Meeting held at DSS on 03 October 2017

Opening

Opening

Commodore Andrew Boon opened the meeting at 7.30 pm. New committee introduced to members.

Attendance and apologies

Signing of the attendance sheet. 44 in attendance

Apologies in advance: Damien Killalea, Steve & Dorothy Darden, Margaret & Barry Jones, Colin Crowder, Barbara Wilson, Liz Little, Tracey Taylor & Barry Strange.

Guests: Phil & Tracey Bedford, Sally Dakis, Chris Wisbey, Lachlan Ramtein, Harriet Brinkoff and the Fromberg clan.

Minutes of the last General Meeting (5 September 2017)

Published in the October *Albatross*.

Confirmed Leigh Miller Seconded Ottmar Helm: Carried

Business Arising from those Minutes

Nil not already covered in the agenda

Ratification of the AGM Minutes (5 September 2017)

Published in the October *Albatross*. Correction noted on date as 2017. Amended / recommended again ratified Erica Shankley/ Leigh Miller

Introduction of new members and presentation of burgees

The Commodore welcomed to the Club, presented their burgee, and asked to introduce themselves and their boating history:

Clive Calver, *Tarooki*

Jeff and Rebecca Murray, *Peter Robyn*

Cruising plaques

Presentation of Cruising Plaques to those absent from the Annual Dinner: Ian Johnston (Julienne)

Rear Commodore's Report – Lyn Peach

Report as published in the *Albatross*. Lyn also mentioned the forthcoming two general meetings on the water in December and February.

Treasurer's Report – Shona Taylor

Update on subscriptions; 52 members are still to pay subs, emails will be sent out this week. Hand over went well, budget on track and new website costs have been updated into budget.

Vice Commodore's Report – Sheenagh Neill

Report as published in the *Albatross*. Mentioned all cruises in October and thanked all Cruise Coordinators for volunteering to share cruises with other members

Commodore – Andrew Boon

Report as published in the *Albatross*. Additional items include:

- Petuna briefing Oct 12; 5 committee members to meet and will report back
- Discussions with Friends of North Bruny Island re *Draft Sustainable Industry Growth Plan for the Salmon Industry* they want considerations on new fish pens to include impact from traffic noise lights etc on neighbours and surrounding shorelines. Andrew yet to hear back on final outcome

Women on Boats

Report from Jo Topp. Jo mentioned it had been quiet last month due to illness and absence. Ginny Gerlach was presenting a sail trim session on Tuesday night and also offering limited places on a practical sail trim day (for \$90). Jo also mentioned it was pleasing to see Val Nicholls and Wendy Le Cornu volunteering to lead general cruises for our club

Membership Officer

Richard Taylor shared our new banner for Cruise Coordinators to use. He outlined a reward for introducing the most new membership: a gift voucher for one night's accommodation at the Wool Store. He asked members to take their badges home and bring with them and mentioned the possibility of a permanent badge plan. The cost of which will be approximately \$10. More updates next meeting

Items from other officers/other business

As required including:

- Winter Forum October MOB exercise Bryan Walpole; explained procedures for this practical exercise to members. 6pm on 17 Oct person overboard exercise. Several boats involved plans for hypothermia and other safety issues in hand. Video by Jeff Murray to be used afterwards to analyse procedures & discussion
- Maritime marketplace, Kettering May 2018 members encourage to sort out gear for this sale again in 2018
- Facebook Sheenagh Neill encouraged new sailing season photos, 90 members in closed group & 114 following our public page
- Website Tony Peach reported new website will be live in a few weeks very device friendly and will streamline many features for members & committee tasks
- NE Cruising Guide will be available at latest early Nov first print run is 100 copies
- Environmental Group: Andrew reported first meeting will be held this month

Next Meeting

The next GM will be held on 7 November 2017 at DSS.

Close

Formal meeting close 8:05 pm.

Guest Speaker

Guest speaker was Club Member Ian Johnston, who spoke about his days racing across oceans doing 300 miles per day solo or two-handed, with a particular focus on trying to learn and teach seamanship in difficult situations. He also spoke about the Australian Wooden Boat Festival, cruising in the Netherlands and about a book of mud maps that he has put together on Tasmania's southwest and west coasts.

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