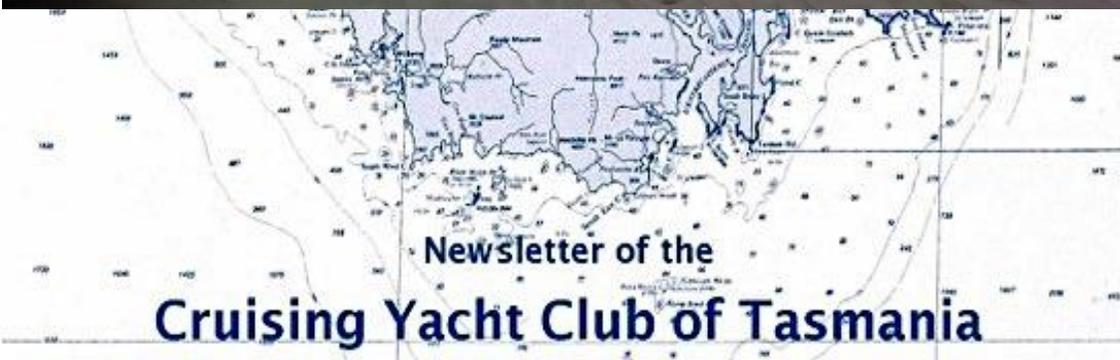


Albatross

Volume 45 No.4 April 2019



Newsletter of the
Cruising Yacht Club of Tasmania

PO Box 605 Sandy Bay TAS 7006

cyct.org.au

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| | | | |
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Erika Shankley Dave Davey Chris Creese Kim Brewer

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

The normal deadline for publication is 19th of the month prior to issue.

Negotiation with the editor may be possible

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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. 23

| CYCT CALENDAR | |
|-------------------------------------|--|
| <u>April</u> | |
| Tues 2th | CYCT General Meeting @ 7.30pm Venue: RYCT upstairs. Guest Speaker Frances Bender – Huon Aquaculture |
| Sat 6th | Barnes Bay Regatta |
| Sat 14th | New Norfolk Cruise |
| Tues 16th | Committee Meeting @ RYCT 7pm |
| Tues 16th | WOB Meeting RYCT @ 6.00pm |
| 19 th – 22 nd | Donald Sutherland Navigation Cruise (Easter) |
| <u>May</u> | |
| Mon 6th | WOB Meeting RYCT @ 6pm |
| Tues 7th | CYCT General Meeting @ RYCT 7.30pm |
| Sat 11th | Little Fancy Bay Cruise |
| Tues 21st | CYCT General Meeting @ 7.30pm Venue: RYCT upstairs. |
| Thurs 30th | Winter Forum @ RYCT upstairs 6pm – Andrew Boon |

Editorial – Fiona Tuxen



As was pointed out by members at last months General Meeting, we need to show photos in colour to get the impact. Which led to the idea that we make our monthly centrefold colour but add some excitement to this by asking for very special photos each month, which will then go into a Competition.

Consequently, I have printed the East Coast Cruise Photo again on the front Cover, so we all get the benefit and wonder why we did not go on the Cruise.....

If you would like to participate in the Photo Competition, please email me your entries, with a brief description of what and where the photos are, and who the photographer was.

A snippet – Erika Shankley

Did you know that since the Club's inception in 1975, 836 people have joined the Cruising Yacht Club of Tasmania? Members have come & gone over the years, some even joining the Club twice! Current membership stands at 341. I wonder how long will it be till we reach a total of 1000 members, past and present, on our books?

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.

Commodore's Report – Richard Taylor



I am pleased to see that after our requests by myself and the Editor that this April edition has had some very interesting and well- prepared articles.

Thanks to those who have contributed this month. When I look at the vast experience of members we have, including the miles that they have sailed, the knowledge they have, the years they have been a member, the skills that they have, the boats that they have owned or built, the weather they have encountered ,the CYCT cruises that they have just completed or from new members who have other boating desires, it should not be difficult to attract further interesting articles.

The Albatross magazine belongs to our club and should be supported by all members.

Our new club Website has been implemented by our hardworking webmaster and designed for your benefit, all club activities and information, cruises, photos, forums and much more is there, Quite a low percentage of members are logging into the site, And for those who don't know, Our website can be found at. " cyct.org.au ", visit it you might be surprised!!

Upcoming cruises are .

Barnes Bay Regatta – Volunteers need to help KBC

The NewNorfolk cruise, on April 13/14 coordinator. Phil Bragg

The Easter Donald Sutherland navigational cruise , Friday 19 / 22 April

Coordinator Richard Taylor

Please visit our Website for more information .

Our guest speaker for our April meeting is Frances Bender , Executive Director , Huon Aquaculture.

For quite some years we have been aware of the ongoing concerns of club members and the larger boating public relating to the many safety issues of the Fish farming Industry that relate to recreational boating.

To this point I have asked Frances Bender to speak on the issues of

1. Marine debris created by the fish farms.

2. Development of offshore deep water pens.
3. Identification of all fish farms by AIS beacons.
4. Rehabilitation of sites upon abandonment.

We will as is customary have question time but because of the interesting topic I am suggesting to members that any intended questions from our members to be put in writing to the secretary before the meeting commences, please put your name on your question.

Any member can prepare a question that relates to the topic . Some questions may also come from interstate , absent or travelling members.

Once all written questions are addressed an open question forum will be received depending on our time left.

She will be a very interesting speaker and is in high demand, don't miss her.

Our Committee member Chris Le Cornu has agreed to be the coordinator of our members buyers group, read our Albatross magazine or visit our website for more information.

Vice Commodore's Report - Greg Hitchens



Since my last report we have had the Post Wooden Boat Festival Cruise (coordinated by Andrew Boon) and the East Coast Cruise. And by the time that you read this, we will have had the Coningham Beach cruise coordinated by Phil Bragg. Thanks Andrew and Phil for putting your hands up.

The weekend of April 13-14 and our cruise to New Norfolk is fast approaching on . Phil Bragg is also coordinating this one, and as we need numbers for the bridge opening and the dinner on Saturday night registration is essential.

Finally, the Donald Sutherland Navigation Memorial Cruise to Recherche Bay has been rescheduled for Easter (19 - 22 April). Numbers for this event are limited with priority going to those who registered for this event in January. As before, Richard and Shona Taylor are co-ordinating. Richard has already sent out a follow up email to those that registered before. Please use the website to express your interest or, failing this get onto Richard.

I think that we have a pretty good cruising calendar. I am trying to find the right balance between too few and too many, however if you think that there are other cruises that we

should be doing please contact me and we will add it to the calendar. The only thing that I ask is that you are prepared to act as the cruise coordinator or to organise somebody else for that role.

Happy and Safe Cruising

Rear Commodore's Report – David Bowker

No Report - Overseas



| | March | April | May | June |
|-----------------|------------------|-----------------------|-----------------|---------------|
| Mon | | 1 | | |
| Tues | | General Mtg 2 | | |
| Wed | | 3 | 1 | |
| Thurs | | 4 | 2 | |
| Fri | Extended East 1 | 5 | 3 | |
| SATURDAY | Coast 2 | Barnes Bay Reg. 6 | 4 | 1 |
| SUNDAY | Cruise 3 | 7 | 5 | 2 |
| Mon | | 8 | 6 | 3 |
| Tues | General Mtg 5 | 9 | General Mtg 7 | General Mtg 4 |
| Wed | | 10 | 8 | 5 |
| Thurs | | 11 | 9 | 6 |
| Fri | | 12 | 10 | Huon River 7 |
| SATURDAY | | 9 New 13 | Little Fancy 11 | Kermandie / 8 |
| SUNDAY | | 10 Norfolk 14 | 12 | Franklin 9 |
| Mon | | 11 | 15 | 13 Cruise 10 |
| Tues | | 12 | 16 | 14 |
| Wed | | 13 | 17 | 15 |
| Thurs | | 14 | 18 | 16 |
| Fri | | 15 Donald Sutherla 19 | 17 | 14 |
| SATURDAY | | 16 KYC/CYCT 20 | 18 | 15 |
| SUNDAY | | 17 Navigation 21 | 19 | 16 |
| Mon | | 18 Recherche 22 | 20 | 17 |
| Tues | | 19 | 23 | 18 |
| Wed | | 20 | 24 | 19 |
| Thurs | | 21 | 25 | 20 |
| Fri | | 22 | 26 | 21 |
| SATURDAY | Coningham Bch 23 | 27 | 25 Dark 22 | 22 |
| SUNDAY | Coningham Bch 24 | 28 | 26 Mofo 23 | 23 |
| Mon | | 25 | 29 | 27 |
| Tues | | 26 | 30 | 28 |
| Wed | | 27 | | 29 |
| Thurs | | 28 | | 30 |
| Fri | | 29 | | 31 |
| SATURDAY | | 30 | | 29 |
| SUNDAY | | 31 | | 30 |
| Mon | | | | |
| Tues | | | | |

Public and School Holidays:

8 Hour Day 11/3 Good Friday 19/4
 Easter Monday 22/4 Queen's Birthday 10/6

Other Events:

Anzac Day 25/4
 KBC Barnes Bay Regatta 6/4 14-23 Dark Mofo
 Port Esperance SC Regatta 19-22/4

Facebook Report. March 2019

Closed group members only

Membership no new members this month Don't forget all members are entitled to join the closed group. .

Our total membership is 123 .

CYCT members are able to use the closed group to share photos and stories of their on water trips and comments.

Any member can share their photos or information in this group. The rules are in our " announcements and easy to follow. Importantly to be added to our closed group you must be a current

primary or secondary member using your membership name. Membership is checked before we can add you.

All members welcome. (your request is checked against your membership name)

This months Top posts were from;

Lewis Garnham who was sharing his cruise on the James Craig, in particular the sail between Eden to Jarvis Bay

David Mitchel post about sailing into fog outside of Fortesque Bay on Wayfarer II

Jackie Zanetti's post about anchor drift in Chinaman's Bay

And Dinah Jones Curious eagle rays and mobs of crabs, devil prints in the sand, Shoal Bay, Maria Island

CYCT. Public Page

The CYCT public Facebook page, is where we share information about on water discussions issues, MAST notices etc or CYCT events.

The page has currently 195 people following it up by 5 from last month and 181 like the page .

The page advertises our club and encourages sailors to join.

All great free advertising for the club.

We need a Facebook Admin

I am planning on longer ventures into the future. So I need someone willing to take over CYCT Facebook group and page management please email me (Sheenagh) if interested.

Sheenagh and Tracey

An Alternative Extended East Coast Cruise – David Mitchell

As was noted at the recent club meeting it has indeed been a summer of cruises. For myself, I have somehow managed to be invited to crew twice on extended cruises, the first being with Mike Ponsonby back in late December-early January where we not only circumnavigated Bruny but as well the Tasman Peninsula.

Now normally, as I guess some members are too well aware of, I tend to blog (post photos and write brief notes of the day's sailing action) on cruises I go on via the club's Facebook page. Where upon Uncle Tony normally will pirate some of my photos for the club website, which I am grateful for, as I tend to be somewhat slack in getting organized to post such photos onto the website.

Back in late January, Anne Clark of *Wayfarer II* approached me to see if I would be interested in sailing with her on her boat on the Club's Extended East Coast Cruise, planned for mid-late February. Hey, what with both *Minerva* out of action and Mike (*Rubicon*) being otherwise occupied with other matters, what could I say but yes please. Afterall, as a perpetual sailor on other people's boats, such opportunities are pretty much always welcomed if I can manage the time etc. Of course, while I hadn't sailed on Anne's boat or with her previously, to quote Mathew Evans (Gourmet Farmer), how hard could it be. By now, I have sailed on so many different boats with many different skippers, that adapting to the differences surely isn't that difficult an issue. But of course, I caught up with Anne a number of times prior to the trip to have a good look over her boat, to help familiarize myself with some of its systems and differences plus basically get to know her. Needless to say, as a foodie, it was also good to chat about our food plans for the trip.

There was a little fly in the ointment, however, as I had a short trip to visit in NSW planned for early/mid-February and so wasn't available to start the cruise until around the 21st, the CYCT cruise though was due to leave around the 16th. As it worked out this worked well for Anne and our other crew member, Horacio (he's from Argentina, oh, and not only is a highly experienced sailor but as well a really fun guy to spend time with).

And so, after, provisioning the boat with more than sufficient food for our planned 10-day trip, fueling up and generally getting the boat ready, we finally departed Kettering on the 21st around lunchtime and headed towards Monk Bay for our first night. On this first leg of the trip we did manage to get the head sail up for a bit of a sail across Storm Bay but, like all too often on these trips the iron sail was needed to get us to our destination. A pleasant first night out was enjoyed. As high tide wasn't due to occur until close to midday the following day, we had a very slow and relaxed start to the day but eventually we were able to line up through the leads and pass through the Dunalley Canal without any problems. This was something Anne had wished to do, given a previous experience in transiting the canal. And so out to sea and up the coast we headed, Prosser Bay being our destination for the second night and where we were to collect both Horacio and his girlfriend Helen, who was to join us for the weekend. A late dinner that night

and as was to become a bit of a theme across this cruise, of course no 4 o'clock sundowners and nibbles this night.



(Wayfarer II on anchor at Darlington Harbour Maria Island)

The following day we had a delightful sail across to Darlington (Maria Is) with the Genoa up, a nice ave 17 knot breeze, *Wayfarer II* just slicing her way across the waters at an average 6-7kts. Once there, we luckily were able to hook up to the MAST mooring.



It being a lovely afternoon, we went ashore and first walked over to the Fossil Cliffs before returning to explore both Darlington and later on a walk over to the Painted Cliffs with the sun shining on the yellow, pink and terracotta hues of the sandstone. Day 4 of this cruise saw us spend the day at Maria, what with Horacio and Helen making the walk up to the top of Bishop and Clark, while Anne and I did some boat work before settling into a relaxing day. With the other crew members back from their walk we then had yet another delightful sail back over to

Prosser Bay to drop off Helen who had to head home. Now I should say that while yes, it is required to wear life jackets when going ashore in the dinghy, that the following incident was quite funny, and the following mornings antics only added to the theme re watching out for MAST across the rest of the trip. In short, in returning to the boat, while passing over a couple of jerry cans of fresh water, Horacio missed his footing and fell backwards into the water. I quickly hauled him out, and all was well, all of this occurring at dusk. We headed across the bay to anchor at Meridith Bay for a very pleasant night.

The following morning while getting ready to depart we were visited by two MAST guys in their large "tinny" and thereafter followed a conversation regarding Horacio not wearing a life jacket, as he had been seen. Most intriguing given that not only the incident occurred under low light (dusk), plus we were reasonably well away from shore. Anyway, the key message was not to do this again, something we needless kept on reminding ourselves, that the long arm of the law will be watching out for us with very big binoculars.

From Orford we motored all the way up towards Schouten Island and the passage. Lunch being enjoyed by both Horacio and I, while poor Anne missed out, given what happened next. It was somewhat windy and a bit rough upon entering the passage but thereafter after we exited to see the conditions significantly worsened rapidly, and as we started heading north were hit by N/NE winds gusting up to 35

Knots, and very rough sea conditions with a primary swell estimated to be up to 6m but perhaps 4m on average, with a second swell, plus confused waves. Needless to say, we were all harnessed on and the decision needed to be made quickly to either turn back or continue to our planned destination of Wineglass Bay. Anne and Horacio made the cool-headed decision to continue as turning back was considered too risky. It was tough going for all including *Wayfarer II*. In the end it took us some 5hrs to make the relative short distance of roughly 7nm. Such were the conditions we could only make around 2-3knots speed, with sometimes even less. Finally, having passed Lemon Rock and the entrance to Wineglass, having practiced the turn, Anne turned the boat around on a lower swell and we thereafter had a reasonably straightforward passage into the bay. Thankfully there were no other boats there and so we tucked ourselves in around the corner as best as possible, but with sufficient depth. Relief all around.

The following morning 2 other yachts, including a CYCT boat (*Nebo*), plus 4 other large motor boats joined us in the bay. We went ashore for a really nice and needed walk up to the lookout, with all the other tourists mingling there having walked up from the Coles Bay side. From Wineglass, we headed all the way down to Chinaman's Bay (Shoal Bay), enjoying pizza on the way. A pleasant night, with finally sundowners and nibbles enjoyed upon *Wayfarer II*, as a result of meeting up with some Tango friends of Anne and Horacio's who had sailed up on their small 30 ft boat to the bay from Dunalley.



From here, we once again motored all the way down the coast to anchor at Canoe Bay (Fortescue) adjacent to the wreck, just as I had done with Mike back in January.

A walk along the coast track to the beach and camping area at Fortescue was enjoyed, Anne also enjoying a swim, (way too cold for me to even think of swimming).

From Fortescue, the next day we departed and headed off into a thick sea fog, not being able to see more than perhaps approx. 100-200m in front of the boat/around ourselves. So, it was navigation by instrument and correlation with the chart, my job. Anne once again did a sterling job in steering and not sending us into the rocks (the Lanterns, Cape Pillar and/or Tasman Island).





We rounded the corner at the bottom end of Tasman Island and could see land, and hence made our way to Stewarts Bay. Having phoned Andrew Boon, to enquire if his mooring buoy there might be free and available to us, to which he said yes, we arrived to find another boat on the mooring. They most graciously offered to drop their lines and anchor elsewhere, given they had emailed Andrew but not had a reply affirming their wishes. The weather was delightfully Mediterranean in comparison to what we had encountered on our way down the coast, and so finally got to enjoy sundowners, afternoon snacks, and for Anne yet another swim.

We stayed the following day on the mooring, given that the weather was hot and forecast to be strong out in Storm Bay. Helen once again joined us on board for the day, along with a friend of Anne's. The day was spent relaxing with numerous swims, including myself (even if the water was more suited to Penguins as Horacio noted) lunch, more sundowners, nibbles and nice BBQ dinner that night was enjoyed washed down with a nice aged red.

Finally, to the last day, we motored out to an almost glassy sea but overcast day, the conditions remaining like this right across Storm bay and finally back to Kettering.

Huge thanks to Anne for inviting me onboard *Wayfarer II* for the trip, all the great meals enjoyed, her sailing skills especially when they mattered in keeping us safe, to Horacio for his sense of life, fun, humor and sound sailing advice and to all else we met and enjoyed company with on this trip. Lastly, many thanks to Andrew for allowing us to enjoy the security of his mooring at Stewarts Bay.

David Mitchell

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

New Norfolk Trip – David Watson



Serenade made the trip up to New Norfolk in late January to escape some windy weather. We stayed for a few nights, with the children spending the whole time on the water. We tied up at the steamer jetty as usual, however the new floating deck is now complete, and I have enclosed a few photos. The low section of the pontoon is for rowing shell activity, however there are no signs excluding us from tying up there although there are no bollards on that section.

Another change is obvious; the caravan park managers house has been demolished to make way for a new rowing clubhouse.

The newer solid jetty on the opposite side of the river to the steamer jetty (closer to the bridge and shops) is still good value. The boat launching area, level with the caravan park, still has a low wooden retaining wall you can rope up to. We have had Serenade in there, but the stern is touching trees.



Finally, I noticed a change to the river on the way up. Between markers 20 and 21 we touched the bottom. I had held Serenade close to a line connecting the markers, the same line I had used on other trips upriver. On the way back moved 50 metres into the channel and had no problems.

Any queries, call me on 0419 123 550, David Watson.



Women on Boats – Tracey Taylor

Women on Boats 2019 Calendar

March Tues 19th
April Monday 8th
May Monday 13th
June Tuesday 11th
July Monday 8th
August Monday 12th
September Monday 9th
October Monday 14th
November Tuesday 12th
Dec Xmas gathering Monday 9th Not at RYCT.

The WOB meeting for March was very well supported with over 25 ladies attending. The draw card was the practical activity, lead by the ever capable and patient Ben King from Almass, who demonstrated how to make a soft shackle.

Ben, took us through the differences between Dyneema and Spectra lines.

He explained that all Dyneema is not the same, recommending Hampidjan or Liros Dyneema due to it's quality, reliable breaking strength and high abrasion strength.

We learned that 3 mm Dyneema has a 1000kg breaking strength! 4 mm has a 2000kg etc.

Ben patiently took the WOB through a lesson specifically designed to complete a soft shackle, using a simple splicing technique and a Lanyard knot. This would be a practical solution to solve a variety of requirements aboard.

It was a buzzy meeting with positive outcomes. Followed on with lots of ladies enjoying Dinner In the Bistro.

Thanks again to Ben, who has been so helpful and generous with his time. His efforts have been well appreciated.

Our next meeting on Monday 8th April will herald a change, as we will now meet on the **Second Monday** of each month @ RYCT 6pm-7.30 pm.

We look forward to meeting and hearing from Jo Breen, who will give us an Informative and no doubt, Inspiring talk based on her 2018 Melbourne to Osaka sailing race and her local Sailing courses available.

See you on the water. Tracey T

Membership Officer's Report – David Mitchell



Once again I am writing this report in advance of requirements, but as life would have it, I seem to be personally busy with other commitments and as such it is best to get this done now. As you will read elsewhere in the Albatross, I did manage to have my second 10 day sail (even if most of it was motoring) trip this summer, this time on Wayfarer II. While we had intended to catch up with other club members on the Extended East Coast Cruise, somehow this never quite happened. We did manage to catch up with the crew of Nebo at Wineglass Bay but that was about it. Hopefully, someone may have written up a trip report on the “official” Extended East Coast Cruise.

Now as Membership Officer for the club I know I should be writing about membership matters, of new members, applications or other such stuff, but frankly given the dearth of such things, there really isn't much to note beyond saying welcome to new Member's Robert and Jacque Donovan and recent members who joined the club during December and January, plus two other applications to join the club. I hope you all become involved in the many planned activities over the next few months on the water, and other land based activities be they the Winter forums, Women on Boats etc and over the years forward. It is your club, and what you put into it will be to the advantage of all.

Special Item for Members Attention

Due to the ongoing rise in costs to run the Club, Administration, Printing, Maintenance of Club Moorings and Accommodation for our Monthly Meetings and Forums, The Committee recommends that we increase our annual membership fees to be set at;

General Membership to \$110.00, Social Membership (those without boats) to \$85.00

This need to be set at the May Meeting. (according to the constitution)

APPLICATIONS FOR MEMBERSHIP

These applications for membership will be automatically ratified within 14 days of the date of the scheduled General Meeting immediately following this publication of the *Albatross*, subject only to any member lodging an objection, in writing, to the Secretary no later than that date.

Olango

John & Lyn Bryant

Lalaguli

Rob & Joanna Nolan

Prion

Michelle Lucas & John Dryden

WELCOME TO NEW MEMBERS***Bonne Idee***

Robert & Jacquie Donovan

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.

New Members Robert & Jacquie Donovan – Bonne Idee

Thank you for welcoming Bob and I as new members of CYCT.

We are looking forward to participating in cruises, Women on Boats and meeting other members.

Our cruising story began in 2000 in Fremantle, we had just missed out on a Robert Perry, Passport and then became focused on trying to find another Perry. This search led us to Russel, Bay of Islands in New Zealand where we found "Isalei-Rua. a Canadian built 37 ft. sloop.

We left Fremantle September 2003, crossed the Bight and eventually made our way to New Year Island, Currie Harbour etc.

We were lent a mooring at Cygnet and fell in love with Tasmania. We visited Port Davey and after many months in Tasmania we left to sail up the East Coast of Australia and from Townsville onto the Louisiades.

We sold the Yacht in 2007 and came back to Cygnet to buy a house and settle down!

We did not settle for long, in March 2011 we sold up and went to France and bought a 16 metres Aluminium, British built barge, then spent the next 3 years traveling the Canals in France, Belgium and The Netherlands.

We returned to Hobart in 2014 and had often toyed with the idea of buying another yacht and eventually purchased Bonne idée, a Van der Stadt Pion in August 2017.

We have just this year joined BYC Cruising Section CYCT and have joined in one cruise so far and look forward to many more.

| |
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| <p>These applications for membership will be automatically ratified within 14 days of the date of the scheduled General Meeting immediately following this publication of the <i>Albatross</i>, subject only to any member lodging an objection, in writing, to the Secretary no later than that date.</p> |
|--|

New Members Rob Nolan

Most of life (now 67 yrs) in and around (mostly small) boats.

Built and cruised a Norwalk Island Sharpie 23 'Shearwater' over 17 years.

Member of DSS over 30 yrs.

Crew member on 4 interstate (1 Melbourne, 2 Sydney, 1 Gold Coast) deliveries from Hobart.

Now owner of Lalaguli. Lalaguli was previously on the CYCT book under owners Barry and Margaret Jones.

Current President (about to expire after full term) of Wooden Boat Guild of Tasmania.

Recent return from Port Davey on 'Amodet' with CYCT member Andrew Perkins.

A photo of Lalaguli is attached.



Figure 1 Mutton Bird Island - Ian Johnston



Figure 2 Wine Glass Bay - David Mitchell

Figure 3 James Craig From jib boom end sailing with all 21 sails set. Lew Garnham





Members Buy and Sell

Is space on your deck an issue?

Think about a 2-piece nesting fibreglass dinghy that slips together in just seconds.

See it on

www.stowawaydinghies.com.au or
call Leigh Miller on 0477 177 187
or 62299078



Any member that may wish to advertise goodies for sale, please ensure all information, i.e. Description of Goods and your contact numbers to enable the sale, will be shown on this page.

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:
Name: Cruising Yacht Club of Tasmania Inc. **BSB: 06 700 Account: 2803 5573**
Please include your name and brief details of the purpose for the payment.

Dingy Mania – Bob Buchanan

Our fearless and feisty Commodore suggested to me at the March GM that I might make a contribution to the Albatross about my dinghy sailing and racing activities. When the suggestion was repeated, apparently independently, at the same meeting by my good friend Al Braddock I could see that resistance might be frowned upon. So I steeled myself to make the effort. I hope it is not too tiresome for the reader, but if it is I know you will skip ahead.

The Commodore, as part of his persuasion technique, contended that many members of the CYCT have a dinghy sailing background. This may or may not be true. It may have been simple puffery on his part, but I will assume it is true because it will allow me to assume a reasonable familiarity with regatta arrangements where these days it is common, weather permitting, to race small boats in series of up to ten races, often 2 (or more) per day for 5 - 7 days.

I have made a start on my assigned task, as you will see hereunder. I have decided to deal initially with fairly recent events, after setting the scene. If my enthusiasm does not flag, and no major setbacks arise, I may also try to send some reports about the various regattas I have planned later this year, in Europe, Scandinavia and back in Australia.

First, a little background to put things in context.

Joëlle and I are fortunate enough to have two bigger boats in Tasmania. Dianne Johnson is a 33 foot timber motor cruiser built from celery top and huon pine. She was launched in October 2013. Slipstream is a Sigma 36 sloop, built in the UK, launched in 1985 and sailed by her first owners to Australia. I am the third owner. She is at present having a refit. However, these are relative latecomers.

I began sailing dinghies at about 11 years of age. Through my adolescence and early adulthood I then mainly crewed on other people's yachts in Sydney club racing.

It was not until the mid 1980s, as I was approaching 40 years old, that I began on a path that has lasted more than 30 years - sailing single handed dinghies, the OK Dinghy and the Finn.

The Finn (4.5 metres in length) was designed by Rickard Sarby for a competition to select a new class for the 1952 Olympic Games. It has been in every Olympic Games since, becoming established as the men's heavyweight single handed dinghy. It has a reputation for physicality. Paul Elvstrom was a well known «Finnist». The OK Dinghy (4 metres long) was designed by Knud Olsen a few years later. It is sometimes said to have been intended as a training boat for the Finn. That is not strictly true although it has sometimes played that role and Elvstrom was a great supporter of the class in its early years.

Both classes have seen extensive technical development. They each have a single sail hoisted on an unstayed mast. Construction materials were initially wood (hulls, masts and booms). Hulls are now usually fibreglass although computer cut timber OKs are proving very competitive in recent years. When I began sailing in each class the masts and booms were aluminium. Carbon fibre masts are now universal.

I first competed in an Australian Championship in 1987 in an OK, in a World Championship first in the OK in 1994 in New Zealand and in a Finn Gold Cup in 1995 in Melbourne. Since then I have sailed in many Australian and overseas regattas, including a number of world championships, not in the top echelons, but in the mix. I am not going to be writing about glory, but simply about the pleasure of being able to engage with competent sailors, sometimes the best in the world in their field, on the same racecourse and on shore.

Competing in world class regattas when one has passed 70 years of age presents particular issues. Apart from a very small number of super sailors, one has to accept that podium positions, or the top ten, are unlikely ! However, being able to compete mid fleet can be great fun and is a great privilege. After all, every regatta has a group mid fleet. Competitors well down the second half of the fleet are also needed - by definition. Time limits ensure, if necessary, that those whose results are counted are not too out of touch with the leaders. I don't remember ever being last in a race, or desperately close to last in a regatta for that matter (although someone has to be !), but I am conscious of slipping, gracefully I hope, closer and closer to that end of things.

In both classes, there are now trophies for older age groups. The Finn class also has a very strong independent Masters organisation, particularly in Europe. Every year the Finn World Masters regatta attracts a very big fleet of sailors 40 years old and over. I sailed in my first Finn World Masters in 2008 in Holland, when I was 60 years old and have tried to turn up regularly since then, managing to get to the Finn World Masters in later years in France, Croatia, Italy, Greece, Poland, Barbados and Spain. In the OK I have been fortunate to have sailed in world championships in Australia, New Zealand, Poland, Germany and France.

However, I am not going to give a further general survey of my sailing history. That would be too tiresome for you, and for me. I thought I would give just a glimpse at one year's events which represent my current attempts to stay in touch and to maintain an adequate level of fitness while I can. My retirement a couple of years ago has permitted me to pursue these goals rather more vigorously than before.

This year's regattas started for me in the Southern Hemisphere in January (well late December really) with the OK Nationals and then the Finn Nationals, both at Black Rock Yacht Club on Port Philip Bay followed by the OK World Championship at Wakatere in New Zealand in February.

The Black Rock Yacht Club may be the best dinghy racing club in Australia. It has top class race management (including Kevin and Ross Wilson) and outstanding rescue arrangements, as well as remaining a low key, family based club. It also produces fine sailors.

I have an old regatta T-shirt which says - « Black Rock, where the beer is not flat and nor is the water ». I cannot speak much about the beer these days but the Black Rock sea breeze (and many other winds that blow there) make sure that there are often plenty of big waves to keep the sailors on their toes. It was a few years since I had sailed there and I had to get used to it all over again. I have sailed in waves in many places but Black Rock always seems different.

At the OK Nationals, four former Australian champions (all Black Rock members, and one twice World Champion) were competing. This was a lead up regatta to the World Championship and the standard was good. Good winds, good racing. No prizes for me - a new over 70 trophy went, deservedly, to a former Australian champion. When racing was over we packed boats into containers to go to NZ.

The following week was the Finn Nationals. This was a very high standard regatta. The top Australians were there- Jake Lilley who went to the last Olympics, Oli Tweddle, Jock Calvert from Tasmania, and others. In addition, the world No 1 - Giles Scott was there as well as Olympians from Holland and a group of other top sailors. One estimate was that about 6 of the top ten in the world competed. As the Finn is (still) an Olympic class, the top sailors are effectively full time, and it shows. Not surprisingly, the standard through the fleet varies, but no one was scored DNF for being too slow to the finish line, and there is plenty of scope for good competition throughout the fleet. As an added incentive, this was a selection regatta for Australians wanting to sail in the Finn Gold Cup in Melbourne in December this year.

I was still fairly tired after the OKs. Some of the guys struggled a bit after capsizing in the bigger breezes. I did not capsize in those races but I did decide (with a few others) not to sail the second race on two days in a building and (for me) challenging breeze. Making decisions like that is part of the deal for older sailors. It doesn't do to put the rescue crews to unnecessary work on the days when they are most needed, and Joëlle reminds me often that I am just sailing for fun. No prize this week either but it was a top class regatta at a great and challenging venue.

Three weeks later, NZ for the OK Worlds. This also had a star-studded fleet. Plenty of ex world champions, some Olympians, a big fleet, the racing area on the America's Cup course, plenty of tide and plenty of sunshine. And great on shore organisation and camaraderie. The Kiwis are always hard to beat at home, socially and on the race course, and this event was no exception.

For me it was a chance to catch up also with old friends. One of my great sailing mates in both classes was (and still is) Leith Armit, who won the OK Worlds four times and went twice as

reserve to the Olympics for NZ in the Finn. When he was 18 he came 2nd in an OK Worlds. In this regatta his son Josh came 3rd at 17. It made me realise how the years are passing.

I did get a prize this time. A new trophy for first competitor over 70 was initiated at this regatta. There were a few of us competing for it but luck was with me, so mine will be the first name on the perpetual trophy. Something similar happened at the Finn Europeans at Split in Croatia last year, so there will be a couple of records of me sailing, if the trophies are not lost !

That was how the year started. At the end of April we head for Europe. So far my plans include an OK regatta in Bandol in Southern France, the Danish Finn Nationals, the Finn Masters World Championship in Denmark, the OK Europeans at Kiel in Germany and the French Finn Nationals. If we stay in Europe beyond July (depends on Brexit) I may add some more. And then probably the Finn Gold Cup in Australia in December. That might be enough for one year.

What a privilege and a pleasure it is. I count myself very lucky.

Best wishes to all.

Bob Buchanan

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

A Ripping Tale.....But True – Christina Hay



August 1981

After spending a leisurely month sailing around the Fijian Islands, we set sail for home. The south east trades were only just moving us through the azure blue sea, the girls, who were 6 and 12 years old were used to making faster passages and were anxious to get home. As the weather pattern was to remain much the same for two weeks or so, we decided to make a slight detour.....of 500 nautical miles.... from our rum line to Sydney, to make landfall on Pentecost Island, as we had been intrigued by stories of the “Land Diving” by natives on Pentecost. Also, it would give the girls something to look forward to. We were lucky to catch a bid Dorado fish a few hours before making landfall at Panggi. A small village on the sheltered western side of the island. We presented our catch to the village chief, along with a few ropes and fishing gear, children’s clothes and food

that we could spare hoping this would help gain us entry to the island. The natives made a great fuss of the girls and appreciated the goodies given to them.



Native Land Divina

“Land Diving” has been performed for at least hundreds maybe thousands of years. Local legend has it that a local lady was constantly mistreated by her husband, she would run away, but he would always find her and bring her back, only to suffer more harsh treatment. After one such time, she climbed the highest banyan tree, calling him to follow her. Her friends, the other native women were taunting him, eventually he climbed the tree after her, as he neared the top, the wife jumped off. She had

cunningly tied a strong vine to her ankle which she secured around the tree branch out of sight of her husband, which stopped her hitting the ground, which would have been fatal. The women quickly picked her up, untied the vine, then they all taunted the husband to follow suit. Of course, not having a vine around his ankle to break his fall, he jumped and was killed by the fall. Justice was achieved. For many years, only women were the jumpers, but now a days only men

are allowed. It is tradition that the boys around 12 and a3 years old have been recently been circumcised perform the ritual to herald them into manhood.

So, it was trepidation, that we asked if we would be able to witness a jump. No trouble at all. With drum and stick banging, singing and much laughter we were escorted to the tower to watch the young men, who thought it a great honour to perform. Traversing the well-worn path up a small rise, we saw the tall tickerty wooden tower about 50 metres high. The tower built on the edge of a quite steep bank, so that when the diver touched ground, he is apt to tumble down the slope, making the landing somewhat softer.

I was really not keen, thinking what if one dies?... we might have to climb up and jump as a form of retribution. All went with incident, and Picton declined the offer to jump. But there was a price to pay. They wanted to have the last laugh and insisted that we go pig hunting with them. Also, we thought that not a bad idea as pork would be a nice dietary change from fish.

Picton and I were given long spears and a lesson on how to use them. No, one did not throw the spear at the pig. The plan was to corner the beast, then when he charged, the blunt end of the spear having been pushed into the ground so that the force of the pig hitting the spear, would not knock the hunter over. Easier said than done, I thought!

After an hour or so a big boar was flushed out of the undergrowth. He ran very fast towards a rocky outcrop with the four natives, Picton me and the two girls in hot pursuit; the men were waving their arms and pointing into what appeared to be a small cave, after much chatting and laughing we understood that the pig had run into the cave for safety.



Local Boar

The girls were motioned to move away from the cave entrance, Picton and I lined up in front of the cave, about 20 feet from the entrance. The 6 of us with spears, forming a barrier. We stuck our spears in the ground as previously instructed. The natives proceeded to throw their spare spears into the cave.

No movement.... All was quiet, then with a blood curdling squeal the boar came bounding out, red eyes blazing, long razor like tusks gleaming in the sun, bristles up his neck standing on end.... Making a bee line for me! I let out an almighty scream, the girls screamed, the men and Picton stood firm. In that split second the boar changed tact, swerving

in Picton's direction thankfully he had the presence of mind to hold his spear steady and as the boar was within 3 feet pointed the spear right at the boar and braced himself for the impact. The boar was writhing and squealing, but not for long, as the spear penetrated him through the

chest. Much whooping and cheering from the natives.... But we had to console two almost hysterical daughters.

Pentecost Island is one detour that they will always remember.

(As New Zealand set up "Land Diving", renamed "Bungee Jumping" as a Tourist Activity in 1985, Phillipa flew to Queenstown to fulfil a long-awaited dream.... She did two successful jumps on her 21st Birthday, much to my horror when I was given the news.)

Southport to Auckland – Ocean Gem – Joanne Harpur



Hi all, just crossed Southport to Auckland on Ocean Gem. Not sure you will like to publish but here's what a Code 0 can do on a good day. Regards all, Joanne Harpur.

Minutes of General Meeting held at RYCT on 5th March 2019

Opening

The Commodore Richard Taylor opened the meeting at 7.30 pm.

Attendance

Fifty people attended the meeting. The Attendance Sheet is filed with the official copy of the minutes.

Apologies

Twenty apologies were received, which are listed on the Attendance Sheet.

Guest Speaker

The Commodore introduced the Guest Speaker, Mr Paul Cullen, General Manager of the Australian Wooden Boat Festival, the not-for-profit organisation that produces the biennial festival in Hobart. The 2019 event was his fourth Wooden Boat Festival, but he has also directed the Australian Antarctic Festival, the Taste of Tasmania, the Tall Ships Festival and numerous other public events in Tasmania. He also spent thirteen months as Station Leader at Australia's Casey Station in Antarctica. Irish born, Paul has called Tasmania home for the past twenty years. He gave an informative presentation on the 2019 Australian Wooden Boat Festival – preparation, logistics, activities, visitors, volunteers, and the general running of the festival.

At the conclusion of the presentation, there was a 15 minute break and the meeting resumed at 8.40 pm.

Minutes of General Meeting held on 5 February 2019

It was moved by Judith de la Mare, seconded by Ottmar Helm that the Minutes of the General Meeting held on 5 February 2019 be signed as a true record of the meeting.

Carried**Business Arising from those Minutes**

Nil

Introduction of New Members

There were no new members in attendance at the meeting.

Rear Commodore – David Bowker

The Rear Commodore was an apology for the meeting. His report is in the *Albatross*.

Treasurer – Shona Taylor

The Treasurer advised that the Club had sustained a loss of \$250 for the month of February, with the principal cost incurred being \$539 for the service of the Nubeena mooring.

The Treasurer spoke about the Club's strategic planning process and advised that the Strategic Planning Committee was working on the following priorities:

- As the CYCT has limited resources and infrastructure to develop and implement a strategic plan and comprehensive governance processes, there was a need to develop opportunities to leverage its relationship with the RYCT.
- Clarity of the role of cruise co-ordinators
- Development of a crisis management plan
- Leverage of synergies between the CYCT, Kingborough Boat Club and the Bruny Island Quarantine Station
- Formation of an inter-cruising forum to develop cruises involving other boat clubs, and the subsequent development of a two to three year cruising calendar
- Communication strategy to engage members in the abovementioned issues
- Development of a membership survey, with questions such as why members join, why they maintain their membership, what activities/functions they prefer
- Review of the Club's Mission Statement
- Update of the Club's Constitution
- Formalisation of the Club's agreement with the RYCT

Vice Commodore – Greg Hitchens

The Vice Commodore apologised that he had not included a report in the March *Albatross* due to his absence while leading the extended East Coast cruise, but he advised that:

- The Donald Sutherland navigational cruise, postponed from the Australian Day long weekend in January due to the bushfires, would be held at Easter.
- The post Australian Wooden Boat Festival cruise had included a successful barbecue at the Club's Bruny Island Quarantine "outpost" attended by approximately thirty people, and the dinner scheduled for Franklin had been relocated to Charlotte Cove. The Vice Commodore thanked cruise co-ordinator, Andrew Boon, for organising and running the cruise.
- A cruise to Coningham Beach was scheduled for 23 March and could be either a day or a weekend cruise. A cruise co-ordinator was sought, in case the decision had to be taken to choose another venue for weather reasons.

Club Member Philip Bragg, who would be leading the cruise to New Norfolk on 13 and 14 April (to coincide with the Autumn Festival), advised that the Junction Hotel in New Norfolk needed confirmation that a minimum of twenty-five people would have dinner there. More than a dozen members indicated their intention to attend and a member advised that that some members of the RYCT would also like to attend. The meeting was advised that the Bridgewater bridge height was fifteen metres above the road, but members should also be aware of the height restrictions of the Bowen Bridge. The Vice Commodore advised that he would post on the website all information about the cruise and requirements.

Commodore – Richard Taylor

The Commodore again encouraged members to wear their name tags and advised that the Membership Officer had new blue name tags for all members who had not yet collected theirs.

He also advised that:

- Some storage for the CYCT was now available on the ground floor of the RYCT.
- February had been a very active cruising month for members, and it was pleasing to see many Club boats using AIS.
- Members Alex Papij and Jackie Zanetti (*Rusalka*) were currently in Westernport, Victoria and John and De Deegan (*Storm Boy*) were heading to the Kimberley's and planned to cruise for approximately six months.
- Facebook Administrators, Sheenagh Neill, was relinquishing that role and anyone who was interested in taking over this task should contact Sheenagh, the other Facebook Administrator Tracey Taylor or the Commodore, who also had Facebook Administrative rights.
- Regarding the CYCT's use of the "outpost" at the Bruny Island Quarantine Station, the Club paid \$50 to the Friends of Quarantine for any organised function for which the facility was booked, but no payment was required for casual use, for example, to shelter from bad weather.

Club Member Barbara Weetman (*Honeywind*) advised that *Honeywind* would be the flag vessel at the forthcoming Snug Scouts Regatta, a role they had undertaken in the past.

Club Member Andrew Boon asked whether the Club would be holding a Clean Up Australia cruise and was advised that this had not occurred on the specified weekend due to a clash with the extended East Coast Cruise. However, it was agreed that this would be a worthwhile activity for the Club and discussion would continue on when it could be held.

Andrew Boon referred to recent discussions on ABC Radio about fish farms and he urged members to report to MAST (preferably by emailing Peter Hopkins) any incidents where fish farms were not abiding by regulations – for example, drifting debris, incorrect or missing farm markings, fish pens outside their lease. He said members should also immediately report to Tas Maritime any hazards sighted. The Commodore advised he had declined an invitation by ABC Radio to speak on air about the fish farms, but had advised the ABC of the CYCT's position that fish farms should obey all rules and regulations and that CYCT members reported to MAST any breaches by fish farms. Club Member Tony Peach advised that he had recently met with Peter Hopkins from MAST and been advised that MAST was trying to enforce a requirement that fish farms install virtual AIS markets on all pens.

Women on Boats – Tracey Taylor

Tracey Taylor was an apology for the meeting. Her report is in the *Albatross*. Club Member Rosa Crosby reported that the February workshop on lines, knots and rope-throwing had been very informative.

Editor – Fiona Tuxen

The Editor's report is in the *Albatross*. As there had been a lot of recent cruising activity, Fiona requested cruise reports for the next edition.

Discussion occurred about the possibility of coloured photographs in the *Albatross*, rather than black and white, but the printer had advised this would incur a large increase in cost. The suggestion was put forward of a possible colour centrefold.

Membership Officer – Dave Mitchell

The Membership Officer reported that February had been a quiet month for membership, with one new member and one new application. He asked members to encourage others to join the Club.

General Business

Club Member Chris Le Cornu advised that dates had now been set for Winter Forums to be held at the RYCT, commencing at 6.00 pm, with the first one scheduled for Thursday 30 May, at which Club Member Andrew Boon would speak about Open CPN chart-plotting software. The next Forum would be on Tuesday 25 June, at which Webmaster Tony Peach would demonstrate basic functions of the Club's website. Chris Le Cornu would be arranging presenters for the remaining forums and sought requests from members on any technical topics to be addressed at the forums. Dates for all Winter Forums were now on the Club website.

Next Meeting

The next General Meeting will be held on Tuesday 2 April 2019 at the Royal Yacht Club of Tasmania at 7.30 pm.

Close

The meeting closed at 9.10 pm.

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SKU: PF 10 N

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Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 52.00

Mens/Unisex Rugby Top Navy/White Striped

SKU: JB 3SR NW



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Horizontal banded alternating navy and white striped rugby top, with the CYCT logo embroidered on the left. A very nautical garment.
Some items are popular, and delivery to require up to a month.

AUD\$ 52.00

Mens/Unisex Fleecy Hoodie Navy

SKU: JB 3FH N



In Stock

For the cold weather a very practical garment. Don't let the teenagers have all the fun.
Get your own.

Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 46.00

Mens/Unisex Long Sleeve Polo Shirt - Navy or White**SKU: PS 35 N****In Stock**

Long sleeve polo shirt available in navy or white. **SPF** fabric
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 31.00 to 36.00**Mens/Unisex Polar Fleece Vest Full Zip Navy****SKU: PF 09 N****In Stock**

Full zip front polar fleece vest in Navy with **CYCT** embroidered logo.
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 36.00 to 51.00**Mens/Unisex Rugby Top Navy "Two-tone"****SKU: JB 3RT NN****In Stock**

This durable top is a practical Navy blue.
Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 41.00 to 41.50**Mens/Unisex Short Sleeve Polo - Navy or White****SKU: PS 08 N****In Stock**

Short sleeve Polo with **CYCT** and emblem embroidered on LH chest. Some items are popular, and demand may cause delivery to take up to a month.

AUD\$ 31.00**Surf Hat****SKU: CH 66****In Stock**

Wide-brimmed natural coloured heavy brushed cotton hat with adjustable chin strap and **CYCT** embroidered logo - Sizes 55, 57, 59, 61cm.

AUD\$ 21.00

These items will be available for sale at the General meetings, but rather than bring all stock to every meeting it would be advisable to place an order prior to the meeting so we can arrange to deliver per order. Please contact

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