

Albatross

Volume 48 No 7 August 2022

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2022/23 Cruising
Calendar inside!



Newsletter of the
Cruising Yacht Club of Tasmania

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

Committee Members

Commodore Val Nicholls	0404 825 310	<i>Aziza</i>
Vice Commodore Mark Stephenson	0438 854 380	<i>Crown Venture</i>
Rear Commodore David Bowker	0418 136 493	<i>Duet</i>
Treasurer Jean Paul	00478 144650	<i>Vivante</i>
Secretary Rachel Poulter	0408 946632	<i>Gradiva</i>
Editor Albatross Julie Macdonald	0417 385 719	<i>Westerly</i>
Elected member 1 Ian Barwick	0419 007 606	<i>Willyama</i>
Elected member 2 Andrew Perkins	0419 375 500	<i>Amodet</i>
Membership Officer Scott Poulter	0419 513 983	<i>Gradiva</i>
Warden David Mitchell	0419 565 786	
Webmaster Paul Kerrison	0429 999 911	<i>Wayaree</i>
Quartermaster Elizabeth Helm	6229 3932	<i>Intrepid</i>

Life Members

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

Guidelines for contributions to the Albatross

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

- Submit articles as a Word document, ideally less than 1600 words and no more than 5 photos related to the article. Longer stories may be serialised.
- Boat names should be *italicised*.
- Images: jpg format, compressed to less than 1Mb for emailing and appropriately titled.
- Photos must be your own or clearly attributed and should include caption.
- The deadline for each month is the 19th (there is no *Albatross* in January)

Cover page photo: Winter cruise, Quarantine Bay. Photo by Mick Way

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Not a CYCT Member?

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!

Payments to CYCT

Payments can be made by direct deposit or transfer to this bank account:

Name: Cruising Yacht Club of Tasmania Inc. **BSB: 067 002 Account: 2803 5573**

Please include your name and brief details of the purpose for the payment.

Cruising responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club or its officers is intended as a guide only. The Club does not control or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat crew or persons.

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

SAFETY • All participants in any cruise will have acknowledged the Club safety recommendations when they indicated their intention to join the cruise. The Club's safety recommendations should be reviewed by the cruise contact prior to departing on any cruise.

These can be located on the club website under the Member menu.

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

REMINDER! Subs are now due!

Full single or Family - \$110

Social - \$85

Full time student or Junior - \$20

Students must be full time students and Juniors are under 18.

A social membership is for a person who has been a full time member for at least 3 years and has since sold their boat.

Payment options:

Through the website using PayPal (preferred method)

Direct deposit to the club's bank account (details above)

Editorial – Julie Macdonald



It's that time of year again: subs are due and the AGM is coming up. Please pay your subs by the due date so that the Membership Officer doesn't have to chase you up. The Constitution states:

“All membership fees shall become due for renewal by July 1 in each year, regardless of the date of original election to membership. Any membership not renewed by September 30 following the renewal date shall be void.”

In normal speak, that means that your membership may be revoked if you haven't paid fees by the due date. We value all our members and don't want to lose any because of an over-looked payment!

The Annual General Meeting will be held at the Royal Yacht Club of Tasmania on Tuesday 6th September. The current committee has worked hard to make the CYCT the committed, enthusiastic club that it is. Now you have the opportunity to be part of the committee and contribute to the Club: just complete the nomination form and send it to the Secretary.

There is more good reading in this issue. Roger Locke has contributed an entertaining and informative article on cooking rice, we hear about the winter cruise, Bev Hitchens recounts the latest talk to the WoBs and we meet new members.

You will see that the format of the calendar has changed, There won't be a separate booklet this year. Instead, a list of 2022/23 cruises is supplied as a lift out sheet in this issue (for you to stick on your fridge) and coming cruises will be listed in detail in each issue. We hope that this will keep cruise information more up-to-date. Let us know what you think!

SLUSH FUND

An unregulated fund often used for illicit purposes.

In nautical jargon, slush is the refuse grease rendered from the salted meat cooked on board a ship. This slush was once commonly skimmed and put into barrels to be sold in port. The money received from sales was put into a 'slush fund' and used to purchase luxuries for the crew that they otherwise could not afford. In the late 19th century, the term slush fund was appropriated for monies set aside for political ends. Such slush funds were used to supplement the salaries of government employees, bribing public officials, or carrying on corruptive propaganda on behalf of special interests.

<https://www.merriam-webster.com/words-at-play/common-sailor-jargon/slush-fund>

CYCT CALENDAR... Check the website for more details**TUE 02 AUGUST**

Committee meeting 1630, General meeting 1930 at the RYCT

MON 15 AUGUST

WoB meeting at the RYCT at 5.15pm

SAT 27 AUGUST

47th Anniversary Dinner at the Greek Club, Federal St, North Hobart. 1800 hours start for an evening filled with Greek hospitality, refreshments and food along with a performance by the Hellenic Dancers. \$79 per member, \$89 per guest. Please register now – payment required two weeks prior.

TUE 06 SEPTEMBER

Committee meeting /Annual General Meeting / General Meeting

The evening when a new committee is elected at the AGM. Support your fellow members by coming along and contributing. AGM start time is 1930 hours.

SAT 09 SEPTEMBER

Maritime Marketplace, Kettering. Held in the carpark at the Oyster Cove Marina, your chance to bring your unwanted gear and offer these items up to other mariners whose need is greater. 0800 hours start, finishing at midday, rain, hail or shine. No entry fee to sell or buy. Park the car, set out your gear and encourage those wandering about to discover the amazing contents of your boot.

MON 19 SEPTEMBER

WOBs meeting at the RYCT

SAT 24 – SUN 25 SEPTEMBER

Bull Bay cruise. Located on the north-east coast of Bruny Island, this open anchorage will give protection for winds with a westerly component and is just a short trip from Hobart and Kettering. With beach access and sunrise views this could be an attractive short weekend away. Consider making it a two night stay by leaving Friday afternoon and arriving after sunset to refresh your night sailing skills. Plenty of room in the bay to anchor in the dark. Cruise Contact TBA

SAT 01 OCTOBER

Combined Clubs Opening Day on the Derwent River. With a procession past the Governor onboard MV *Egeria*, this is a colourful day out on the water. Details announced here when available. Cruise Contact TBA

SAT 15 – SUN 16 OCTOBER

Safety day weekend, based in Barnes Bay. Ian Johnston will again share his knowledge on many of his boating skills. Limited number of participants again this year so please register early.

THU 20 – SUN 23 OCTOBER Show Day cruise to Nubeena and Port Arthur, Cruise Contact TBA

Commodore's report – Val Nicholls



As Dickens almost said of the CYCT in July “It was the best of times, it was the worst of times.” There was the pride, pleasure and fun of our naval procession into Con Dock along with flags, bright lights and the noisy conviviality of dockside sundowners. Once again, a safe and thoroughly enjoyable Dark Mofo Cruise. In contrast, Mother Nature had her way and tossed down rain, hail and a bit of snow along with a good stirring of gale force winds that ultimately and prudently forced the decision to cancel the Cygnet and Franklin combined cruise. Nonetheless, with the longest night done and hope in our hearts we begin to imagine spring, longer days, a little heat and friendly winds. It is said that a poor memory and eternally optimistic mindset are the enduring characteristics of the enthusiastic, lifelong sailor!

Certainly, one of the month's highlights was the presentation by Richard Bennet of his trajectory as the exemplar photographer of the annual Sydney to Hobart yacht race. Not only were the photographs stunning, his tales of literally hanging out of planes and other courageous efforts to get *the shot* were riveting. Thank you, Richard.

Recently I had the pleasure of listening to the reflections of a long time CYCT member on the development of the club over many years. It was heartening to appreciate the growth of club member numbers and cruises offered, and warmly satisfying to appreciate the positive long-term impacts of decisions made to create Winter Forums and Women on Boats as a means of maximising membership contribution, engagement, education and empowerment. It seems we are no longer regarded as somewhat “fuddy-duddy”! I should hope not!

With such thoughts in mind it seems timely to consider the integral role the Committee plays in the growth and life of the CYCT. Without it there is no CYCT and yet it so often is something of a struggle to fill positions each year. Elsewhere in the Albatross you will find a nomination form and descriptions of the various committee roles. All positions become vacant and open for re-election in September. At this point there are a number of positions that have no nominations. Please do get in touch if you feel willing to lend a hand, for a spell at the wheel of this fabulous club. As many of you may know, I am standing down in September, in order to free myself up for a wee sailing adventure come March. I would like to take this opportunity to acknowledge and thank the 2021-22 Committee for their good will, commitment, reflections, actions and friendship. The rewards of working with this team for the benefit of our club have exceeded anything I might have imagined. It has simply been an honour and a pleasure.

I look forward to celebrating the CYCT and its camaraderie at the upcoming Annual/Anniversary dinner. It is promising to be a fine event. Vice Commodore Mark Stephenson has the detail elsewhere. See you there!

Vice Commodore's report – Mark Stephenson



Greetings from onboard Crown Venture, on the Club mooring in North Simmonds Bay. The sun was streaming in yesterday, even too hot in our enclosed fly bridge. Pity it all changed for the worse with a SW front bringing snow almost to sea level! Russell, Callum and I are extending the July Winter Cruise by a few days, after a very good time ashore with members whilst in Quarantine Bay. Please see the report from Stan Pickering in this edition of Albatross and my thanks to Stan for his involvement.

The event calendar for the coming season is finalised. Well, as finalised as anything can be these days. You will find an insert in this Albatross with the cruising plans for the remainder of this year and for next year. Full details are on the website. Each Albatross will now have full details of coming events, rather than the current short listing. Hopefully this will allow information to be current more often than not, whilst saving the printing cost of the previous booklet that was often out of date as soon as it was printed.

Of course, the major event coming up is the CYCT 47th Anniversary Dinner on Saturday 27 August, this year at the Greek Club, Federal Street in North Hobart. I trust this evening will be full of good, tasty home-made Greek food, lots of retsina, lively dancing from the Hellenic Dancers, good comraderie amongst diners and an entertaining presentation of the annual awards by our Commodore, Val. Please register your intention to come along now to help us with planning. Payment is due by August 13th.

Then comes the Maritime Marketplace in Kettering on Saturday 09 September. After the success of last year's car boot sale, we can try again to offload all that "stuff" in our storerooms, cupboards, lockers and lazarettes.

The next cruise is planned for 24 September and Bull Bay on the east coast of North Bruny is the destination. With the expected westerly winds blowing this is a short distance and an easy sail for most. The bay is wide open to the north east allowing for spectacular sun rise photos, while the shoreline makes for interesting exploration. Consider leaving Friday night and arriving in the dark - a great opportunity to do a short passage while revising your skills of operating at night and knowing there is plenty of room in the anchorage.

Fair winds.

Rear Commodore's report – David Bowker



Last month I think we were all enthralled by the talk by Richard Bennett which covered many of the highlights of his amazing career. This month we will hear from a new local, Blair Bryant, who moved to Hobart with his wife Ingrid about 18 months ago. He tells me they considered Lake Como but decided Hobart was a better choice and he is enjoying living here very much.

He has bought a Max Creese yacht and hence his talk:

"A profile of some of the famous Max Creese Tasmanian yachts"

Blair will describe some of the famous Max Creese yachts such as *Beyond*, *Liberty*, *Stardust*, *Islander I*, and *Jantina*. His talk will include stories from Picton, Wobbler, Graham, Mal, and Barry on their recollections of these famous yachts. I expect he may have some competition from members of the audience in recounting tales of these yachts.

And my regular reminder, **PLEASE REGISTER** for the general meeting as numbers are limited. This will be a very popular session so registration is really important if you want to get in. RYCT are offering meals but please book separately with the RYCT office (62234599) if you want a meal and please order before 6.00pm.

Membership Officer's report – Scott Poulter



Everyone is starting to prepare themselves and their vessels for the coming sailing season while still trying to sneak out on the water on those lovely crisp winter days. To that effect we welcome three new memberships this month so far.

A big thank you to those who have already paid their membership renewal which became due on the 1st of July 2022.

For those who are yet to pay, please do your best to finalise this as soon as possible as this will make the Treasurer's and my job a lot easier. **Paying on the club website using PayPal is the preferred method** as this can be directly tracked. Second choice is a direct debit to the club's bank account and least preferred is by cheque.

Applications for Membership & Provisional Members

We received three applications for membership, all of which have been processed through to provisional status from:

Peter & Sylvia Grewe, from Sandy Bay with a Beneteau Oceanis 423, *Little Bear*.

Guy Stainsby, Amanda Midgley, Ben & Will Stainsby from Howden, with a Huon 33, *Huon Haze*.

Bastion, Alexandra, Frederick & Henry Seidel from Mountain River, with a Beneteau 38, *Blue Crystal*.

Provisional Members updated to Full Membership

Christine (Chrissie) Matera

Michael Rowland

They live in Woodbridge and have a Van De Stadt 30 Pioneer, *Ca Va* and a Catalina 30, *Escapade* which are kept at Kettering and Peppermint Bay

Phone: 0438 266 425

APPLICATIONS FOR MEMBERSHIP & PROVISIONAL MEMBERS

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.

Peter & Sylvia Grewe***Little Bear*****Guy Stainsby, Amanda Midgley, Ben & Will Stainsby*****Huon Haze*****Bastion, Alexandra, Frederick and Henry Seidel*****Blue Crystal*****WELCOME TO NEW MEMBERS**

On behalf 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, both on and off the water.

Chrissie Matera & Michael Rowland***Ca Va* and *Escapade*****New Member directory from November 2020 – Scott Poulter**

<i>Sant'ana</i>	Mick Hawes & Julie Cassar	0409 176 148
<i>Manana</i>	Brett & Elizabeth Harrison	0408 178 640
<i>Exodus</i>	Andrew & Gail Blakney	0400 711 812
<i>Katherine Scarlett</i>	Marshall & Trish Kimber	0415 902 453
<i>MV Southern Explorer</i>	Rick & Lesley Allen	0419 304 500
<i>Andromeda</i>	Dennis Pashen, Victoria & Dan Sheedy	0418 771 441
<i>Kapala 5</i>	Will, Felicity, Hugo & Jack Allison	0419 366 885
<i>Stardust</i>	Blair Bryant	0488 701 000
<i>Giovanna</i>	Kevin & Sharon Donovan	0429 053 846
<i>Red Rackham</i>	Tim & Fiona Hopkins	0422 263 096
<i>Elysium</i>	Michelle Alderson	0417 717 763
<i>Ca Va</i>	Christine (Chrissie) Matera, Michael Rowland, Arora	
	Matera & Joshua Rowland	0438 266 425
<i>Little Bear</i>	Peter & Sylvia Grewe	0418 334 875
<i>Huon Haze</i>	Guy Stainsby, Amanda Midgley, Ben & Will Stainsby	
		0424 688 869
<i>Blue Crystal</i>	Bastion, Alexandra, Frederick & Henry Seidel	0448357027

Introducing new members

*Escapade*

Chrissie and Michael moved to Tasmania in the early 1990s and live at Woodbridge where they keep their boats – *Ca Va* (Van De Stadt Pionier) and *Escapade* (Catalina 30) between their berth at Oyster Cove Marina and mooring in Peppermint Bay.

Chrissie has sailed most of her life, growing up on Port Philip Bay. She races with Phil Watkins (Khan Racing Team) and is a regular volunteer with the *Making Waves Foundation* (formerly Sailors with disAbilities)

*Ca Va*

in Sydney and on their Northern (Sydney to Mackay), and Tasmanian campaigns. Having recently finished work as the Operations Manager at the Wooden Boat Centre in Franklin she is about to launch her business *Sailing Tasmania* offering personalised sail training on *Ca Va*. She is a qualified keelboat instructor and has a Cert II in Maritime Operations and is currently working towards her Master V.

Michael, although having hung around boats for the last 30 years, is relatively new to sailing. He is enjoying expanding his repertoire from land based mechanical and electronic systems to marine based systems. Both are looking forward to entering the cruising world and spending time exploring Tasmania with the CYCT.

Women on Boats report – Bev Hitchens



Women on Boats, July 18th 2022

It was wonderful to welcome 24 attendees on a very cold wintry evening to listen to Alan Gluyas present a detailed analysis of the workings of the outboard motor. Alan brought along a 4 stroke motor which was used to demonstrate the PowerPoint contents, and address the following:-comparison of 2-stroke, 4-stroke and electric versions, (author's note: it is worth noting that carburettor-based 2 stroke outboards can no longer be purchased in Australia, due to non-compliance with EPA emission standards); how to determine your horsepower needs; a detailed overview of the various controls; running and storing your outboard; trouble-shooting with the emphasis on those problems/breakages you can probably fix yourself; regular maintenance routine and important parts to keep as spares.

I won't attempt to paraphrase the excellent presentation; rather, Alan has agreed to the inclusion of the slide content in our WOB documents, available to all members, on the CYCT website.

Many thanks, again, to Alan, for his time in preparing and presenting a very practical overview of outboards, in all their glory.

Many of us then retired to "The Shipwrights' Arms" at Battery point, for a delicious dinner and continued lively discussion of all things nautical and not.

Our next meeting, on Monday 15th August, will concern the challenging subject of anchoring techniques, presented by Ginny Gerlach, who has been a generous supporter of WOB over the years. I look forward to seeing many of you there, come hell or high water.

Winter Cruise report – Stan Pickering

Barnes Bay 16th / 17th July

Obsession left her mooring Friday morning bound for Lodge Bay with light winds all the way to Barnes Bay but Lodge Bay was not a suitable anchorage for the conditions. *Easting Down* and *Pandora* were anchored in Quarantine Bay, a much more suitable anchorage. We had a very comfortable night with light wind, but a bit chilly.

Saturday morning several members joined on shore for a good leg stretch before gathering firewood. Once we had the fire going a few dragged themselves away from their diesel heaters to join us onshore. A few snags hit the BBQ and following lunch, we stoked up the fire and

enjoyed a pleasant afternoon until about 5pm, when we headed back to our boats and their diesel heaters for a comfy night.

Sunday morning we went ashore around 10.00 am for late breakfast/ brunch. Thanks to John and Helen, the 'earlier birds' for getting the very welcome fire going..

My fellow cruisers were John and Helen Brigland, *Pandora*, Brett and Heather Doubleday, *Meander*, Paul and Rosemary Kerrison, *Wayaree*, Ian and Julie Macdonald, *Westerly*, Mark Stephenson, and Russel Wither, *Crown Venture*, Michael and Ann Way, *Serenity*, John Hawes and Julie Cassar, *Sant'Ana* Sally and John Tisdell, *Freedom*, Guy Stainsby, *Huon Haze*, Richard and Shona Taylor, *Easting Down*.

Thanks to all who ventured out in this chilly weather. I think diesel heaters, a fire on shore, and great company makes for a great weekend.

Obsession had an interesting trip home to Port Huon. The wind gods/devils kept me on my toes. With strong and gusty wind down the Channel I decided to tuck in behind Garden Island out of the wind for the night, but a large swell was running and I have had more comfortable nights.

Monday morning going up the Huon River, the snow covered hills all around were absolutely beautiful. That made up for the very uncomfortable night.

I hope all the other boats had a fair trip home.



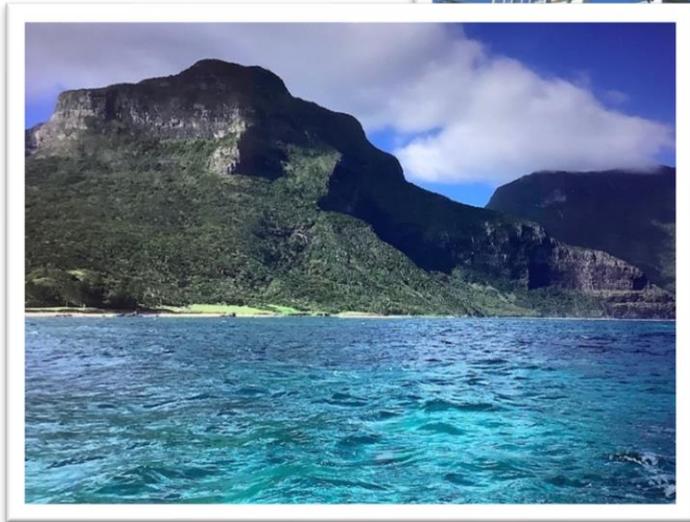
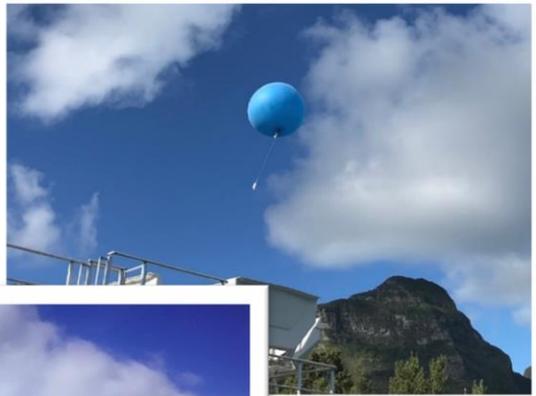
Return from Lord Howe Island - Chris Brearley

Last year I wrote part one of this two-part reflection on the wonderful cruise to Lord Howe Island we did aboard *Tere*, our 50ft timber ketch. The Lord Howe Island Group is a remarkable world heritage listed island site (<https://www.lhib.nsw.gov.au/environment/world-heritage>), with more similarities to Hawaiian Islands than New South Wales. Well worth the effort and cost to visit, especially if sailing. We spent around 10 days there, at the end of the tourist season and so found that the island was winding down for the winter months. The natural beauty is amazing.

Tourism websites showcase the endless beauty of the natural environment so I will focus my comments on specific aspects and learnings from our time on the island and return voyage to the Gold Coast.

Museum and Visitor Information Centre/Coral Cafe/Restaurants

Mobile phones do not work on LHI, so to solve communication challenges it is possible to buy access to various private



WIFI networks. We found the deal at the visitor centre for WIFI was excellent as it was on our route from our allocated mooring to the town centre and had longer opening hours than other venues.

Most mornings ashore followed a similar pattern.

Wander up to the Coral Cafe (visitor centre/museum), a coffee, a snack, or a wine if it was the return trip. The food was good, prices very acceptable and service very pleasant. The Information Centre was a wealth of information, with helpful staff and an interesting museum (gold coin donation for entry).

As the island has a restricted visitor capacity, the restaurants ran on a type of roster, so they all get a share of the tourist pie, while managing their costs and lifestyles. A very good community

idea but with a COVID limits overlay, bookings were essential. We tried several establishments and were pleased with the food and service at the majority of these.

Most afternoons saw us meet at the Crooked Post, a fabulous location to grab a sundowner or two. There is comfortable seating inside and out overlooking the water or on the veranda, which is bathed in the afternoon sun.

The closest restaurant to our mooring was the Bowls Club and they made us feel very welcome, even after our party won two of the three raffle prizes. The company was good, food delicious, wine was chilled. Several days later when we hitched a lift, the driver commented: "You are the people who won the prizes!". Like all small islands these sorts of happenings make news.

Refuelling

Whilst our prior information led us to believe we could come alongside the jetty, upon our arrival we were advised that *Tere's* draft prohibited us from doing so. With that in mind, we had help from the local fuel supplier. 20 plastic containers were sourced, filled, and dropped at the beach for us. We decanted, and repeated the process, with more than enough fuel in the tanks, allowing for 20% reserve, to get us back to the Gold Coast, assuming we motored all the way. The locals were so helpful, and we were so appreciative of their willingness to go out of their way to assist us. It should be noted that this is not a refuelling service that is routinely provided.

Fresh water

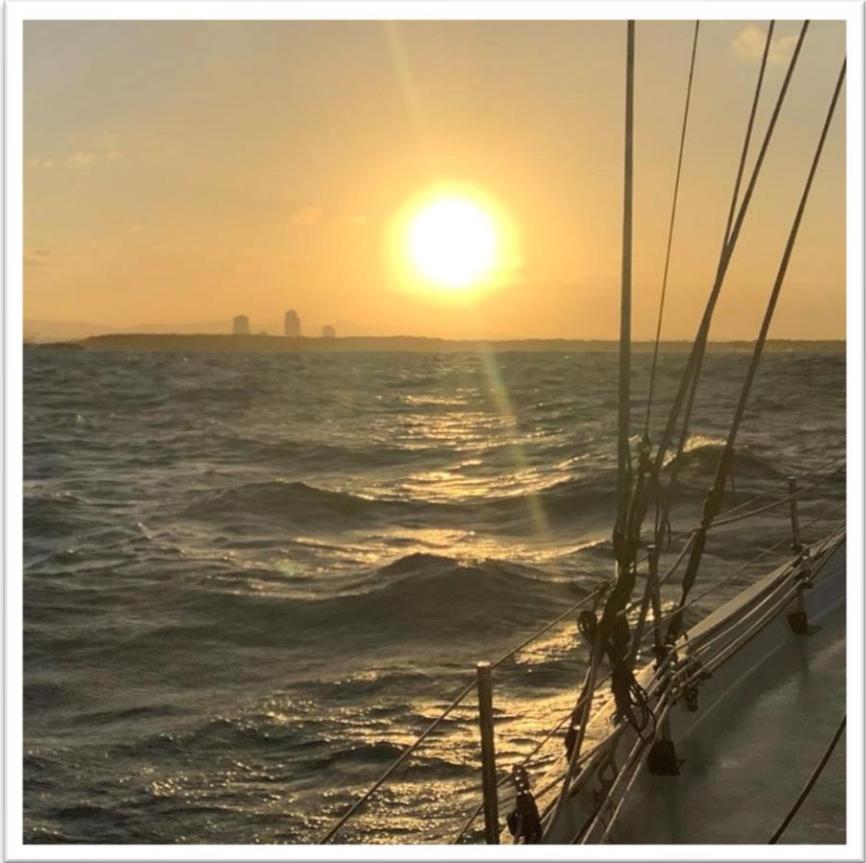
Discharge of anything and everything into the marine environment is prohibited, so we chose to make good use of the free hot showers/toilet blocks and laundry facilities provided to visiting vessels. Part of the daily activity toward the end of our stay was to top up the fresh water. As we are on tank water at home, we are very careful with freshwater usage, and even more so on *Tere* and at LHI. With plenty of water in storage on the island, we filled two 10 litre containers on several occasions, and this gave us ample capacity to ensure we had our 500 litre freshwater tank carrying capacity replenished prior to departure.

Marine Rescue

Fortunately for us, Marine Rescue LHI was operational, though not officially opened until a week later. I was given a guided tour of the new facilities and was encouraged to come ashore and utilise the technology and found them extremely helpful with weather forecasting and local knowledge. It is my understanding that the new facility enables a greater signal strength thus greater coverage (approximately 100 nm) for those travelling to and from LHI. Obviously, one would confirm that information prior to departure

Crew Changes

Our mooring was in the lagoon, at the western end of the runway, approximately 0.5nm from shore. How convenient for crew transfers that was! With one crew member flying out, we came ashore on the southern side of the runway and walked the short distance to the terminal. We had allowed plenty of time to arrive there, and consequently had a coffee together before waving our good friend off. We had several days' wait for the next two members to arrive. An easy task to get them on board, even though one of the parties has a distinct dislike for sand, though loved



sailing. We went through the necessary safety information, then it was time to depart. With a weather window forecast for the following day, we contacted the local policeman who is also the Harbour Master. As we had saved our track into the lagoon, I was confident that we could leave the area without assistance. The Harbour Master agreed, so at 0700 on May 25 we let go the mooring pendant and set sail for the Gold Coast Seaway.

(It is worth noting that arrivals and departures must be coordinated through the Harbour Master and when voyage planning, remember that LHI time is 30 minutes ahead of NSW.)

The return sail

Weather conditions were forecast to be favourable for approximately 3 to 4 days, before the arrival of a strong front off the Queensland coast. We made good use of the Predict Winds Offshore App for our cruise planning, with Iridium Go! Satellite communications.

We motor sailed for a day and as the wind eased to 5 knots, motored the second day, and were treated to a blood moon display that evening. Favourable winds on day three saw us having a

terrific sail. The wind was on the port quarter and at one point, we were sailing at 12 knots down the front of one wave. Our speed was a constant 8-10 knots. Whilst boat speed was not what I was chasing in those conditions, I was comforted feeling there was no hint of broaching, with *Tere* being a full keeled yacht and displacing 20 tonnes.

Part of *Tere's* standing orders included hourly engine room checks. About 50 nm from Lord Howe, we discovered that fresh water was leaking into the bilge. A quick inspection revealed a crack in a seam on our port tank. I attempted to stem the leak with some magic putty, though its claim to work underwater must be questioned..... at least we had the other tank! However, a day later, the second water tank started to leak. Fortunately, that leak was close to the top of the tank on an inboard side seam. Notwithstanding it was getting worse, there was still an estimated 200 litres on board. As part of our safety strategy, we held at least enough fresh water for the expected three-day passage, plus other liquids we could consume if necessary.

Our only other minor equipment issue was the autopilot that would constantly go to alarm, "off course," when on navigational mode, following a designated track. Interestingly, when in navigational mode and going to a waypoint, in the same direction, there was no difficulty in holding course.

After 58 hours from departing, we entered the Seawall, and picked our way through the local twilight yacht race to a berth at Hope Island.

Chris and Jo



Quiz

1. When are you required to have a boat licence?
2. A strong wind warning signifies how many knots of wind?
3. Which is the most up to date weather forecasting service available?
4. What does it mean if you hear the word Securite on your VHF radio?
5. Should you use an orange smoke flare in daylight or at night?
6. What is the sound signal for "I am altering course to port"?

Answers page 32

Anniversary Dinner – Mark Stephenson

**CRUISING YACHT CLUB OF TASMANIA
47th ANNIVERSARY DINNER
SATURDAY 27 AUGUST 2022**

Held at Hellenic House, 67 Federal Street, North Hobart.

6pm start for a welcome drink,

Appetisers on arrival

Selection of dips while Hellenic Dancers perform

Plated and served main course with a variety of Greek dishes

Presentation of the awards – Donald Sutherland Navigation Rally,

the Cruising Plaques and the Cruise of the Year Award

Opportunity to join in with Greek Dancing

Plated and served variety of Greek sweets

Tables of 8 with free seating.

All for only \$79.00 per member, invite your friends along for \$89.00 per head.

With quiet Greek music in the background, a sensational chance to catch up with friends and discuss all of the year's activities.

**Leave the gumboots, dinghy and spray jackets behind and make a night of it in
Formal Dress !!**

On cooking rice – Roger Locke

A recent headline in the news feed on my computer advised:
'If you are not cooking rice like pasta you are doing it all wrong.'

I didn't read the article but suspect that this was the method my mother used in cooking rice for a rice pudding; the only time rice was used in the household in the 1940s and '50s. Mind you she wouldn't have known she was cooking it like pasta as the only known pasta was spaghetti heated out of a can marked 'Heinz.'

Over the years I have had much advice on cooking rice.

One of the Club ladies saw me adding dry rice to a meal I was preparing over the camp fire. "You can't cook rice like that," she admonished. I offered a mouthful after the meal was cooked and she agreed that perhaps I could cook rice like that.

Another Club member says "Rice can only be cooked in a rice cooker." He carries one on board for the purpose and always offers to bring the rice if a shared meal is being prepared.

There was a crowd on board *Andromeda* one evening and Wayne, for a reason I don't recall, offered his formula for cooking rice: one measure of rice to one and a half measures of water. He was immediately taken to task by two of the ladies present with cries of "no that would never work" and "no you have to..." I didn't get involved in the heated discussion that followed; I was busy preparing dinner.



There must be many methods of cooking rice. I've never tried steaming, as is often offered in Asian restaurants. My steamer has holes which would let the rice through. For fried rice I use pre-cooked rice.

I cook rice by the absorption method, and Wayne was correct. The actual quantity depends on how much rice you want. These days I normally cook for two and find that half a cup of rice and three quarters of a cup of water is enough for a meal. I often make extra if it will be used in the next few days.

Cooking time is 14 minutes at boiling water temperatures. Place the rice and water in a pot and bring quickly to the boil. Stir to ensure nothing has stuck, reduce heat to a slow simmer and place a close fitting lid on the pot. At the end of 14 minutes in total all the water should be absorbed and the rice cooked but moist. If there is free water there was too much to begin with. If the rice has stuck, it was too hot.

The timing is the same no matter what the quantity.

I used this method on boats for years.

A problem arose when I fitted a new stove on Andromeda. The burner wouldn't turn down to a slow simmer. I compensated for a while by turning off the heat for the last few minutes. This did the trick, but then I found a heat dissipating pad to place over the burner and under the pot. Back to the original formula.

At home I usually use the microwave. I cook in a Perspex container with plastic lid. Cook for two minutes and then stir or shake to ensure nothing has stuck. Open the lid to avoid an explosion and cook for a further four minutes. At this time there should be no free water and the rice cooked. If there is free water give it a little longer. Allow the rice to stand with the lid on while everything else is completed. You may have to wipe excess moisture from inside the microwave.

Last year I had to replace the microwave and the new one is a bit more powerful. After experimenting with the recipe I found the best solution was to reduce power to 90% and revert to original. Taking half a minute off each stage also worked but not as well.

The type of rice doesn't seem to matter. At present my rice container holds basmati white and basmati long grain brown. They seem to cook happily together. I also use black rice occasionally.

Some varieties may need different timing, I haven't tried.

It doesn't matter if you are cooking a risotto using stock, a paella or other pan based dish, the rice still needs one and a half times its volume in liquid, and 14 minutes to cook. Extra liquid can be added for sauce if wanted.

I have never washed rice either before or after cooking or fluffed it.

Roger Locke. retired

Ahoy there! – Albert Ross



I say Ahoy there!

What was that shenanigans going on around the fire at Quarantines??

Nothing misses my eagle eyes, and I definitely saw a hand straying in a familiar way to someone who wasn't a spouse!

The perpetrator was suitably embarrassed by the mistaken identity and the aggrieved party saw the funny side. Laughter all round.

Proposed changes to Section 9 of the CYCT Constitution – Scott Poulter

The Membership Officer proposed and the committee reviewed, and agreed to support, the following changes to Section 9 of the CYCT constitution.

The proposed changes reflect the current Domestic Rules and the current process for new members joining the Club. Please note that the original documents are available for comparison in section 9 of the Constitution found on the CYCT website at Document Library / Club Policies and Management / CYCT Constitution 2020 and the same path to Domestic Rules.

This process focuses on:

- Simplifying and shortening the joining process.
- Welcoming new members into the club as quickly as possible.
- Retaining the right for any member, to submit a written objection to a new membership.

9. The following are the Rules for Membership:

- a) Applicants for membership must lodge a Club application either in a form duly filled in and signed in the manner indicated on it or by submitting a completed electronic form on the Club's website. **No change**
- b) Applicants for membership are requested but not required to supply the names of two club members who will support the application. **Reworded to reflect current Domestic Rules**
- c) The applicant shall lodge with the application form the application fee and subscription relevant to their application or pay the fee electronically. **No change**
- d) An applicant for membership who pays the required fee shall be granted Provisional membership and as soon as convenient thereafter, may be inducted and presented with their burgee at a General Meeting or other Club Event. **Deleted and replaced with words from current Domestic Rules.**
- e) The name(s) of the applicants and boat name will be placed in the next edition of the Albatross with an accompanying notation saying "this (these) application(s) 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". **No change**
- f) If there are no objections in accordance with (e) above the provisional membership will be switched to the class of membership for which the applicant(s) has applied. **Redundant text deleted**
- g) In the event of any objections, the Committee shall be bound to reconsider the application and determine by an ordinary majority whether an applicant for membership is suitable. **No change**



THE CRUISING YACHT CLUB OF TASMANIA INC
Nominations for Office Bearers – 2022 - 2023

The Annual General Meeting of the Cruising Yacht Club of Tasmania Inc will be held at the Royal Yacht Club of Tasmania at 7.30 pm on Tuesday 6th September 2022. At that time, all positions for Office Bearers will be declared vacant. Please return this form to the secretary by Wednesday August 31 2022 to nominate one or more people to fill these positions.

Being financial members of the Cruising Yacht Club of Tasmania Inc. I hereby nominate the following member(s) for the position(s) indicated for the 2022/2023 financial year.

Proposer: Signature:

Seconder: Signature:

POSITION	NOMINEE'S NAME IN FULL (Must be a financial member)	NOMINEE'S SIGNATURE accepting nomination
Commodore		
Vice Commodore		
Rear Commodore		
Treasurer		
Secretary		
Editor		
Membership Officer		
Webmaster		
Committee (1)		
Committee (2)		
Warden		

Committee roles and responsibilities

This information is an abbreviated version of that found on the Club website. Go to www.cyct.org.au/Members/Committee for full details of all Committee positions. A Nomination Form for Committee positions appears in this month's 'Albatross'. For an additional copy, contact the Editor at editor@cyct.org.au.

Commodore

The Commodore is the public face of the Club, promoting the Club and presiding over the Committee and Club affairs. The Commodore has a vote, but not a casting vote. The role includes presiding over Committee, General, and Special meetings and the AGM, ensuring projects and activities of the CYCT are in accordance with the goals and objectives of the organization, and overseeing all legal requirements and Public Officer duties. Availability for member consultations is a priority.

Vice Commodore

The role of the Vice Commodore is to arrange an annual cruise program for Club members. Cruises range from overnight trips to more extended cruises over the course of long weekends. (Note that the VC is not required to lead each cruise – this role can be delegated to any Club member.) The Vice Commodore oversees activities and mentoring that promote safety on the water and encourage members to extend their cruising horizons. The Vice Commodore assists the Commodore in the discharge of his/her duties and officiates in his/her absence.

Rear Commodore

The Rear Commodore arranges all official club social activities including guest speakers or training activities for meetings.

Secretary

This role facilitates the Club's business and its smooth running. The role includes record keeping in the form of Agenda and Meeting minutes, AGM nominations for Committee positions, dealing with correspondence to and from the Club and generally taking care of all administrative issues that are not the direct responsibility of any other Committee member.

Treasurer

The Treasurer is responsible for the maintenance of the financial health of the Club and all the financial dealings to achieve this objective. This includes receiving income from subscriptions, banking and reconciling bank accounts, obtaining quotes for insurance, reimbursing approved Albatross expenses and paying supplier invoices. Monthly financial reports and annual report (P&L and balance sheet) are prepared for the annual audit.

Editor – Albatross

The Editor is responsible for the preparation of the Club newsletter eleven times a year (no issue in January). This involves receiving (soliciting as required) contributions from Club members and others and formatting them into an appropriate format for printing. The Editor liaises with the printer on all matters relating to the printing of the publication. The Editor is required to include certain notices and other administrative information in various issues as determined by the Committee.

Membership Officer

The major tasks of the Membership Officer are to maintain the record of members' details and to compile the CYCT Membership book to be printed and mailed with the December *Albatross* each year. This includes maintaining the data base on the web site and keeping paper records of application forms up to date and passing application information on to the Editor for printing in *Albatross*. The Membership Officer also works with the Treasurer to manage the records of payment of Club subscriptions.

Webmaster

The Webmaster is responsible for the maintenance and operation of the Club website by maintaining a secure database of member details, managing Club email aliases and managing the content of the website

General Committee Members (x2)

The two general committee members do not have specific duties, but are encouraged to help the other members in whatever capacity they can. They may also be requested to undertake specific projects for the committee. In recent years, these positions have managed the Forums program.

Warden

The Warden is responsible for the ordering and maintenance of the Club's physical assets and is also responsible for the maintenance of Club Honour Boards and photo albums.



AGENDA 46th AGM Tuesday 6th September 2022

1. Opening

Scheduled for 7:30 pm

2. Attendees

Member are asked to register their attendance on the sheet provided for the Club records.

3. Apologies**4. Minutes of the previous AGM held on 1 September 2020**

Motion - The minutes of the previous Annual General Meeting held on

1

September 2020, as published in the Albatross, be signed as a true and accurate record of the meeting

5. Business arising from those Minutes (if any)

6. Treasurer’s Report and Auditor’s Report for financial year 2020-21

7. Appointment of Auditor

Confirmation of Auditor appointment for the financial year 2021-22

8. Commodore’s Report

9. Presentation of Awards

10. Election of Office Bearers

Committee positions to be declared vacant at the meeting and re-filled by election:

Commodore	Membership Officer
Vice Commodore	Webmaster
Rear Commodore	Warden
Treasurer	Committee Member No.1
Secretary	Committee Member No.2
Editor	

11.Any Other Business

Changes to constitution Section 9 to be ratified

12.Close

There will be a General Meeting following the Annual General Meeting.
Formalities will be very brief.

Annual General Meeting Minutes, Tues 7th September 2021

1. Opening

The Commodore Val Nicholls opened the meeting at 7:30 pm

2. Attendance

Members asked to register their attendance on the sheet provided for the Club records and check in via CheckInTas for Covid compliance.

There were 61 members in attendance plus four guests: Jay Lawrey, Helen DeGaris, Carlos Plottier, Michael Vaughan.

3. Apologies

There were 17 apologies: David Bowker, Ian Johnston, Russell Wither, Wendy Le Cornu, Josephine Jaworsky, Tolly Jaworsky; Andrew Boon, Judy Boon, Brendan Boon, Rupert McClaren, Tanya Ronaldson, Trevor Thrale, Bronwen Eberhard, Stefan Eberhard, David Jones, Chris Heath, Alex Hirsch, Stan Pickering

4. Minutes of the previous AGM held on 1 September 2020

Motion - The minutes of the previous Annual General Meeting held on 1 September 2020, as published in the *Albatross*, be signed as a true and accurate record of the meeting.

Proposer: Richard Taylor

Seconder: Paul Kerrison

Carried

5. Business arising from those Minutes (if any)

There was no business arising from the minutes.

6. Treasurer's Report and Auditor's Report for financial year 2020-21

The Treasurer reported that a copy of the Auditors Report, Profit and Loss Statement and Balance Sheet will be made available on the Clubs website.

That this financial year, the Club recorded a loss of \$3313.91 compared to the previous year profit of \$4053.62. This was predominantly due to the previous committee's decision to reduce the annual membership fee by 50% (to \$55.00) due to the enforced Covid 19 lockdowns. The Club should return to profit next year because the membership fees have been restored to \$110.00 for 2021-2022.

Advised of a few changes to the financial management during the year including:

- Introduction of CBA's CommBiz electronic banking platform, replacing Netbank. This was done to allow payments to be authorised from separate locations (eg one in Bicheno, one in Hobart). Previously, Netbank required both authorisers to be physically present at one computer to authorise.

- A new Expense Claim Form so that member expenses were recorded more clearly.
- Changes to entering transactions into MYOB as “bulk” transactions instead of each payment being recorded individually, saving time and reducing input and keying errors.

Advised that an ongoing review of the accounting system had identified more modern methods for account reconciliation (including bank data feed and automation of transaction allocation).

7. Appointment of Auditor

Motion – That the club’s current Auditor Max Peck and Associates be re-appointed for the financial year 2021-22.

Proposer: Paul Peacock *Seconder:* Erika Shankley *Carried*

8. Commodore’s Report

The Commodore thanked the current committee members for their commitment, contribution, time and effort at keeping the club running.

Thanked Erica Shankley and Tracey Taylor for their moderation of the Club’s Facebook page.

Presented Elizabeth Helm with flowers for her years of quiet service as Quartermaster with Ottmar Helm acknowledged for his supporting role.

Advised that research and consultation had been ongoing since May into a simplification of the accounting system and the Committee had decided to move to Zero with the support of Joss Fenton and his accounting firm.

Reported that depending on whether a Treasurer can be found paying for outsourcing of the accounting at a fee will be necessary.

Advised that David Mitchell will leave the Committee as Membership Officer and Paul and Allison Peacock as Treasurer and Secretary.

9. Presentation of Awards

Nomination of Life membership proposed by Erika Shankley.

Motion - that Paul and Rosemary Kerrison be granted joint life membership.

Proposer: Erika Shankley *Seconder:* Sue Powell *Carried*

Paul and Rosemary were presented with their life membership badges and certificates.

10. Election of Office Bearers

Committee positions were declared vacant at the meeting and re-filled by election:

Position	Name	Clarification
Commodore	Val Nicholls	Re-elected
Vice Commodore	Mark Stephenson	Re-elected
Rear Commodore	David Bowker	Re-elected
Treasurer	Jean-Pierre Corgnet	Elected
Secretary	Rachel Poulter	Elected
Membership Officer	Scott Poulter	Elected
Webmaster	Paul Kerrison	Re-elected
Editor	Julie Macdonald	Re-elected
Warden	David Mitchell	Elected
Committee Member No.1	Ian Barwick	Re-elected
Committee Member No.2	Andrew Perkins	Re-elected
Quartermaster	Elizabeth Helm	Re-elected

II. Any Other Business

No other business

Close The meeting closed at 8:10 pm.

General Meeting Minutes, Tuesday 5th July 2022

Opening

Commodore Val Nicholls opened and chaired the meeting at 7:30 pm

Rear Commodore

David Bowker introduced guest speaker Richard Bennett "Defining Photos of the Sydney Hobart Race".

Secretary**Attendees and Apologies**

Attendees taken from online registration and sign in sheet.

Guests:

David Hudspeth

Peter Grewe

Apologies: Rachel Poulter, Judy Boon, Stan Pickering, Liz and Ottmar Helm, David Tanner, Michelle Alderson, Rick Allen

Minutes of the last General Meeting (7 June 2022)

Motion - The minutes of the previous General Meeting held on 7 June 2022, as published in the Albatross, be signed as a true and accurate record of the meeting

Proposed: Andrew Boon Seconder: Blair Bryant Carried

Confirmed and signed as a true and accurate record of the meeting.

Business arising from the Minutes: Nil

Membership Officer

The membership officer, Scott Poulter introduced new members Christine Matera and Michael Rowland. Commodore Val Nicholls presented them with a new member pack and welcomed them to the club.

Vice Commodore

Vice Commodore Mark Stephenson informed members that the preferred payment method for membership fees is Paypal.

What's happened

Cancelled June LWE cruise to Cygnet and Franklin

Dark MOFO cruise

Cruise of the Year Award being discussed by Committee

What's to come:

Mid-winter cruise

Anniversary Dinner

Cruising Calendar now being prepared

Cruising Plaques and Cruise of the Year Award being discussed by Committee

Treasurer: Reports unavailable due to technical issues

Commodore: No major issues to report.

Women on Boats

Bev Hitchens reported on activities for the month, reminding members of the Sail away and Christmas Cruise in November.

Other Business

Winter forum: Ian Barwick invited members to the next Winter Forum on the 21st July when Scott Poulter will discuss Bass Strait Cruising

Editor: Julie Macdonald apologised for the misalignment of items in *Albatross*

Next Meeting August 2nd at RYCT 7:30pm

Meeting closed at 9:00

CYCT Moorings

The CYCT owns two moorings, available for the exclusive use of CYCT and CCCA members (see CCCA MOU).

The use of a Club mooring is always at your own judgment and risk.

The CYCT accepts no liability for damage caused to vessels using the mooring or any damage caused by any failure of the mooring. You must have adequate insurance for your boat and third party liability.

The following are the rules for the use of CYCT club moorings:

- The Club burgee (CYCT or CCCA) must be displayed on your vessel whilst on a club mooring.
- There must be a current insurance policy in force for the vessel, including third party liability.
- Maximum stay on the mooring is 24 hours; in unusual circumstances, the Vice Commodore may approve an extended stay.
- If a boat without a CYCT or CCCA burgee has picked the mooring up, kindly ask them if they are a member. If they aren't, advise them that the mooring is private and request them to leave.
- Notwithstanding that the moorings are lifted and serviced annually, at all times the use of the moorings remains at member's own risk.
- Members are asked to email the Vice Commodore and register their use of the mooring as soon as practicable.

North Simmonds Bay, Bruny Island Number 1 - 8584.

Mooring number 8584 at North Simmonds Bay is a yellow buoy with a pillar for the pickup rope. The depth at LMWS is about 5 metres. It is located at 43° 07.446' S, 147° 21.396' E. The mooring consists of 3 wheels, then 6 m of 2 inch chain, then 6 m of 1-1/2 inch chain then 6 m of 5/8 inch chain.

Maximum length permitted by MAST is 12.2 m.

This mooring was last serviced on 3 May 2022



North Simmonds Bay, Bruny Island Number 2 - 7786.

Mooring number 7786 at North Simmonds Bay is a bright red/pink (Dec. 2020) buoy tail and smaller pale pink float. The depth at LMWS is about 7.5 metres. It is located at 43° 07.481' S, 147° 21.448' E.

Maximum length permitted by MAST is 17 m.

This mooring was last serviced on 3 May 2022.



Members' Buy and Sell

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



100 metres of 10mm galvanized chain.
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Answers to the quiz:

1. To operate a recreational vessel with an engine of 4hp or more.
2. 25 – 35 knots
3. The cheapest and easiest way to get the most up to date forecast is from the MAST Telephone Boating Weather Service. Forecasts on this system are updated twice daily. The number for Southern Tasmania is 62 339 955, Eastern Tasmania is 63 760 555
4. This is the safety signal and it indicates that the station using it is about to transmit a message concerning an important navigational or weather warning.
5. The smoke flare is for day use only.
6. Two short blasts

Reference: *Tasmanian Safe Boating Handbook*, MAST, 2020.



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