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# 2026 Tidetech VDL-C Newsletter 1

**T**he Royal Yacht Club of Tasmania warmly welcomes you to the Tidetech Van Diemen's Land Circumnavigation Cruise first Newsletter.

We're sending it to everyone who has registered an Expression of Interest to participate in the cruise, and been provisionally accepted.

So congratulations on taking the first step towards setting sail on this wonderful cruise in company.



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Applied Oceanography

## OUR 2026 SPONSOR

A big thanks to Tidetech Marine Data for being the main sponsor of our cruise. Tidetech is a one-stop shop for all weather, wave and ocean information. Go to their website ([www.tidetechmarinedata.com](http://www.tidetechmarinedata.com)) and on the 'about' page you'll find a short video that's worth a look. In later newsletters we'll share details about how Tidetech will be helping us on this VDL-C Cruise. Until then, please check out the website and support the people who support us.

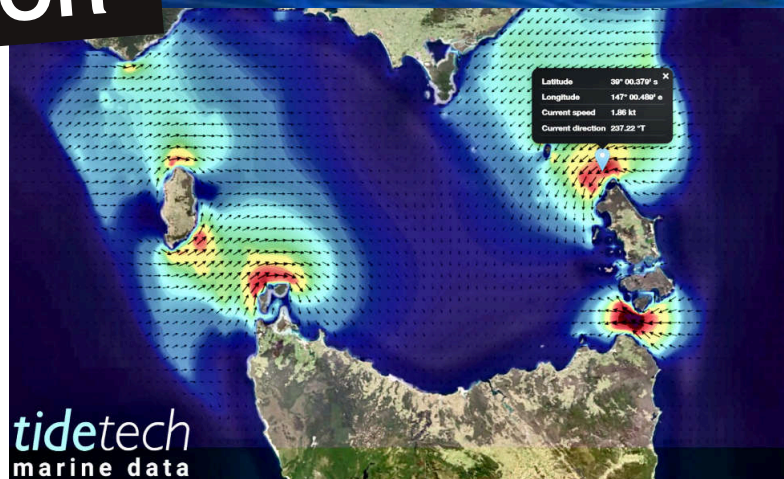
You probably don't need anyone to tell you this, but Tasmania is one of the world's great, largely unspoiled cruising destinations. If you're Tasmanian but have never explored your home state from the water before, a whole new perspective awaits you. If you're new to Tassie then trust us; this will be a cruise that you, for all the right reasons, will never forget.

Every VDL-C Cruise has been a different and wonderful experience, each with its own stories and memories. And each cruise has offered fantastic opportunities to learn, in sometimes challenging conditions, from your fellow sailors. No matter what happens on your cruise, you'll come out of it a more experienced, more rounded mariner.

The newsletters you'll be emailed between now and when we set sail in February 2026 will be the main way we communicate with you, so keep an eye out for them. They will also be posted on the VDL-C Cruise 2026 website (<https://ryct.org.au/vdl-circumnavigation/>) together with other reference material, including the Cruise Plan, Route Map, Safety Requirements and the current Provisional Entry List. Please read it carefully because it's not only essential in helping you comply with the 2026 Cruise Safety Requirements, but it's also full of information useful for planning your cruise. It's there to keep you safe, and contribute to your enjoyment.

## What happens next?

Most of it will be down to you for while. You'll be preparing your vessel for the journey, a matter discussed in more depth below. As we get things organised at our end, you will be kept informed in newsletters like this one. Closer to the departure dates there will be briefings that you should attend, especially if you haven't done a VDL-C before. You'll have the chance to meet your fellow cruise participants, hear from people who have done the cruise before, and ask questions.



A full timetable and notes are available on <https://ryct.org.au/vdl-circumnavigation/> but, in a nutshell, the Hobart fleet will leave and head across Storm Bay into Port Arthur, or go straight around Tasman Island into the beautiful Fortescue Bay.

# The Cruise

Note that you're allowed to go between Tasman Island and mainland Tasmania, but you're not allowed to go through the Denison Canal. That's cheating.

Then it's to Maria Island, Schouten Passage, the Freycinet and Wineglass Bay, before the long hop to somewhere on the north east coast, where you'll wait for a favourable tide to tackle Banks Strait. From here you head west, eventually arriving at the Tamar River and Beauty Point.

Boats leaving from within Port Philip Bay can gather at Queenscliff, staying a night or two at the beautiful Queenscliff Cruising Yacht Club, prior to going through The Rip into Bass Strait.

Wherever you come from, you are heartily encouraged to meet the Hobart fleet in Beauty Point, near the mouth of the Tamar River. There's usually a slap up dinner put on by the lovely people of the Tamar Yacht Club and, importantly, you'll get to meet the rest of the fleet.

From here, you head west to Devonport, Stanley and the Hunter Group. The Hunter Group is a fleet favourite because it's beautiful, there are anchorages to suit most conditions, the fishing can be excellent, and the beach at the north end of Coullumb Bay is a killer spot for a barbecue.

Then it's down the west coast to Hell's Gate and Macquarie Harbour and Strahan. For the benefit of those who quake at the thought of sailing down the west coast, the first three times we did it we motored the whole way in dead calm. The fourth time (2024) we had a brilliant sail with a wonderful, steady north easterly that didn't let up until two hours before Hell's Gate.

Hell's Gate is tricky, but if you do your homework and follow the rules you'll be fine. If you haven't done it before, do it in daylight. Apart from anything else, at dawn it's stunningly beautiful.

After visiting Strahan for whatever you need, head out into the harbour. For us, Macquarie Harbour and the Gordon River are absolute bucket-list experiences.

You'll head south from Macquarie Harbour to Port Davey and Bathurst Harbour's breathtaking wilderness, where you can explore ashore, climb mountains, or just bask in some of the most beautiful anchorages you'll ever see.

From Port Davey you'll head around the bottom of mainland Tasmania inside Maatsuyker Island and the three capes, imaginatively named South West Cape, South Cape and South East Cape, and then into Recherche Bay.

In the D'Entrecasteaux Channel there are many spots to stop and there are usually cruise dinners held at places like Dover and Port Huon, and on beaches in some of the pretty bays along Bruny Island and mainland Tasmania.



Then it's up the Derwent River to Hobart and a fabulous dinner at a fabulous yacht club. The mainland fleet and those returning to their home ports will have briefing and set off as soon as weather permits, following the same path as the Hobart fleet a few weeks prior.

After traversing Banks Strait, the mainland fleet will explore the Furneaux Group and then head to the Kent Group. From here some will head north to Lakes Entrance, or Eden and the East Coast. Others will head to Refuge Cove, Oberon Bay, Westernport Bay and then Port Philip Bay.

Guiding you on this cruise will be two Cruise Commodores (one for the Hobart fleet, one for the mainland fleet) and a Communications Officer. A second Communications Officer may be appointed to keep track of the mainland fleet if it is big enough to warrant it. Otherwise the mainland Cruise Commodore will perform both duties.



## Scheds

There are two per day. One at 09:03 which is optional, and one at 18:33 which is not optional. We'll say it again. The 18:33 Evening Sched is not optional. There is nothing cool about going 'dark' on us. If you're safely tied up for the night and in the pub, letting us know before the sched is fine. Letting someone else know who can relay a message on your behalf is fine. But it's still your responsibility, not the person to whom you delegate, so make sure your message has been received by the Communications Officer.

Miss one Evening Sched and we get very worried. Miss two and we may call the Search & Rescue cavalry. At your expense. Three little words, so much pain.

## Sorry, but it's not a race!

That's right. Take a deep breath, and try to cope, those of you whose sailing experience is limited to zooming around the sticks and getting there first. The VDL-C Cruise is not a race. It's a cruise in company. An expedition and an opportunity to explore incredible places in the company of other adventurers. Half the fun is turning up to a cruise barbecue and swapping war stories with your fellow mariners, so we strongly encourage you to stick with the main body of the fleet.

Having said that, it's up to you how fast or slow you travel. The author has done four circumnavigations, and still thinks that taking the time to drink in everything Tasmania has to offer, results in the richest experience. Equally, deciding to spend an extra day fishing may mean you dip out on something else. Like perfect sailing conditions to the next destination. Or a get together where you can chat about where to anchor. As the skipper, you have to weigh up all these things.



## SKIPPER'S RESPONSIBILITY

Once you set sail, nothing is compulsory except your participation in the ritual of the 18:33 Evening Sched.

The decision to join or to continue on the cruise remains the sole responsibility of the owner or skipper, as does the safety of any participating vessel and its entire management, including insurance.

Owners and skippers are urged to assess their own capabilities, and those of their crew and their vessel before entering, starting or continuing to participate in the 2026 Tidetech VDL-C Cruise.

All those taking part in the 2026 Tidetech VDL-C Cruise do so at their own risk and responsibility. The Royal Yacht Club of Tasmania takes no responsibility for the seaworthiness of a vessel whose entry is accepted, nor the sufficiency or adequacy of its equipment or the competency of its crew.

No member or staff of the Royal Yacht Club of Tasmania, or any other party involved in the organisation of this event, shall accept responsibility for, or be liable for, any accident, injury, damage, or personal loss (material or otherwise) to any vessel, participant, or third party, before, during, or after the 2026 Tidetech VDL-C Cruise.



# SAFETY REQUIREMENTS

**M**ost of the pre-cruise safety requirements are designed to make the cruise as enjoyable and, most importantly, as safe as possible. They have been guided by Marine & Safety Tasmania (MAST) Regulations and the Australian Sailing Blue Book Special Regulations (Part 1). They have also been informed by the real-world experience of participants over the last three decades.

In January and February 2023 the VDL-C Cruise Safety Requirements were reviewed and restructured by the VDL-C Committee to follow more closely the framework used by Australian Sailing for their racing categories. They were tweaked again after the 2024 cruise. Nevertheless, the basic requirements remain substantially the same as for previous cruises. Two appendices have been added: Appendix 1: Safety Requirements Checklist and Appendix 2: First Aid Kit - Suggested Contents.

Each participating vessel is required to sign a declaration that the specified safety and other requirements have been met.

These requirements are not negotiable, and exemptions to them are rarely entertained. Participation in the cruise depends on them being satisfied and remaining so throughout the cruise.

Conforming to the requirements is largely self managed and is the skipper's responsibility. If your vessel is found not to conform to the 2026 Tidetech VDL-C Cruise Safety Requirements during the cruise, you may be requested to leave the fleet.

All necessary documents are available at the cruise website:  
<https://ryct.org.au/vdl-circumnavigation/>





# COMMUNICATIONS RULE CHANGE AND WHAT LED TO IT

The big news for 2026 is that having an HF radio is no longer mandatory.

Why? Because during the 2024 VDL-C Cruise, a big change evolved in the way we all communicated with each other, and it became obvious that there was a more reliable and cheaper alternative to HF radio.

Thus, for the 2026 Tidetech VDL-C Cruise, it is mandatory that your vessel be capable of achieving a solid internet connection that works anywhere on the Tasmanian coast, with sufficient bandwidth to support fleet discussions via Zoom or something similar.

By the end of next year there will be, no doubt, a few companies offering a suitable product, hence we're not being prescriptive about brands in the formal cruise documentation. But at this time, the necessary technology seems to be solely provided by Starlink.

Starlink, for anyone who's - technologically - been

living under a rock, enables you to hook up to the internet anywhere from your boat, caravan, shack, (or, indeed, rock) just as you would at home. In the 2024 VDL-C, vessels with Starlink enjoyed rock-solid internet even in the deepest, darkest corners of Tassie. Those vessels could reliably communicate with each other and the Starlink-equipped Radio Relay Vessel (RRV) wherever they were. Apart from telling the RRV their location and intentions during the Evening Sched, they could relay the position of nearby vessels not equipped with Starlink, useful for when the distance or atmospheric conditions rendered VHF and HF ineffective.

A WhatsApp group was set up for the fleet so we could check on each other's welfare, pose questions, ask about anchorages, make social arrangements, share photos and tell stories. This was brilliant, fun and reassuring, especially on the rare occasions that the weather wasn't great. Even better, vessels with Starlink could access weather and tidal information from all the online



sources (including Tidetech) when they wanted it, rather than waiting for someone to broadcast it.

Finally there's the cost. A decent HF, even second hand, is hard to find, costs heaps, and requires a PhD in the Dark Arts to set up. You can get Starlink from Bunnings, JB Hi Fi, and other retailers for a few hundred dollars and it can be connected by anyone with some computer skills. And at the time of writing, Starlink is a monthly subscription service (we pay about \$180pm) that you can pause and resume at any time.

Other mandatory requirements in addition to internet, are an AIS Class B Transponder switched on at all times when underway. You should have supplied an MMSI number on your Expression of Interest form. If you didn't, please ensure it is lodged with RYCT Reception before you commence the cruise.

You must also have a DSC capable VHF radio that can broadcast at 25 watts. A handheld VHF is useful for shore parties and for chatting to nearby vessels, but has nothing like the range or signal strength of your 25 watt base station.

Tasmania is blessed with a very effective ship-to-shore VHF marine radio network called Tas Maritime Radio or TMR for short. As of early 2024,

VHF coverage of the Tasmanian coast is almost complete, but there are still some black spots. As TMR is an organisation made up entirely of volunteers and largely funded by annual membership subscriptions (with government assistance in purchasing equipment) we encourage you to join. At the time of writing the annual fee is only \$35, a small amount of money well spent. Visit [www.tasmaritime.com.au](http://www.tasmaritime.com.au).

TMR is one of the only coastal radio stations that still monitors and broadcasts HF scheds. Therefore, if you have an HF radio we strongly recommend you ensure you keep it in good working order..

Finally, whilst satellite phones and devices like Iridium Go have their uses, they do not enable you to simultaneously communicate with multiple vessels.

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# Preparation

**P**rocrastination is the enemy of anyone preparing for a VDL-C Cruise.

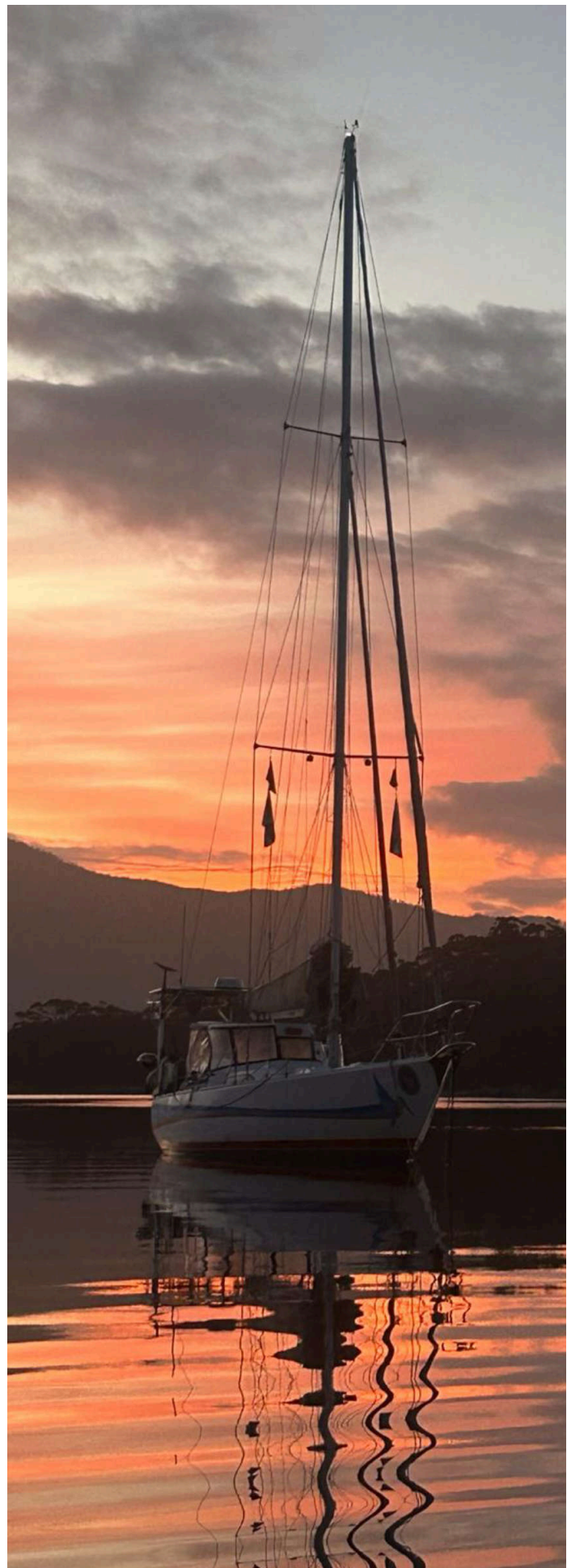
Apart from being the standard all skippers and vessels must reach to come on the cruise, the 2026 Tidetech VDL-C Cruise Safety Requirements document is also a Really Handy List and as good a place as any to start your preparation journey.

Making sure your boat is ready and seaworthy for the cruise like this is a big job, and you need to start early. Since the first time the event was run three decades ago, there's been at least one skipper every cruise who ended up setting sail late (or, sadly, dropping out altogether) because they ran out of time. Don't be that person.

There is always more to do than you think. Bass Strait and The Roaring Forties have a way of revealing the shortcomings in your preparation. Make lists and be honest about the things that aren't up to scratch on your boat. Get your preparation done early, and then take the boat out for a shakedown cruise to make sure it all works. Electronics are a perfect case in point, particularly now that one of the mandatory requirements is Internet Communication. Give yourself plenty of time to install it, road test it thoroughly and then fix it if necessary.

Remember that, even with the most fastidious preparation, things break. Think long and hard about the spares you might need. Engine spares, rigging spares, sail repair bits, nuts, bolts, shackles, plumbing, hose clamps and so on. And lots of good quality tools. It's a cruise in company so, if you're amongst the fleet, there'll be people around who will eagerly help you with the unexpected, but you must be self sufficient.

Finally, don't forget to slip the boat before you go. To enter the Tasmanian National Parks, you must have a clean bottom.



## Registration Queue

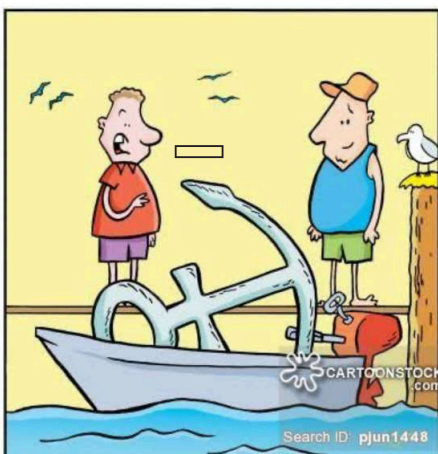
**A**s you'll remember from the Notice of Cruise, the fleet is limited to 45 vessels. This total includes up to 5 catamarans and includes 5 vessels in excess of 60 feet LOA. We set this limitation because of the difficulty in accommodating such a large number of vessels in anchorages, ports, marinas and at the various functions we run during the cruise. Also, experience has shown that managing a larger fleet once the cruise begins is extremely difficult.

In the lead up to cruises, the number of provisionally accepted vessels has often greatly exceeded this 45 vessel limit, so if you're further down the list don't be disheartened. Boats drop out for all sorts of reasons and, historically, no one who really wanted to come has ever been left behind.

## Dropping Out

**T**he registration process is structured to encourage people to enter early. It also encourages those who need to drop out, to do so early. This enables those in the queue who are now able to participate, to have as much time for preparation as possible.

You can withdraw from the cruise without penalty before 1st November 2025. After that, withdrawal becomes increasingly expensive. Go to the VDL-C Cruise website <https://ryct.org.au/vdl-circumnavigation/> to see our full Refund Policy.



"I see you aspire to bigger and better things!"

## Pets & National Parks Rules

**M**uch of what will make your journey special are the national parks you'll anchor in and explore. Before every VDL-C Cruise, the VDL-C Committee has to gain permission from Parks Tasmania for us all to spend time in these environmentally sensitive places. Not surprisingly, Parks Tasmania is very particular about how we behave in the wilderness.

There are strict rules about where you can fish and how many fish can be taken. There'll be more detail on this in future newsletters but for now go to <https://fishing.tas.gov.au> where you'll find all the rules, what you'll need in the way of licences, and an interactive map showing where you can and can't wet a line.

You can't bring your pets. It's illegal to have animals of any kind on board, including dogs, cats, birds, reptiles or anything else that breathes air. Leave Fido, Fluffy, Tweety and Liz at home. Also the axolotl that keeps escaping from it's tank.

If there's a sign asking you to do something, obey it. For example, if it asks you not to tie up or anchor somewhere overnight, then don't tie up or anchor overnight. Simple, huh?

And, as we said before, your hull needs to be clean. Slip your boat and give it a shave and a haircut before you leave.

Parks and Wildlife Rangers can (and do) inspect your vessel, impose fines and enforce expulsion from the park. Anyone caught breaking the law will also make it harder for us to get the necessary permissions next time.



# Things to help you find your way around Tassie and look good during the 2026 Tidetech VDL-C



## The Tasmanian Anchorage Guide

This legendary publication was originally developed for VDL-C Cruises, and is now widely recognised as a ‘must have’ for boats visiting Tasmania. The latest edition of this popular guide will be issued to you all, the cost of which is included in your entry fee.

## Other stuff

In addition to the Anchorage Guide and the Cruise Manual, you’ll also receive two tickets to the VDL-C Hobart Dinner, polo shirts (that you’ll have the chance to pre-order in due course), bow stickers, brag flags, and tourism information about some of the places you’ll be visiting. Much of this will arrive in a nifty back pack or satchel, super handy for dinghy trips ashore.

Please note our lovely “Vivacious” models below, proudly sporting the VDL-C cruise shirts at the 2024 Hobart Cruise Dinner. They are holding what is known in VDL-C circles as the “Bolter” award.

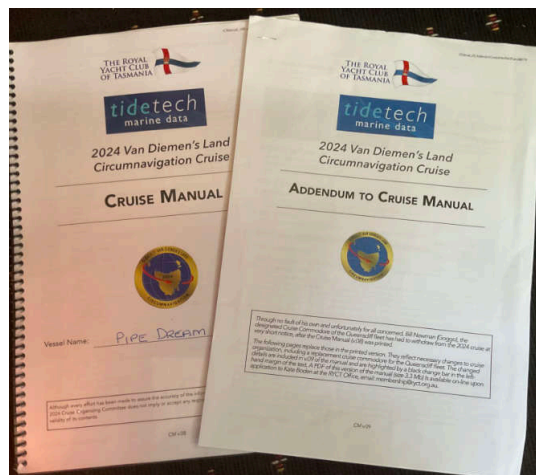


## The Cruise Manual

At a recent gathering of Communications Officers and Cruise Commodores, crusty mariners all, it was agreed that over 90% of questions asked during a VDL-C were answered in The Cruise Manual. Thus, the acronym “RTFM” was born, and occasionally used, to encourage participants to, indeed, Read The X@#&ing Manual.

The Cruise Manual is a compendium of information compiled for your exclusive use during the 2026 VDL-C Cruise. It is planned that the first edition be ready mid December 2025, so that boats joining the fleet from further afield can access the information within it while en route to Tasmania. If there are updates required, there will be either an addendum or a second edition issued just prior to the departure of the Hobart fleet.

Some of the information will already have appeared in these newsletters, but much will be fresh. Amongst other things, the Cruise Manual contains a great deal of Port Information where you’ll find what can be found (and where) in each port along the way.



## Things To Do #1: Beauty Point

In this and subsequent newsletters, we'll be giving you brief snapshots of things worth doing in the various places you'll be visiting. In this edition, we're featuring Beauty Point.

Beauty Point was originally called Ilfracombe, but in the first decade of the 1900s, its name was changed to Beauty Point after a cow called "Beauty" was buried there by a grief-stricken farmer in 1903.

As you may have seen on the RYCT Tidetech VDL-C Participants Facebook page, there's a plethora of activities around the area. For example, we're considering arranging a trip to Launceston that incorporates a Tamar winery tour.

In George Town, there's a wonderful Maritime Museum and a short walk from the Beauty Point Marina is Seahorse World and Platypus House.

You can tour the Beaconsfield Mine and Heritage area, go on a winery jaunt, head up the beautiful Tamar River to Launceston and take a trip through the Gorge to visit the early hydro power station or go on a chairlift. Or stop on the way at Rosevears and head to the pub for lunch.

While you're in Launceston, tours of the James Boag Brewery have been popular in the past as has lunch or dinner at Stillwater Restaurant. If you need any bits for your boat, Tamar Marine is one of the best stocked chandleries you'll find anywhere.



# Frequently Asked Questions

## 1. What lifejackets do I need?

Each person on board must be provided with a lifejacket, Level 100 or above that meets Australian Standard 4758.1. Marine and Safety Tasmania (MAST) will also accept lifejackets of different standards provided they meet their state or territory requirements. If a lifejacket is acceptable to MAST, then it is acceptable on the VDL-C Cruise. Inflatable lifejackets must have been checked and serviced in accordance with the manufacturers' recommendations.

Please note that since 1st January 2021 older life jackets (AS1512, AS1499 and AS2260) are no longer compliant or accepted.

## 2. When and by whom must these lifejackets be worn?

You must always wear one in a recreational motorboat or motor-propelled tender less than 6 metres LOA while under power. Children under the age of 12 must wear one at all times in a vessel of any length while it is under power.

On passage, you must wear one while on deck between sunset and sunrise. We also strongly recommend you wear one when alone on deck at any time, when wind speed is 25 knots or above, or when visibility is poor.

You are not required to wear one while you're within a deckhouse, cabin or secure enclosed space.

## 3. What are my minimum crew requirements?

You must, during all VDL-C Cruise passages, have no less than two experienced crew on board your vessel.

These two lucky human beings must:

- Have completed an overnight passage of at least 100 nautical miles and be capable of helming and operating the vessel in all conditions. Although not mandatory, an offshore skipper's certificate is prima facie

evidence of this.

- Be proficient in coastal navigation. Although not mandatory, a certificate in coastal navigation is prima facie evidence of this.
- Be proficient in the use of the vessel's communication equipment. One crew member must have a Restricted Operator's Certificate of Proficiency or equivalent. Information on obtaining either a Long Range Operators Certificate of Proficiency (LROCP, for HF and VHF) or a Short Range Operators Certificate of Proficiency (SROCP, for VHF only) is available on the Australian Maritime College website ([www.amc.edu.au](http://www.amc.edu.au)) or search SROCP on the web.
- Be proficient in First Aid. Although not mandatory a current First Aid Proficiency Certificate is prima facie evidence of this.
- Know where the safety equipment is, and how to use it.

Remember, a significant part of this cruise will be in off-shore waters exposed to the full force of Southern Ocean westerlies, and in the often treacherous waters of Bass Strait. In recent years weather forecasting has become much more accurate, and having internet capability will mean you can access state of the art forecasting tools. But none of it is 100% accurate. Please note the caveat that the Bureau of Meteorology still attaches to all its forecasts:

"Wind and wave forecasts are averages. Wind gusts can be 40% stronger than the forecast and stronger still in squalls and thunderstorms. Maximum waves can be up to twice the forecast height."

## 4. What bilge pumps must I have?

At a minimum, you must have at least two bilge pumps, one of which needs to be manually operable from the cockpit. Additionally, we highly recommend you have

a manual bilge pump you can operate down below. You must also have two buckets.

It has been said the most effective bilge pump is a frightened person with a bucket. The second most effective (and safest) is to have a securely mounted manual pump you can operate on deck, and another operable from below. You need to be able to use these pumps with all cockpit seats, hatches and companionways closed. The handle that operates the pump(s) must be secured.

Electric pumps are great and we encourage you to have them on board, but they won't work if your battery compartment is flooded.

The two buckets must be of 'stout construction' with at least eight litres capacity, and a lanyard. What defines 'stout construction' we asked a yacht club safety officer one afternoon and he responded "If you can sit on it and relieve yourself, it's stout."

## **5. Where can I get fuel?**

This is a very good question. You will motor much more than you think. You will also use your dinghy heaps to explore especially in Macquarie Harbour and Port Davey, so you'll need plenty of fuel for that too.

You will receive the VDL-C Cruise Manual shortly before you set sail in February 2026, and this will have all the up to date information you'll need for the cruise. Where you can get fuel, food, water, chandlery, shipwrights, and lots of other things. Much of this will also be shared in forthcoming newsletters.

But for now, to answer the question, you can purchase fuel in Hobart, Triabunna, Beauty Point, Launceston, Stanley, Strahan, Dover and Kettering. You can also get food and water in these places, and a few others. Please note that this may change between now and when we depart.

## **6. What public transport is available in Tasmania for crew changes?**

This is also a good question because you might be planning to change crew on the journey and they'll have to get themselves to

you. In the past Beauty Point and Strahan have been popular places for crew changes.

Hobart, Launceston, Devonport and Wynyard (Burnie) are the main airports for interstate travel. You can also, of course, catch the Spirit Of Tasmania from Geelong to Devonport. Strahan has a small aerodrome for light aircraft, but there are no commercial flights.

Buses are available to the Tasmanian towns you're likely to visit, although in many cases services are neither frequent nor quick. A bus from Burnie to Strahan, for example, takes four hours. Heading from Launceston to Strahan will take all day. There's no direct service from Hobart to Strahan but, as our crew discovered this year, the journey can be achieved in a thirteen hour bus schlep, with two changes, via Launceston and Burnie.

In past cruises ad hoc car sharing arrangements have emerged from Launceston and Strahan. For example, in the 2024 cruise someone drove to Strahan to crew, and someone leaving the cruise drove their car back to Hobart. This occurs fairly spontaneously and should not be relied upon but it's worth keeping your ears open on the off chance you can get a ride. The cruise grapevine is very active.

Believe it or not you can also change crew at Port Davey despite there being no roads in, and there have been a few intrepid souls over the years who have managed this. A company called Par Avion flies into Deny King's airstrip at Melaleuca near the south west corner of Bathurst Harbour. This service caters for bushwalkers and tourists wanting something different. There are no formal timetables, but the service is fairly regular during the warmer months, depending on demand and weather. Call 03 6248 5390 or go to [www.paravion.com.au](http://www.paravion.com.au) for bookings and information

Oh, and Deny King was an astonishing man, and a pioneer of the southwest. His biography "King Of The Wilderness" is well worth a read.

# Frequently Asked Questions Continued

## 7. Where can I berth during the cruise?

In past cruises there have been skippers who have turned up expecting there to be a berth waiting for them, line handlers, cocktails and a welcoming party, despite the Organising Committee's frequent reminders that it's their responsibility to be self sufficient. Only joking about the cocktails, unfortunately.

If you want a berth at RYCT Hobart (or anywhere else) before, during, or after the cruise you (yes, you) will need to negotiate your own booking arrangements, including fees, with the incredibly helpful folk at RYCT (phone 03 6223 4599) or by email: ryct@ryct.org.au. The first three months of any year are the busiest, so it would be wise to make your arrangements sooner rather than later.

In Beauty Point, the Tamar YC Marina is always a busy place but the club bends over backwards to accommodate the VDL-C fleet. As with Hobart, you must book and pay in advance by calling 03 6331 8013 or 0418 321 339.

There are limited berthing facilities at the Mersey Yacht Club Marina at East Devonport. Berthing is also limited at Wynyard (and watch the tides if you go in there) and in the Stanley Fishing Harbour under The Nut.

At Strahan, the council has recently taken over the management of the wharf from TasPorts so berthing rules will inevitably change between now and 2026. We'll publish more details as they come to hand and, of course, the Cruise Manual (see page 10) you'll receive early 2026 will have up to date information.

## 8. Where can I slip if I need to?

The RYCT in Hobart has an excellent slipway. As a participant in the 2026 VDL-C, you can avail yourself of this facility at RYCT member's prices. These are very reasonable by mainland metropolitan standards. You'll need to make arrangements as soon as possible with the RYCT Bosun (0419 885 420).

Slipways in other places visited by the cruise are really only for emergencies. In Beauty Point and Devonport there are slips run by the Port Dalrymple Yacht Club and the Mersey Yacht Club respectively. The Tasmanian Port Authority (TasPorts) runs commercial slipways in Lady Barron (Flinders Island), Currie (King Island) and Strahan.





## 2026 Tidetech Van Diemen's Land Circumnavigation

### Committee:

Chairman - David Bowker

John Hall

Peter Lewis

Rob Greenwell

Bill Newman

Lee Renfree

Richard Scarr

Stephen Renfree

Fiona Tremaine



### Reference Group:

Jeremy Firth

Tony Cowley

David Meldrum

Grant Ford

David Weir

Michael Denney

Thanks to the office and marina staff at Royal Yacht Club Of Tasmania.

Thanks also to all participants of past VDL-C events whose photos appear in this newsletter.

