



**MIDDLE HARBOUR YACHT CLUB**  
**THE COMPASS ROSE CRUISING LOG**

Volume No. 40 No. 3 April 2020

Editor: Phil Darling

**MEETINGS AND ON-WATER EVENTS ARE CURRENTLY DEFERRED DUE TO THE COVID-19 EMERGENCY. SEE STATEMENTS ON PAGE 3 INSIDE**



**“GOT A SPARE ROLL, MATE?”**  
**ESSENTIAL SUPPLIES IN A TIME OF LOCKDOWN**  
**PICTURE – MICHAEL MULHOLLAND**

## CRUISING DIVISION OFFICE BEARERS – 2019 - 2020

<b>Cruising Captain</b>	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Mike McEvoy	9968-1777
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Kimberley Pratt Mike McEvoy	9968-1777
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Dallas O'Brien, Phil Darling	0404 892 077
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge and CD members	Phil 0411-882-760
On Land Events Coordinators	Committee Members	
Committee Members	Martyn Colebrook, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge, Mike McEvoy, Dallas O'Brien, Jeremy Clarke, Sabiene Heindl	



**Deadline** for the next edition of the Compass Rose, is  
**Sunday 3<sup>rd</sup> May**

The **EDITOR** for the next Compass Rose is  
**Evan Hodge**

Please forward contributions via email to the editor:  
[cruising@mhyc.com.au](mailto:cruising@mhyc.com.au)

Opinions expressed in the Compass Rose are those of the contributors, and do not necessarily reflect opinions of either Middle Harbour Yacht Club or the Cruising Division

## MHYC CRUISING DIVISION ANNUAL PROGRAM 2020

All on-water and on-land events are currently suspended in line with Government and Club guidelines including the Cruising Division AGM – deferred to a date to be determined

### STATEMENT FROM THE COMMODORE - 3 APRIL 2020

#### MESSAGE TO ALL MEMBERS

To all our valued members,

We hope you and your family are well and safe. The fast pace of change caused by the Covid-19 Pandemic has meant that the board, flags and staff have had to adapt and prepare a strategy and plan for the club to work through this crisis.

Our strategy has been to firstly ensure that members, staff and guests of the club are safe.

Secondly that the club complies with NSW and Federal government regulations, and is in lock step with NSW sailing clubs and Australian Sailing.

Thirdly to ensure that the club will be financially sound and able to weather the impact of the Covid-19 pandemic. The club needs also to be prepared for resumption of normal business after the crisis subsides.

To achieve these goals the Board, Flags, Club House Committee have been meeting on an ongoing basis to plan and execute activities to ensure we meet these goals. The Commodores of the major Sydney clubs are also liaising on an ongoing basis to share ideas and to harmonise plans. I particularly wish to thank Bruce Aitken and the staff for their diligent attention to the difficult tasks at hand. Further thanks to the Club committee particularly Neil Drabsch and Rob Aldis for the long thoughtful planning and support. To the Board and Flags my thanks for their part in ensuring their areas of responsibility are all moving ahead in line with the plans.

We intend to communicate with you our valued members Monthly or if a major change occurs more frequently. The status of the club today is as follows.

1. The club Food and Beverage services are suspended. The Sand Bar and Harbourview are closed.
2. The Marina remains operational and Matt Pyne continues to manage the Marina as usual.
3. Mark Maybury the incoming CEO has agreed to reschedule his start to July 1 2020, in the meantime Bruce Aitken will continue in the role as acting CEO

4. Essential Staff are working from home or in the office on as need basis whilst observing social isolation protocols.
5. The A-arm enhancement has been delayed until May 2021.
6. The AGM has been delayed to later this year to a date to be announced.
7. Sailing programs have been suspended until September. We are currently planning a start-up of all sailing in September. This will be reviewed as information comes to hand.

Fellow members, The World is experiencing a once in a one hundred year Tragedy. It will no doubt affect us all. Please take care of yourselves, your family, your friends and the people around you. I trust we will start the 2020/21 season with a new zest for life and sailing. I am hoping we will soon be back together enjoying the sport that unites us. I am hoping to plan some special functions to bring in the new sailing season to underline the circumstances that we face today. In the meantime the Board, Staff and Flugs will continue to manage the club on your behalf.

Peter Lewis.  
Commodore

#### EDITORS NOTE:

***The Cruising Division Committee determined on Monday 23<sup>rd</sup> March to continue publishing the Compass Rose on a monthly basis as normal, during the period of the club shutdown, and to publish it on the club web site. It is unclear whether the postal version can continue to be sent out. We will continue to welcome appropriate contributions from members during this time until we can again meet on the water and at the club.***

***All on-land and on-water events (including the Annual General Meeting of the division) are deferred until further notice.***

## CAPTAIN'S COLUMN – APRIL 2020



Wow 2020 is a roller coaster year with drought, fires and Covid-19. Unfortunately all club related activities including cruising have had to be cancelled and any planning of future events put on hold. All food and beverage outlets at the club are also closed.



These are necessary moves required to meet the physical distancing guidelines as measures to prevent the spread of the Covid-19 virus.

But remember this is all about physical distancing to avoid the spread NOT social distancing as we have many more means these days of communicating amongst family, friends and the Cruising Division.

We have the CD WhatsApp group, the Facebook Page, the Compass Rose, emails and of course the mobile phone. So if you do find yourself short of a bog roll reach out and I'm sure you will be inundated in no time.

Meanwhile to keep things light it is amazing the number of highly talented creative people who are posting items to keep us smiling. For those that are finding them keep them coming as the best thing we can do in our isolation is have a good laugh with those that we are isolated with.

Meanwhile there is more time to plan that next cruising adventure. Maybe the next Australian Wooden Boat Festival in Hobart, Tasmania 5-8 February 2021. Surely life will be back to normal by then. Tasmania is a great place to cruise and taking time to explore the Bass Strait islands is well worth the effort.

If you would be interested in a cruise in company to Tasmania in early 2021 please send an email to [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au).

If you have any other suggestions for future cruises you would like to do in company please also let us know at the above email address.

So, please stay safe everyone and we will see you on the other side of this pandemic.

Evan Hodge  
Cruising Captain. SY. Nashira

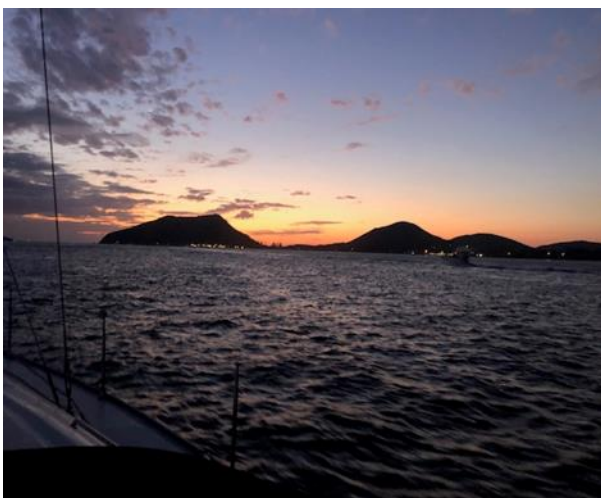
## PAST EVENTS: Sail to Coffs Harbour – February 2020

***One vessel ended up doing the trip to Coffs Harbour and return for the Elton John concert there. Gavin Randall reports here on the cruise up and back in their Bavaria “Delphin”.***

The past couple of weeks has given me some time to reflect on the trip up and back and the amazing experience it was for me, Dallas and my son Christopher. For me I learned more in that trip than I have in many years sailing in harbour and up and down the coast. There were a number of firsts for me, the first time that I had crossed a bar, the first time that I sailed through the night and the first time that I have been really challenged.

As the concert date drew closer only La Madre and Delphin were committed to sailing north for the concert, but with the late withdrawal of our crew Dallas and I decided to sail up together on Delphin.

On Thursday the 20th of February we departed Sydney Harbour at 6am in the morning. The sailing Gods had smiled on us and we had one of the best days sailing in my life, with a nice southerly 20-25 knots for most of the day with a following swell we were surfing most of the day getting up to 9knots at times. To say that we had fun was an understatement. We reached Port Stephen’s on dusk and spent the night in Nelson Bay.



There was not a lot of wind forecast the following day so we opted to spend another day and night at the Anchorage Marina. Getting to the marina the following day proved to be more of a challenge than one might have envisioned with a major fishing competition motor past of what looked like 50-70 stinkers at 7am and most of the crew were already well into their 2nd or 3rd beer.

After a restful day and night, we set sail for Camden Haven. The wind was light and as a result we motor sailed most of the day.

We reached Camden Haven late afternoon and approached the bar with some trepidation at low tide, both having “bar-phobia”. Although there was not a little swell the crossing was a lot easier than the visions that we had conjured up in our minds. We managed to navigate our way down the waterway to the Bowling Club where we spent a very pleasant night.



We were treated to the most beautiful sunrise as we left Camden Haven on our way to Coffs Harbour.

The day started without incident, the wind was light and we were motoring, Dallas was on the wheel, and I was downstairs brewing coffee when the engine

suddenly stopped. I popped my head up to enquire what was going on and after some investigation we realized that we had run out of fuel. Now there is a long story with why and how that happened but I won't go into that now. There was a light breeze so we put the sails up and made for Port Macquarie where we made contact with marine rescue and asked whether they could bring some fuel, so that we could make our own way to the marina. We did not want to risk sailing across the bar, still having “bar-phobia”. Whilst first agreeing to this request we were later contacted to say that they were not permitted to carry fuel and would need to tow us across the bar to the marina. As we were waiting for marine rescue to arrive, we did discuss the concept of what happens on the boat stays on the boat 😊



The tow into Port Macquarie went without incident thanks to the professionalism of Marine rescue who took us straight to the refueling wharf at the marina, when I got a text from my boat partner Simon asking if everything was ok as it appeared that we were getting a tow. Note to self “turn the AIS off if you ever need a tow again 😊”

We filled the tanks and set sail at about midday for Coffs Harbour determined to finish our journey. During the afternoon the easterly that was blowing started to pick up in speed, and with that the swell started to build as well. As it got dark the wind had

built to over 25 knots so we dropped the and main turned the engine on as we were struggling with a 3-knot current. We were lucky to average 5 knots. We hugged the coast but the going was hard.

As luck would have it there was absolutely no moon so we were unable to see the swell and waves were starting to crest and the occasional one break over the boat. Although harnessed to the boat I was knocked off the wheel by a breaking wave on two separate occasions. My mind then started to turn to the approach into Coffs Harbour with such a big swell when Dallas popped his head through the companionway and said "how do you think we will go with the swell getting into Coffs?" I thought better not to mention the waves breaking over the back of the boat 😊. Then to add to the excitement it started pouring rain.

We discussed heading out to sea if we thought the approach to Coffs was too dangerous, and heaving too, but would see what conditions were like before we tried to enter the harbour. Although we approached the entrance with some trepidation Dallas did a wonderful job of getting us safely into the harbour on the stroke of midnight where we cracked a bottle of red had a drink and collapsed. What a wonderful exhilarating experience.

The next week was spent in the Coffs Harbour marina where we were joined by Meagan and Selina for the Elton John Concert and Dallas and Selina's combined birthday party.



I have to take my hat off to Coffs Harbour the organization associated with the Elton concert was nothing short of spectacular. There were courtesy busses 5 minutes' walk from the marina that were running every 15 minutes and we were dropped back to the marina 25 minutes after the concert. It was a fabulous night that I will remember for many years to come.

My son Christopher flew up to Coffs on Friday and joined us for the sail back to Sydney. The plan with three crew was to sail back non stop over two days and nights. Unfortunately, we would be sailing into a southerly pushing up the coast till Saturday afternoon when it would start swinging round to an easterly. Not having the luxury of



being able to wait for a weather window we headed off. The afternoon sail was just perfect, lovely day and 15-20knots of wind.

As the sun slowly set the wind and swell started to pick up and we were now taking it on the nose and really beating into the swell. Our first 'through the night' sail was going to be challenging. We had worked out a watch schedule but with Chris starting to get sea sick the best laid plans started to come unstuck. The wind started to build, as so did the swell we were getting gusts up to 30 knots. Even with two reefs in the main we were overpowered. Chris summoned all his strength and came up to help us reef the fore sail, something Dallas and I would have struggled to do. Dallas then started getting sea sick for the first time in his life. To add to the misery, it was also pouring with rain.

The only positive was we were in the current and so were at times averaging 9 knots so making really good speed. I stayed on the wheel as the conditions were too strong for the autopilot as we navigated between other ships also using the current heading south. Dallas to his credit stayed in the cockpit in the pouring rain as support the whole night. I will have this image of him absolutely drenched from head to toe no wet weather gear stoically giving me support and helping with navigating between ships that were moving a lot faster than we were.

By 3am I was absolutely shattered and wondering whether I could continue when Chris popped his head through the companionway and said he felt well enough to take a shift, and thank god he did because I did not have a lot left, suffice to say Dallas and I fell into deep sleeps.

What an introduction to our first night at sea. Due to our level of exhaustion we decided to stop at Port Stephens for the night, suffice to say we all slept very well. As Chris had work on Monday and we were not sure whether we would make Sydney the next day he caught a bus back to Sydney.

I am pleased to report that the final leg of our sail to Sydney was a very pleasant and we were able to make the 8.30 bridge.

Would I do it all again? Hell, Yes what an adventure. Experiencing nature in all it forces, being physically challenged, pushing my body to the limit made me feel really alive.

**Gavin Randall, Delphin**

## FEATURE STORY

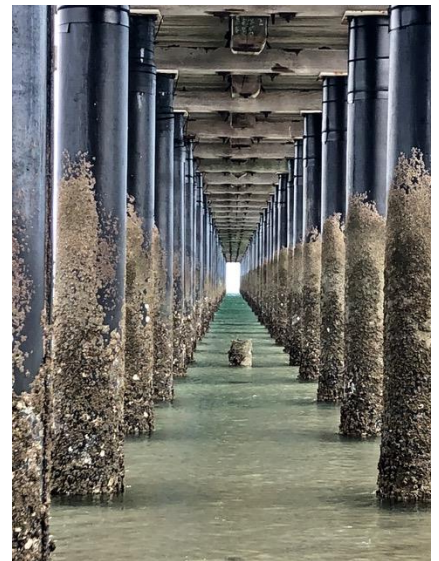
### Michael Mulholland SV Nanu

Cruising Nanu between Port Jackson 33.48S 151.14E and Port Denison 20.10S 148.15E. Michael Mulholland SV Nanu



### Part 3. Hervey Bay to Whitsundays.

Hervey Bay is where the water starts to become crystal clear and tropical turquoise due to the sandy sea bed. The Southern shoals need attention to the charts in order to navigate this vast network of shoals and channels. Large areas have only 5-8 metres of depth, but soon merge with banks of 2 metres and less depending on tides, which can range between 2-4 metres. We stayed West on the way North and explored Frazer island on the way back South.



Urangan, in the South West of the Bay has a marina and fuel wharf. Be sure to tell the marina managers Bob and Deb your depth as some berths are shallow. Also make sure that you have enough tide to enter. We enjoyed beach walks under the long jetty at low tide and riding our folding bikes for provisions which are a few kilometres away in this laid-back coastal town.

From there Bundaberg is a day sail. After passing the long corridor of channel marks to enter the Burnett river you can either anchor along the Southern bank or take a berth in the marina. Caution! The fuel wharf often has less than 2 metres depth at low tide. The rest of the town including the rum distillery are a couple of miles further upstream, so the marina is peaceful and spacious, with a restaurant offering fresh scallops for \$8 a half dozen. There is a well-stocked chandlery there too. The next few days would be away from civilisation so we took advantage of what was on offer.

Pancake Creek is 64nm North, protected from the SE trade winds by Bustard Head. There are 2 moorings in the mouth of the creek and room for several other boats to anchor in 5-7m of water between the headland and a Northwestern sandbank. Shallow draft vessels and those happy to work the tides can proceed further into the creek which is more protected from most wind directions. We enjoyed a good night's sleep in the outer mouth with several other boats, though somewhat rocky from the swell.

A dawn departure for Great Keppel Island, 57 nm North, had us passing Cape Capricorn just after midday. A 10-15Kt SE breeze and poled headsail had us making 6-7 Kts during the afternoon. Leekes Beach on the Northern side is sheltered from the trades-winds, but always seems to have a beam swell giving a constant roll. Long walks along the beach to the large lagoon at the Eastern end revealed a surprisingly large mangrove creek that we later explored by dinghy. A couple of yachts seemed to be parked in the mangroves for some time.

Rosslyn Bay is just 9nm West on the mainland. The marina there has fuel, a pleasant outdoor restaurant for Father's Day lunch and a courtesy car. The car was handy for provisioning in Yeppoon, which has a funky beach front cafe and Bunnings.

Continuing North we passed Port Clinton to Pearl Bay, which is still in the military zone and can be closed when training is on. The military has the most beautiful stretch of coast and we enjoyed Port Clinton's Northern bays on our way South in Northerlies. Pearl bay is sheltered by a couple of islets and provided a peaceful night and interesting beach walks. Signs prohibit venturing into the pristine bush with the threat of laser attack or unexplored ordinance.

West Bay on Middle Percy Island was our next stop, which we made in just under 9 hours. Much has been written about this quirky place with its chequered history, Yacht club and goat curry, so I won't add more here. 6 boats were anchored and we all met ashore at sunset, along with the sandflies.



Heading NW to St Bees Island there was negligible breeze, a very light haze and glassy water. Once the Percy islands disappeared in our wake, there was no visual reference at all. The Beverly Island group were ahead, but not visible. It was quite surreal. Just Nanu on a mercurial sea. Gabriele posited that Morgan Freeman might walk across the water at any moment wearing a white suit and in his dulcet tones, calmly inform us that we'd had a nasty accident and now were in heaven. We were in heaven and we knew it! It is a very good reference point that we reflect on regularly. Cruising is heaven on earth! We had to pause briefly for a whale to pass in front of us.

Lindeman and South Mole Islands were our next two hops before Abel Point (now Coral Sea Marina), where we collected friends for the last few days. Coral Sea Marina has the best bathrooms on the Coral Coast in their floating "Ocean Club". Fuel, courtesy car, restaurants and cafes are all first class.



The following days were spectacular with whales breaching close by Nanu, walks on Whitehaven beach and snorkelling in Luncheon Bay on the north side of Hook Island. Here we saw huge groper, sea turtles and all kinds of tropical fish.

Breakfast on the last day of sailing was interrupted by the bleating of two goats on the craggy shore of Hook Island. Below the goats we noticed 3 humpback whales that made their way across the bay, almost touching Nanu with their outstretched pectoral fins. We were all awestruck by these huge, magnificent creatures that gracefully descended in front of our bow, leaving a flat, glassy sheen on the surface.

A 20knot SE breeze enabled a speedy reach across the top of Hook, Hayman, Shelby and Gloucester Islands and into the shallower turquoise waters of Port Dennison.

41 Days, of which 31 were under way, to make 1233 nautical miles is what cruising is all about. No breakages or gear failure. At least on the way North. The sailing was brilliant. The wildlife was awesomely breathtaking. The biggest gift was giving ourselves the time to cruise without deadlines. Winds were mostly favorable, with a few Northerly exceptions. When boat speed drops below 5Kts we motor sail, resulting in probably 60-70% motoring or motor sailing.

At 15:30 we secured Nanu to the dock at “Bowen Marina and Slipway”, where we were assured had adequate depth for our 2.05m draft, and went ashore. When we returned at low tide Nanu’s water-line was 20mm higher than usual!

Nearby “Bowen Marina” which is part of the Arbon Seafood co-op had a berth with good depth where we relocated.



## Summary of daily passages on SV Nanu.

Nautical miles. Hours and minutes:

MHYC- Broken Bay 24nm. 5 hrs  
NCYC 55nm 9.30  
Shoal Bay 30nm 5:15  
Broughton Island 13.6nm 2:30  
Tuncurry 37nm 6:30  
Crowdy Head 27nm 5hrs  
Camden Haven 18nm 4Hrs  
Trial Bay 53nm 9:10  
Coffs Harbour 36nm 6:30  
Iluka 61nm 11:15  
Southport 106nm 23Hrs  
RQYS, Manly 41 9Hrs  
Deception Bay 24.5nm 4:30  
Mooloolaba 36nm 6:50  
Pelican Bay, Wide Bay Bar 64nm 10:30  
Garry's Anchorage 13nm 2:15  
Urangan 47nm 10Hrs  
Bundaberg 48nm 8:40  
Pancake Creek 64nm 10:30  
Great Keppel Island 69.5nm 10:30Hrs  
Rosslyn Bay 9nm 1:30  
Pearl Bay 57nm 9Hrs  
Middle Percy Island 55nm 8:45  
St Bees Island 66nm 11:15  
Lindeman 43nm 8 Hrs  
Abel point 30nm 5Hrs  
South Mole 12nm 2 Hrs  
Whitehaven Beach South 23nm 4:30  
Luncheon Bay, North Hook Island 17nm 3Hrs  
Bowen 43nm 7:15

## FEATURE STORY – BRISBANE WATER

### Gil Attersall - “Simply Irresistible”



Those of you with large boats, deep keels and tall masts will not be able to fully appreciate the gem that exists to the North of Broken Bay. Brisbane Water looks interesting from a car window but it seems a much more magical place viewed from the water.

You first have to experience the ‘thrill’ of hugging the starboard buoys parked seemingly on the rocks off Box Head to avoid the breaking waves on

the sand bank strung across the mouth. It’s an official bar so don the lifejackets and we close up the boat, Murphy is waiting in seemingly benign places. Maritime appear to spend some time adding temporary marks off Lobster Beach in an effort to direct vessels to the deepest water. Turning on full tide at Half Tide Rocks we suddenly drop to just 0.8 m under our 1.5m keel, but the bottom was pretty flat and we passed into deeper water at the next bend. Maybe the locals know a deeper way through. It apparently changes all the time.



Then north to Hardy’s Bay, another trap for new visitors. Go close to the south cardinal beacon keeping it to starboard, otherwise like us on our first visit, you will hit bottom. According to Doug Brooker, cruisers “Go to” for advice man, ‘You’re not cruising unless you go aground somewhere’, well we have lived by this advice many times, thankfully usually slowly.

Then The Rip Bridge, Glynne had done the Maths our mast is 14 metres, the tide is now low and the chart says the bridge clearance is 17.4 metres (in the centre) but as



you approach you are quickly double checking figures as it really looks as if you won't clear.

Get ready to gun your engine as the bridge is named for a reason. There are some great whirlpools and rips to bite into, just a short way off it all calms down.

St. Huberts island with its steep joining road is full of luxury houses, but along

most of the shore you have little holiday shacks sitting uncomfortable between modern mansions with windsurfers in the garden and large motor cruisers parked on private jetties.

To port you pass the entrance to Woy Woy a great place for a walk and admire the birdlife on aptly named Pelican Island. Little commuter ferries, looking straight out of a child's picture book, buzz very laid back locals and retirement village residents on a day's jolly to get to the best fish and chip shop in Woy Woy.



Proceeding north keep the south cardinal mark at the entrance to Woy Woy to Port as you pass oyster leases and then out into the blue sparkling Brisbane Water, which opens out for you looking magical but beware, sandbanks suddenly pop out of nowhere! It is advisable to hold a NW course for a little way as you leave the channel, to avoid a shallow patch! Gosford Sailing Club's racing fleet put on a great show, they have obviously learnt by bitter experience how far they can skim the shallow bits. There are lots of little bays to explore one with the remains of a large boat building shipyard.

There is always a warm welcome at Gosford Sailing Club. Showers and great meals. Happy memories I remember giving our eldest son a baby bath in the basin of the ladies shower room on our first trip. Only 47 years ago! Then Alan Lucas had his yacht moored in The Broad Water. Can't remember if he was in residence or we were too shy to approach this cruising god but we never met.

We have spend two separate weeks up there and found it very entertaining.

## HIGHS AND LOWS OF SELF ISOLATION

**Maralyn has been in self-isolation now for some weeks, which also coincided with Phil's hip operation. She relates the highs and lows so far ....**

High - The Pharmacy has stock of my medication for a further 14 days, including heart medication, asthma puffers and immune suppressing drugs.

Low - I find dodgy entries when checking my credit card statement – The bank immediately cancels the card and tells me I will wait 7 days for a replacement. Very inconvenient for someone who does all the shopping on-line!

High – Phil is recovering well at home 3 weeks from double hip replacement surgery. He requires several more weeks of rehabilitation. Credit card replacement arrives.

Low – Phil is unable to drive for 6 weeks, I am driving him to rehab, he has also been unable to walk the dog. I am walking her in the morning (very slowly) but she is happy, (especially since all her pack is home and around her).

High – Neighbours very kindly volunteer to walk the dog each evening – I give them a spare lead so we can avoid contact. I let the dog in and out of the front door and she runs to them enthusiastically. She loves that they are fit and give her a good, fast walk.

Low – Supermarkets cancel all on-line orders, including my large order, keeping the delivery to only 'the vulnerable'! As I shop on-line regularly, we are now low or out of a lot of items.

High – My very good friend stands in the rain for 45 minutes to bring us toilet paper, paper towels and tissues she bought at Aldi Wollongong while staying nearby!

Low - Compromised immune system prevents me shopping at the supermarket, as I need to avoid other people. I buy beautiful fruit and vegetables from the local IGA while there are hardly any customers.

High – Phil insists I do not go into the supermarket, and manages to shop for some basics, while I drive him and wait in the car – no toilet paper! but managed to get some other items on my list.

Low – Phil spends the night in some pain after his foray to the shops, I bring him ice packs and pain killers, and keep him resting all next day. No more!!



High – One Supermarket has resumed limited on-line delivery for the vulnerable, and has accepted me as one of them! It remains to be seen if I can get a delivery and what I will be able to buy.

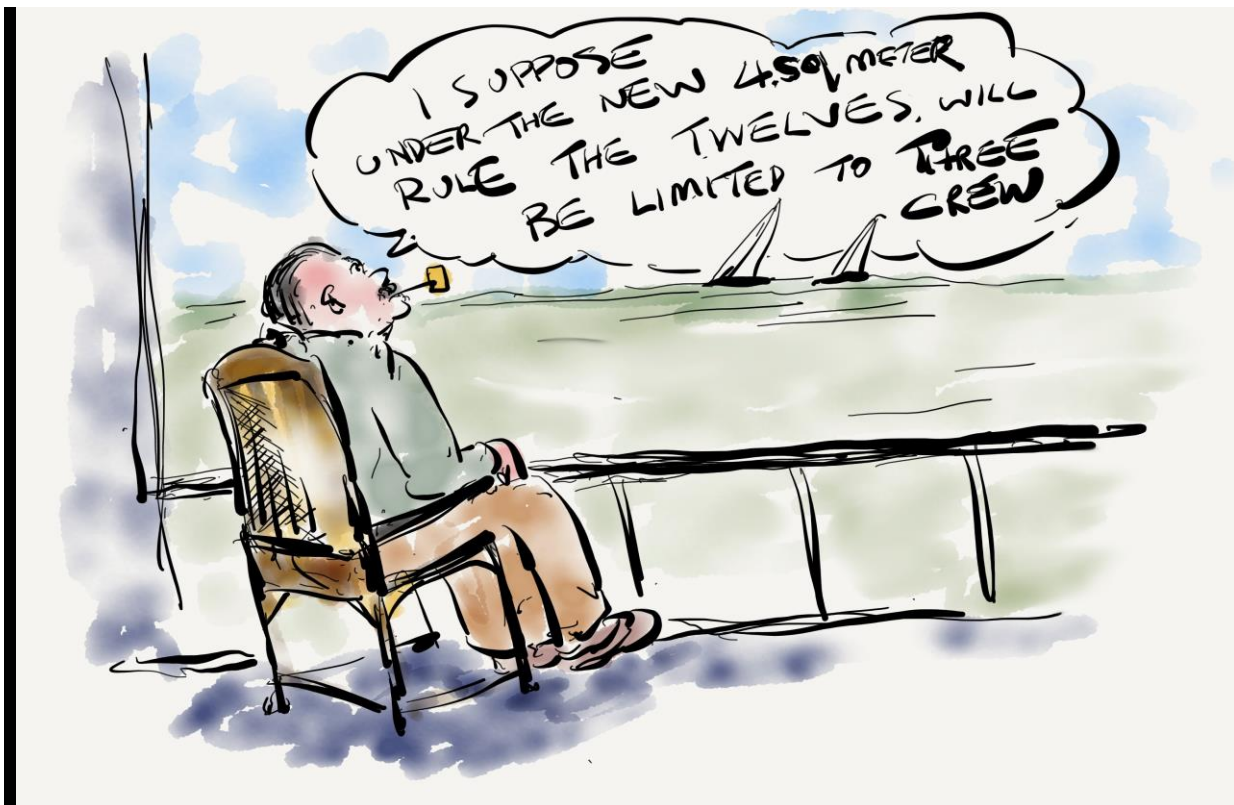
Low - Delivery of groceries will not be for a week. I receive a warning that there will be a number of items out of stock. There are also limits on certain items. As I haven't shopped with them before I struggle to find things and forget all the vegetables!

High – Phil does a successful run at the IGA while I wait outside. Beautiful fruit and vegies, and some other basics. He is now walking well, after discarding his crutches after week 3, he is told by the physiotherapist to slow down and not push his recovery too fast.

Low – Watched the news, and all the restrictions in place, even more now. Only allowed to drive Phil to Rehab. He is now at the 5th week after surgery.

High – My shopping arrives, there was only one item out of stock, and everything was delivered to the front door. No more worrying about groceries! Hooray, next week Phil will be allowed to drive!!

Maralyn Darling – eXpresso



Alex Comino's comment on the new restrictions

## FEATURE STORY

### Martyn Colebrook – Catamaran Flo Southport to Broughton Island December 2019

Royce, Lyn, Matt and Fiona joined us in Southport to partake in our longest voyage so far. We set off around 1700 for an overnight sail so we could arrive at Coffs Harbour, 120nm distant, in daylight.

Flo spent a couple of weeks at Boatworx having post purchase niggles and accident damage fixed. It wasn't my fault.

We could have broken the journey at Yamba but we were on a time schedule. A friend from the US was arriving in Sydney on the 29th December, and yes I know cruisers shouldn't have tight time schedules.

Fortunately the wind was in our favour. A brisk northerly, which gusted up to 33 knots. Our top speed was 19.8 knots, down a wave. I missed that occasion as I was fast asleep and Royce and Lyn were in control.

My max was 17.6 knots. I have been learning a lot about the B and G Zeus chart plotter on the journey. It records the day's achievements. Trip, top speed, average speed, etc.



We had a couple of reefs in the main and the furling genoa reefed by about a third. Whereas the auto helm was coping, I was nervous and took over the helm. Catamarans are normally 'dry' boats but the occasional rogue wave would jump up on

to the bow and run the length of the topside. Worse were the waves that came from the side and above. My waterproofs were not waterproof. Another major purchase required.

Not having sailed a cat in these conditions I was a little scared about burying a downwind hull but had to put on a brave face. It was the middle of the night, with a few commercial vessels about, which gave some comfort, and the skies were bright with stars. I have been having singing lessons for the past two years and to help allay

my fear I practised my appropriate 'go to' song. Fly me to the Moon at full volume, thinking no one could hear me. Over my right shoulder I spotted a white ish coloured torpedo heading towards the boat. It veered off before contact when another one appeared, then another. Dolphins....they clearly liked my singing so we enjoyed one another's company for a while.

I was glad when Royce and Lyn took over the watch. Royce just put Flo back on auto and looked through the window in the comfortable saloon. There is a lot to learn from the more experienced.

The first thing Royce did when he and Lyn joined the boat was to label all the unlabelled jammers with his pocket printer and tie tell tales to the shrouds.

Lyn, who is a nutritionist, and loves preparing food, made a rocket salad earlier on to keep us in good spirits during the night. Fortunately it didn't go off before we could eat it.



We arrived at Coffs in time for a late dinner when we decided to have a rest in the morning to get over the night before. There was a bit of seasickness. By rest I mean sprinting up the hill to the headland followed by a long swim.

Our plan was to go to Broughton Island, if the conditions were right, to save time on going into Port Stephens. This would have taken a couple of hours off our journey, each way. It was somewhere we wanted to visit for a while but had never managed it. We heard that it is only possible to go there in mild sea states so we were fearful. There are sheltered moorings and anchoring possibilities on the north and south sides of the island. The wind dropped on approach. As it was a northerly we sailed into one of the two southern anchorages, Esmeralda Cove, at just before dawn. In the dark it was hard to make out the lay of the land. As light began to appear and we were nervously looking for somewhere away from the rocks, either side of the bay, to drop the anchor. The lights were shining from some of the fishermen's huts on the sandy beach and we were confusing them with anchored boats.



Esmeralda Cove is a beautiful sheltered bay with a sandy beach, great for swimming.

A bit of history... The Worimi people used to paddle from the mainland about two and a half kilometres away.



From the late 1800s, Italian and Chinese fishermen camped on the island. In the early years of the 20th Century, fishermen put down roots in the sand. On the island's north side, a group of Greek fishermen established a settlement, which came to be known as Little Salonika, while along the south-eastern shores, in Esmeralda Cove, British-Australians built shacks.

In about 1906, a team of biologists searching for a way to kill off Australia's ballooning rabbit problem was conducting experiments on the island, and a laboratory and living quarters were built on a site overlooking Esmeralda Cove. The experiments didn't work and the scientists left, but the rabbits didn't. They flourished on the island, creating a century-long environmental problem until they were eradicated in 2009.



While a few hardy types lived on the island, the huts became rough holiday accommodation. There are eight huts remaining. The NSW National Parks tried to remove them in 1984. The owners formed the Broughton Island Conservation Society (BICS), fought their case, and finally came to a compromise in 1994. The buildings could remain, the owners became members of the BICS, which now owns the huts and has a license with National Parks for use of the sites.

Broughton Island was one of the highlights of our trip and so close to home. We will return and spend more time there.

Martyn Colebrook  
Flo

## CD Quiz – April 2020 by Phil Darling

With most sailing on hold, we have gone back to basics this month.

1. You are just off the NSW Central Coast and receive a Mayday call on the radio (VHF 16). In order, what should you do?
2. The vessel sending out the Mayday gives their location as: "Position Norah Head Light 220M 1 mile". Do you start looking north or south of the lighthouse?
3. There are several other vessels closer and better situated to assist, so you decide to go back to normal operations. Is it OK to call other vessels on non-emergency matters, and which channel(s) should you use?
4. What are your legal (and also moral) obligations when a distress call is heard?
5. Complete the following conversions:

True Course:	a) 046°T	b) 247°T
Variation:	14°E	8°W
Magnetic Course:	.....°M	..... °M
Magnetic Course:	c) 352°M	
Variation:	12°E	
True Course	.....°T	
Calc Compass Error:	d) 355°T	e) 005°T
	12°E Variation	14°E Variation
	.....°M	..... °M
	2°E Deviation	3°W Deviation
	..... °Compass	..... °Compass
6. How many nautical miles between latitudes 33°50'S and 34°59'S?
7. You are heading west in the centre of a narrow channel in a yacht under motor. Another vessel is approaching from the west. Should you:
  - a) Hold your course?
  - b) Turn to the north?
  - c) Turn to the south?
  - d) Stop the engine and wait for the vessel to pass?
8. A yacht sailing on starboard tack is overtaking a sailing boat on port tack. Which vessel has to keep clear, and why?
9. You are having difficulty steering the boat in a rising wind strength. State 3 steps you would take, in order of priority, to get the steering back into balance while you continue sailing.
10. Why do we prefer a "round turn and two half hitches" rather than a "clove hitch" to secure our fenders to the vessel?

# BUY, SWAP and SELL

All items - **Contact** Jean Parker on 0403 007 675 to discuss features, availability and prices



**Musto wet weather jacket (xxl) & bib & brace (xl) \$100**



**Burke wet weather jacket (xxl) & Crane bib & brace (xxl) (left) \$60**

**Burke adult PDF with yachting harness. (right) Offers accepted**



**Adult waterproof Ponchos (12) (left) \$12**

**Petrol containers (13) (right) \$10 each or negotiable if you want all.**



**Manson R4 Race Anchor \$60**

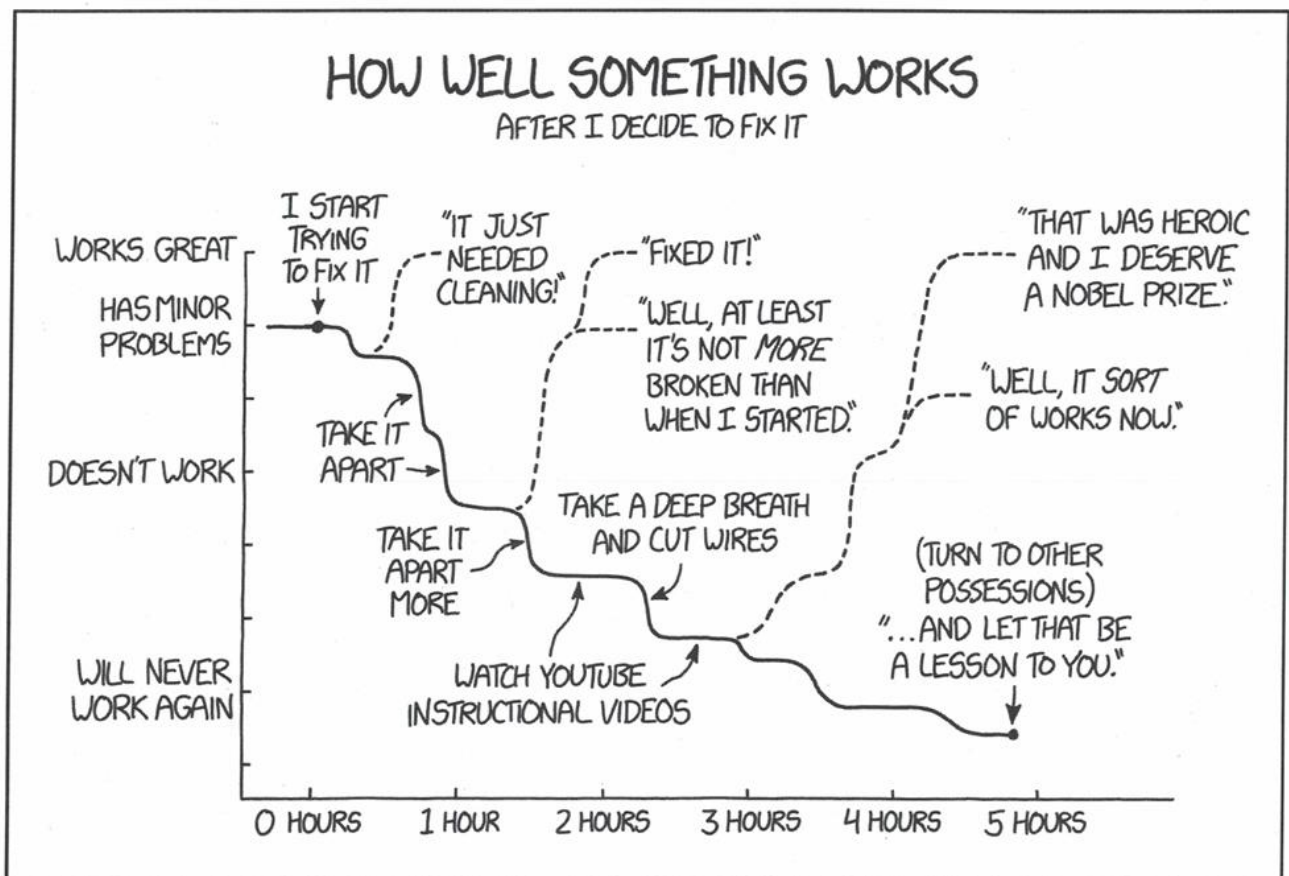
**Plastimo hand held compass**



**Books:** All proceeds go to the Cruising Division. Books donated by Charo (Contact Jean Parker to make an offer)



1. SAFETY in small Craft by Mike Scanlan
2. Survival at Sea by Australian Maritime Safety Authority
3. Illustrated Sail & Rig Tuning by Ivar Dedekam (rrp \$44.95)
4. North U. TRIM by Bill Gladstone (rrp\$85)
5. Modern CRUISING Under Sail by Don Dodds (rrp\$19.95)
6. The Penny Whiting Sailing Book-an illustrated guide to sailing skills
7. Advanced Racing Tactics by Stuart H. Walker
8. How to Read a NAUTICAL CHART by Nigel Calder (A complete guide to the symbols, abbreviations & data displayed on Nautical Charts)



*Not sure where this one came from but it does reflect my own experience  
If you recognise it let us know so we can acknowledge the source – Ed.*

## PHOTO COMPETITION FOR 2020

### APRIL Winner .....Photo of the Month by John Eastway

Send your photos to **Maralyn Miller** to enter into the 2020 Cruising Division Photo Competition. Each Month the best photo received will be published and, in the running, to win a new **Mystery Prize** at the end of 2020.



The winning photo for April is called 'A poet and his Muse'  
and was taken by John Eastway.

Send your best photos (as a JPG / JPEG) - Remember ... to be in the running to win the prize you must be in it. Hint .... Give your favourite photos a Title and Place taken. Submit your photos to [Darling.maralyn@ozemail.com.au](mailto:Darling.maralyn@ozemail.com.au).

Good Shooting ...!! Maralyn.



## **Vegan Oysters with Gin**

Flo is a vegetarian, almost vegan vessel. Slippages do occur. Confined in semi physical, as opposed to social, isolation we still like to enjoy pleasurable dining experiences. During the latest trip to Harris Farm, to stock up on the essentials Anna decided to buy oysters. I said no, quietly, as I am trying to become fully vegan. As she didn't hear me we had a dozen oyster to eat. We also had a bottle of Manly Spirits gin. Best gin in Australia.

Their business has suffered dramatically as has all drink companies but they very cleverly realised the potential of the alcohol used to make spirits and turned their production facility over to producing hand sanitiser and at normal prices. They managed to retain their staff and fulfil a shortage. What a nice story in these hard times.

I heard sometime in the past that spirits and oysters do not always go well together. Google advised otherwise and produced a number of recipes for gin and oysters. I think it might be whiskey and oysters which is the problem but didn't bother to check that as we only had gin and I don't like whiskey.

### **INGREDIENTS**

Crushed ice

12 Sydney oysters, shucked, on the half-shell. (Any old oyster will do).

30 drops tonic water, preferably Fever Tree brand

30 drops gin, preferably Manly Spirits brand

Slivers of organic lemon zest. (No chemical coating on organic lemons).

Sea salt



### **DIRECTIONS**

Fill a serving bowl with crushed ice. Arrange the oysters on the ice.

Use an eye dropper to dispense 6 drops of tonic water on each oyster, then add 6 drops of gin to each oyster. Top each oyster with a few slivers of lemon zest (to taste) and a pinch of salt. Serve immediately.

If you can't be bothered with the preparation just drink a glass of gin and tonic with the oysters, like what we did.

## CD Quiz – April 2020 – Answers

1. Firstly – listen out to see if a coast radio station (such as Marine Rescue, NSW Police or similar) picks up the call. If so, follow their instructions. If not, it is up to you to respond and either: a) tell the vessel what action you can take to assist them; or (if you are too far away to assist) relay the call on to other vessels or stations which can assist.
2. Start looking north of the lighthouse – sounds like they are close in a little to the north east. However -be careful – there are a number of rocks in this area so watch out for your own safety first.
3. You can go back to normal operations, but keep off the emergency channels. It is probably OK to call other vessels on the supplementary calling channel (VHF67) but first make sure it is not in use. Stay off channel 16 until the emergency is over.
4. To give all assistance possible without endangering your own vessel.
5. True Course:                      a) 046°T                                      b) 247°T  
     Variation:                              14°E                                      8°W  
     Magnetic Course:                      **032°M**                                      **255°M**  
  
     Magnetic Course:                      c) 352°M  
     Variation:                              12°E  
     True Course                              **004°T**  
  
     Calc Compass Error:                      d) 355°T                                      e) 005°T  
     12°E Variation                                      14°E Variation  
     **343°M**                                      **351°M**  
     2°E Deviation                                      3°W Deviation  
     **341°Compass**                                      **354° Compass**
6. 69 nautical miles.
7. You should pass port to port – so alter course to your starboard ie north.
8. The overtaking vessel always has to keep clear of the vessel being overtaken (Collregs rule 13).
9. In this situation I would (in order):  
     a) Ease the mainsail sheet to spill some wind  
     b) Flatten the sails (by tightening halyards and using other controls eg backstay tension, Cunningham etc) to reduce the power in the sail.  
     c) Reduce sail area by reefing the main, furling or changing headsails, etc.
10. Clove Hitches have a tendency to work loose if the load is intermittent or “jiggly” as often happens with a fender whilst a round turn with two half hitches will remain secure.

**Middle Harbour Yacht Club - Cruising Division  
Treasurer's Report As at 1 April 2020**

<b>Cash at Bank as at 01.03.2020</b>	<b>\$1,786.32</b>
 <i><u>Plus Receipts</u></i>	
Membership	\$0.00
Interest 31 March 2020	\$0.15
 <i><u>Less Payments</u></i>	
	\$
<b>Cash at Bank as at 31.03.2020</b>	<b>\$1,786.47</b>
 <i><u>Outstanding Receipts</u></i>	
	\$0.00
 <i><u>Outstanding Payments</u></i>	
	\$0.00
 <b>Account Balance</b>	 <b>\$1,786.47</b>

Signed as a true record  
Mike McEvoy  
Treasurer

Members are invited to submit articles of approximately 800 - 900 words on subjects with a sailing theme, including personal sailing adventures, book reviews, sketches, jokes, and so on. Write your article with title, your name and boat name, and email to the editor.



The Cruising Division of MHYC usually meets on the 3<sup>rd</sup> Monday of each month (see current notices on COVID-19 closedown) and uses as its sailing pennant a flag with a white compass rose on a red background.

MHYC Cruising Division members invite a raft-up or cruise in company whenever they fly our pennant, which we refer to as 'the Compass Rose'.

The Cruising Division newsletter is titled 'The Compass Rose Cruising Log' and is published monthly. The newsletter is also available through the MHYC web-site at [www.mhyc.com.au](http://www.mhyc.com.au)