



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 39 No. 6 July 2019

Editor: Phil Darling

NEXT MEETING: **MONDAY JULY 15TH 7:30 P.M.**
 B.Y.O. BBQ 6:30 P.M.

SPEAKER: **VAL DE ROME**
 OCEAN FRIENDLY LIVING

DON'T FORGET THE SUNDAY BREAKFAST & RADIO PROCEDURE SESSION
SUNDAY 28 JULY 9AM



RAFT-UP IN THE LANE COVE RIVER
BY JOHN EASTWAY

CRUISING DIVISION OFFICE BEARERS – 2019 - 2020

Cruising Captain	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	Mike McEvoy & Kelly Nunn-Clark	9968-1777
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Evan Hodge	0419-247-500
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge	Phil 0411-882-760
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge, Mike McEvoy, Dallas O'Brien, Jeremy Clarke, Sabiene Heindl	



Editor's note:

Deadline for the next edition of the Compass Rose is **5th August 2019**

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

Please forward contributions via email to the editor at 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 PROGRAM 2019		
July	15 th	Cruising Division Meeting 7.30pm (B.Y.O. BBQ 6.30pm)
	28 th	MHYC CD Sunday Breakfast and Safety Training Workshop
August	19 th	Cruising Division Meeting 7.30pm (B.Y.O. BBQ 6.30pm)
	25 th	MHYC CD Sunday Breakfast and Safety Training Workshop
September	7 th	MHYC Season Opening Day & Commodore's Front Up Cup
	8 th	MHYC 2 nd Get Checked Safety Check Day
	16 th	Cruising Division Meeting
	22 nd	MHYC CD Sunday Breakfast, Safety Training Workshop followed by CD 090 event & Safety Practical
October	5 th – 7 th	Long Weekend Cruise to Pittwater
	21 st	Cruising Division Meeting
	27 th	Make-a-Wish Foundation Charity Sailing Day
November	9 th – 10 th	Tapas Tie-Up
	18 th	Cruising Division Meeting
	24 th	MHYC CD Sunday Breakfast and Safety Training Workshop
December	TBC	MHYC Xmas Party

“Sunday 28th July Breakfast at MHYC. Mike McEvoy will lead a session on radio procedure. This is targeted mainly at Alternate Skippers but is open to anyone. If attending and you have a handheld VHF radio, please bring it along so we can practice for real.”

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SPEAKER: VAL DE ROME
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CAPTAIN'S COLUMN – JULY 2019



What a full on month June has been with the Long Lunch, Queens Birthday weekend, Annual Safety checks and the Cruising Indonesia information night. Read more on each of these events later in this edition.



It is also a time for members to sail north to warmer weather. Frank Taylor on Bundeena headed off to New Caledonia this afternoon (Weds 3/7). Others will be heading up the coast over the next month or two. Meanwhile I will be trying not to think about sailing whilst I drive my desk until Kelly and I embark on our next adventure, wherever that may be.

This winter MHYC has introduced a Saturday Social series of races which are short and aimed at those who do not want to be overly serious in racing but enjoy a couple of hours, on alternate Saturday afternoons, honing their sailing skills and those of their partners, family and friends. It has been a popular test with 7 yachts (6 from the CD) competing in division 3 last weekend. If you are relatively new to MHYC and want to do the summer twilight racing this is a great way to learn the courses, sailing your yacht in a small fleet with very little other traffic on the harbour. Refreshments back at the club afterwards makes for a pleasant winter afternoon.

The CD 4th Sunday Breakfast and Safety Workshop series continues this month on 28th July in the MHYC Harbourview Bistro. Starting at 9am we have a relaxed breakfast and then those interested will gather in a meeting room for our safety workshop. This month will be presented by Mike McEvoy on radio procedures for amateurs. This is open to everyone in the club and from some of the radio checks heard during the safety weekend there are plenty who should take this opportunity to practice and brush up on their radio skills.

Don't forget the monthly meeting on Monday 15th July where we will hear from CD member Val de Rome on "*Ocean Friendly living; what Surf rider Foundation is doing, what we can do.*" Very topical given the rafts of plastic floating around the world's oceans.

Until next time stay warm enjoy the autumn sailing season and stay safe on the water.

Evan Hodge

Cruising Captain. *SY. Nashira*

EVENTS: June Queen's Birthday Long Weekend

The June Queens Birthday Long Weekend saw 10 MHYC vessels depart the club Saturday morning and motor to Blackwattle Bay due to the light westerly breeze.



Tonic or is it Titanic off Chowder Bay

After anchoring we headed to the Sydney Fish Markets for lunch. A number of members joined us on land. This saw 24 of us sitting down to lunch at Doyles.



Doyles at the Fish Markets

From Blackwattle Bay we had a simple navigation exercise with some questions regarding points of interest that led us to the Lane Cove River where we rafted up for the night just off Woolwich Baths.

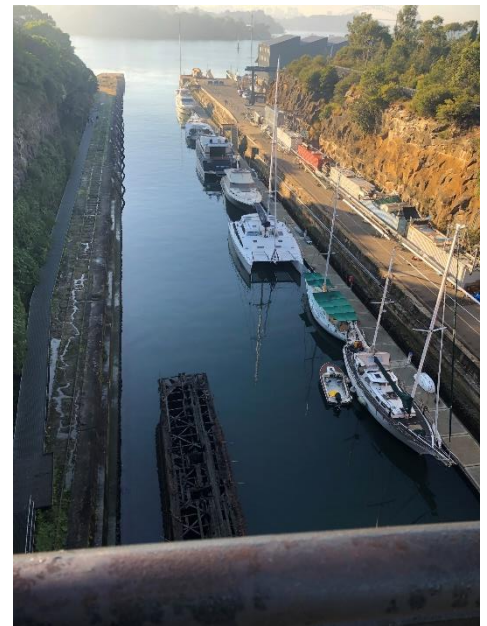


Flemingo hosted the crowd for sundowners on a calm cloudy evening. Sunday morning the skies had cleared and we woke to a beautiful morning. Our collections of vessels provided a few unexpected obstacles for the Sunday morning rowers.

2 Rafts Overnight in the Lane Cove River

Quite a few of us went ashore at the Woolwich Baths and went for a walk around the historic Woolwich Dock area.

Next we Motor sailed to Sugarloaf via the 2.30pm Spit Bridge opening and a number of us anchored as wind was to be higher than the previous night. To be safe we limited the number of vessels rafted up to no more than 3. Sundowners were on Nashira and I will say she was packed to the rafters for the judging of the on-board cookie baking competition run by Charlotte and Kimberly from Delphin.



The cookie competition was won by Selina (La Madre) with Dorothy (Caviar) runner-up.



Congratulations go to Caviar (Dorothy & Valerie) on winning the overall pointscore for the weekend taking into account the various challenges, baking and photo competition.



Simply Irresistible, Rapture and Flemingo in Sugarloaf - photo Sabiene

Evan Hodge, 'Nashira'

Cruising Division Sunday Breakfast followed by May Safety Workshop – ‘Rules of the Road’



Supporting our club by having breakfast once a month is certainly an easy and fun thing to do. The cruising division holds a breakfast reservation, in the Harbourview bistro up-stairs, on the 4th Sunday of each month from, 9am to 11am, giving members a chance to catch up socially, eat a great breakfast and forgo doing dishes. What better reason can there be to come along?

Following breakfast, we run safety workshops whenever they can be fitted into the CD schedule. May's safety workshop was on 'Rules of the Road' and was led by Phil Darling. It was a fantastic workshop covering waterway rules. Things like cardinal marks and how to identify them by shape, colour, lights. There is a myriad of other lights and sounds that one encounters while on the water that are important to understand. Like what does it mean when the Manly ferry blows it's horn 5 times?

I highly recommend attending the safety workshops when you can, the information is invaluable to your safety on the water and its lots of fun participating in the workshop.

The **NEXT** Breakfast/Safety workshop will be held on Sunday, July 28th. This will be led by Mike McEvoy and will cover 'Radio Procedure'. This will be good for everyone racers & cruisers alike to get the chance to practice radio procedure for different circumstances. Bring along your handheld radio and let's have some fun honing a necessary skill.

Kelly Nunn-Clark *Nashira*

What do cruisers do when they are not cruising?

Well – how about the Saturday Social Race?

Yes – we know we are cruisers.

We ignore those frantic racers with their calls of “starboard” and their pushing for rights around the marks.

We are much more interested in “quality” of sailing and enjoying the “ambience”. Aren’t we.

Well – this year a few of us have been deserting and taking part in the occasional race.

In fact – Division 3 of the Saturday Winter Series has started to look like a Cruising Division event.

The most recent one (Saturday 29 June) had results listed below. Recognise any of the boats?



eXpresso in serious mode on Sat 29th

Division 3 Start: 12:30									
1	14	Nashira	Evan Hodge	MHYC	12:32:00	14:06:07	01:34:07	0.8369	1
2	C 7147	Escape	Dean Dransfield	MHYC	12:37:00	14:06:43	01:29:43	0.8806	-
3	C MH84	Expresso	Phil Darling	MHYC	12:43:00	14:07:32	01:24:32	0.9500	-
4	5103	Tonic	Manfred Fahr	MHYC	12:30:00	14:07:52	01:37:52	0.8200	2
5	MH215	La Madre	Dallas O'Brien	MHYC	12:30:00	14:14:45	01:44:45	0.8200	3
6	B137	Delphin	Simon Pratt	MHYC	12:30:00	14:25:10	01:55:10	0.8200	4
7	R261	Galaxy III	Chris Canty	MHYC	12:36:00	14:52:07	02:16:07	0.8750	5

Yes – all but Escape were Cruising Division members (we need to work on them).

The other weeks were just as bad.

Then again – if you feel at a loose end on a Saturday afternoon – why not come along too!

Phil Darling 'eXpresso' (mostly cruiser but sometime racer)

Cruising Division *Get Checked* weekend 22-23 June 2019



Saturday started out with quite blustering westerly winds. Upon entering Sugarloaf Bay on *Sisu* I found *eXpresso* rafted up to *Nashira* along the southern shore with *Rapture* anchored nearby. Further west was *Simply Irresistible* with Paul Wotherspoon on board, carrying out their safety inspection. Later Glynne Attersall changed roles with Paul and did *Rapture's* safety. Apparently, there were no issues on either vessel as one would expect on Special Equipment auditors' boats.

Greetings were exchanged with *Nashira* where Phil Darling was doing the inspection and then Evan did *eXpresso's* inspection during the course of the afternoon. *Sisu* then proceeded to say hello to *Tonic* where I enquired whether *Tonic* was ready for her safety inspection. Manfred was in his dinghy checking the hull at the time and said that he didn't think his boat was ready yet. I suggested that I come on board and help him get ready since *Tonic* has not had a safety done under their ownership. Since *Tonic* was securely anchored, I sought permission to raft up on their starboard side. The veering winds made that exercise somewhat interesting, as every time I lined up she would change direction. It took four attempts to finally pick the right moment to attempt the raft. It was done successfully with three fenders out on each boat.

Once the boats were settled I was invited aboard *Tonic* and we went through what it would take to get a Category 4 Safety Certificate using *Sisu's* prepared form as a guide. This gave Manfred the opportunity to bounce some ideas off me and to test some assumptions about what is really required. For example, under Reg. 3.17 "Gas bottle, spare canisters, in separate compartment ventilated overboard" it was easy to point out that the gas bottle is in such a compartment in the port aft locker. However, "ventilated" was an unknown. After emptying the locker, a hole was discovered at the bottom of the aft end, through which water was poured and it exited through the hull, tick! Having satisfied himself that *Tonic* could, in the future, be ready for Cat 4 we did a Cat 7 check and subject to a visit to Whitworths and Boaties Afloat, *Tonic* will pass the Cat 7 check, again tick.

Later *La Madre* came alongside *Tonic* and Dallas O'Brien, as a newly qualified Club Equipment Auditor (CEA) did the Cat 4 inspection of *Sisu* and I then did *La Madre's* Cat 4 inspection. Unsurprisingly, both boats passed.

This left us free to enjoy the evening and sundowners, which were held on *Tonic*, with the mob from the *Nashira*, *eXpresso*, *Caviar* raft joining us by dinghy, along with Glynne and Gill from *Simply Irresistible*. Sundowners quite unlike any I have experienced before but hope to experience again.

The principal entertainment was provided a guitarist/singer and the bass was a didgeridoo. One was the Skipper of *La Madre* and the other the Skipper of *Tonic* and they made a great combination. The boats were rocking, heaps of nibbles and liquid

refreshments and some interesting stories told, which shall remain on board *Tonic*. If even half the stories told about possible adventures are to come true, we will have some new names on trophies at the next annual prize giving night. It was also where the concept of sailing to Coffs Harbour for the Elton John concert was given life, talk about Rock n Roll!

What a great way to have one's boat inspected for the coming sailing season and year ahead!



Mike McEvoy 'Sisu'



Safety Update

Just a reminder – all last year's safety compliance forms have now expired so if you have not been re-inspected yet – time to prepare.

We expect Cruising Division yachts to be in Category 7 for Harbour events and Category 4 for offshore events. For those few of us looking to go further afield then a higher level may be suitable.

So far we have had two very successful checking events:

- The first club Get Checked day on Saturday 15 June; and
- The Cruising Division safety raftup on Sat & Sun 22 & 23 June (report elsewhere in this article).

As usual the Cruising Division has provided the majority of the Special Regulations auditors to help owners get their vessels checked - many thanks to Mike, Evan, Paul, Dallas (new this year), Glynne, Peter and I guess myself for this role and the advice and assistance offered (there are also, of course, a few non-Cruising Division auditors as well).

The next (and final) day for this year is on Sunday September 8th – the day after the club opening. So, if you are not yet passed – get ready and come on that day.

Of course if you miss out, we will still (grudgingly) check you outside of these times – but it will cost you a fee so please book and come on the day of you can.

Phil Darling – MHYC Chief Special Regulations Auditor



Flare Disposal



Ever wondered what to do with your old flares once they have expired? Don't take them to soccer matches (the authorities have a dim view of this) and definitely don't go down to the beach or the local park either (very embarrassing when the rescue helicopter turns up and the fine could be expensive).

Julie Hodder did some research recently and reports as follows:

Flare disposal

- *I thought we could use the EPA disposal, but rang them and they said no. Only Maritime does this.*
- *Looked on Maritime website and it says:
"Updates and announcements
The 2019 Expired Marine Flares Collection Program has finished for this year. Locations and dates for future programs will be provided to the public and published here when these details are available".*

<https://rms.nsw.gov.au/maritime/safety-rules/safety-equipment/flare-disposal.html>

- *I rang to complain and they said I need to keep checking website (but not until next year). I was advised to put my complaint in writing which I have done.*

My own experience is that you have several options:

- Wait until the RMS program starts again next year
- Keep some old flares on board on the assumption you can never have enough in the case of an emergency (but – strictly at your own risk)
- Take them to your local police station (last time I did this at Manly they were very reluctant but eventually took them – once I had proved my identity and a few other things (I don't think they did a full criminal history check – but they were not very happy)
- Keep them for the annual Cruising Division Flare Practice

If you choose the last one – we are planning another flare practice night in about October or November – so stay tuned!

Phil Darling

Cruising Division Long Lunch

A warm and sunny winter Sunday for our annual cruising division long lunch was well attended by all the regulars and some folk we haven't seen for a while. Well done to everybody, I think we had 43 people attend, a record!

The success of our lunch had much to do with contributions from many of our members. Aileen came up with the idea of celebrating the 50th anniversary of Man's first step on the moon, Alex brought some of his memorabilia from the launch and space travel. He even brought an old crystal radio which we remember from all those years ago.



Aileen, our media person, was able to find an original copy of the footage showing the landing of the Eagle on the moon. Gill's quiz was asking us testing questions about the moon landing and everything space. I didn't know there were 70 items from Earth were left behind or that a feather and hammer land at the same time if dropped together on the moon.



Listening to Dallas play his guitar and serenading us with songs of the 60s was a real treat.

Kristin and I had heaps of fun copying the classic music from the 60s with samples from the tv shows of the time, F Troop, The Munsters, Green Acres etc which were playing in the background while we ate our lunch.

Our 4 rockets and one missile table centrepieces were well received. These were later auctioned off and purchased by Mike for his grandkids with proceeds going to the cruising division.

The food served was tasty and prepared by our club's kitchen. The whole afternoon was a success with a great level of inclusion and we didn't even have to dress up!

Jeremy Clarke, 'Buggalugs'





Indonesian Information Evening

By Kelly Nunn-Clark

On Wednesday, June 19th Middle Harbour Yacht Club hosted a very interesting evening with three special guests from Indonesia. Evan, the Cruising Division captain, had been writing, inviting and requesting the Indonesian government to come out to Australia and give an overview of sailing Indonesia for some time. Prompted by a friend in Tasmania who spends time in Indonesia sailing and working it seemed like a great idea. Supported by the Cruising Division this would be the first visit to a Sydney sailing club with important information needed by anyone planning to sail into Indonesian waters.

During May this year we finally started getting responses for a possible visit and my mid-May an Indonesian evening was pencilled in for June 19th. On Monday the 17th of June Mr. Okto Irianto, director of the Coordinating Ministry for Maritime Affairs; Ms Molly Prabawaty, Deputy Director for Marine Tourism Services; and Mr Raymond Lesmana, International Yacht Rally Organiser arrived in Sydney.

Their goal is to increase marine tourism in Indonesia. From higher governmental policy changes to increases in their maritime infrastructure. They are so keen to give people good information to make trips to Indonesia straight forward and with less time-consuming hurdles.



Realistically It is going to take time specially to create the infrastructure needed. Raymond and Okto on more than one occasion alluded to business opportunities that would abound if people here were interested in working with them in setting up various marine businesses.

On Tuesday the 18th Evan took them on a field trip to visit local marinas to see how we do things here. 5 of them! Matt Pyne drove the MHYC tender ferrying the group around.



They visited MHYC, Clontarf marina, Cammeray marina, D'Albora marina and Fergusons before heading back to MHYC. When looking through their eyes it was interesting to see the differences of each marina. Each caters to a different clientele and are home to different services.



Wednesday evening and time has arrived for the long-awaited event. The night starts with registration and refreshments both food and drinks from 6pm until 7pm, with talks to commence at 7pm onward. Our chef Dan and MHYC staff did a great job with food and service. Many volunteers from the Cruising division made sure the night ran smoothly from registration to raffle tickets.

Molly Prabawaty brought lots of Indonesian tourism mementos that people were free to take, from stickers, wooden shadow doll pencils, guide books and more. We had about 50 people arrive from 6 different clubs. It was a fantastic turn out and a great chance to meet like-minded people from other clubs. The Minister Counsellor for Information, Social and Cultural Affairs, in Sydney, Ms. Zani Murnia made a welcome appearance.

Okto Iranto started the talks and gave a good overview of his position in government and the changes he is instigating and his vision for the future. He included quiz questions in his talk and gave away prizes. It was a delightful and interactive.



Before the next speaker we held a raffle for a beautiful ceramic pot that was donated by Bronwyn Clarke of Tasmania. This was important for many reasons, the first Bronwyn is the one who convinced Evan to start communications with Indonesia. Secondly, because of our tight schedule and never having worked with foreign government before we had a stuff up with catering. The raffle and kind \$10 donations from many attendees got us out of hot water with regards to catering for the night.



Raymond was the next speaker and a very important ambassador for Indonesia. He has been organising rallies and races to Indonesia since about 2003. He is the GO-TO man if you need information or help. He knows where to sail, what to do and how to get around red tape. Raymond talked through a PowerPoint presentation with oodles of important information. He answered question after question from the floor with ease.

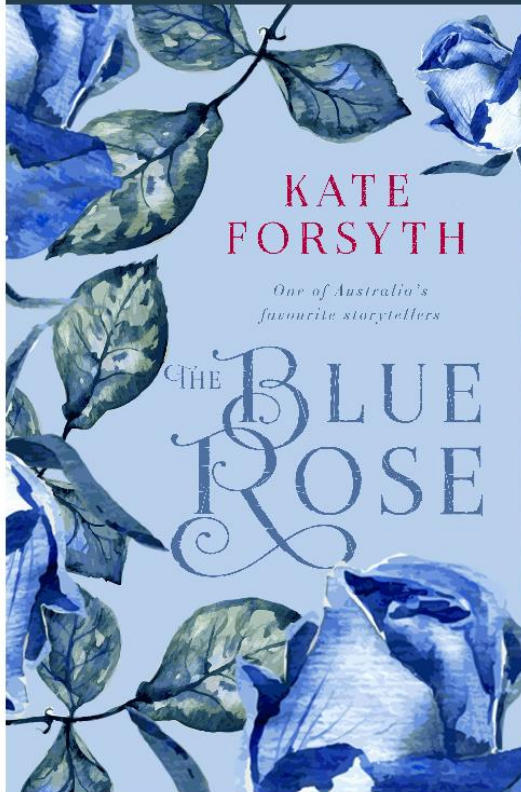


The evening was concluded with 'thank you's' all around and a presentation of a trophy to MHC and the Cruising Division for organising the event and to Bronwyn Clark for her efforts at instigating this night. Raymond gave us permission to share his PowerPoint presentation with guests and genuinely asked for people to come to Indonesia and learn about their different yet magical culture.

It left me with the feeling that I would like to go there one day.

If we have enough interested people perhaps one day we can organise a rally of our own.

MIDDLE HARBOUR YACHT CLUB



LITERARY LUNCH KATE FORSYTH

Inspired by the real-life quest to seek China's blood-red rose Kate Forsyth has once more brought history to life in spectacular fashion! Paralleling the events of revolutionary France and Imperial China, *The Blue Rose* implores us to learn from the past and fight to change the world for the better.

2 COURSE LUNCH
12:00 - 3:00 PM

AUGUST • 8 • 2019
Middle Harbour Yacht Club

TICKETS
\$60 Members | \$65 Non Members



Tickets can be purchase online at www.mhyc.com.au
or by calling the office on 9969 1244
www.mhyc.com.au | 9969-1244 | info@mhyc.com.au | Lower Parriwi Road, Mosman 2088

SAIL TO COFFS HARBOUR

The Cruisers are planning to sail to Coffs Harbour in February 2020 to see Elton John perform in concert.

Details are



There are several options to choose from....

- Option 1: Sail your boat to Coffs to see the show
- Option 2: Crew for another boat and see the show
- Option 3: Show only, make your own way there
- Option 4: Do the cruise and skip the concert
- Option 5: A sail to Lord Howe after Coffs

WHEN: We will target Wednesday Feb 26 (note this is his 2nd concert in Coffs).

Cruisers **must buy their own tickets on-line**, and they go on sale this coming Tuesday June 25, and will sell out quickly.

If you are planning to buy tickets to the show, you need to think about this quickly

A loose itinerary might be:

- Feb 20: Depart Sydney Harbour
- Feb 20: Overnight in Pittwater
- Feb 21: Overnight in Newcastle
- Feb 22: overnight in Port Stephens
- Feb 23: Overnight in Camden Haven
- Feb 24: Arrive at Coffs

Here is a sample.....

<https://www.youtube.com/watch?v=djbYnvpvWso>

We will meet and discuss the itinerary and plans as we get closer to the event.



DRIFTWOOD

Here is an extract from Sydney Morning Herald, if you missed the article:

“Why is the term “Mayday” used as an International Distress Signal?

“Mayday” has nothing to do with the first of May. It’s an anglicised version of the French expression “m’aidez” or “m’aider” literally “help me!” According to convention, in an emergency the expression is repeated three times for absolute clarification. While it has the same meaning as S.O.S. - “Save our Souls” - “Mayday” is more commonly used to convey an emergency verbally.

S.O.S. is used less often these days since it was used mostly to indicate an emergency situation when transmitted by Morse Code - three dots followed by three dashes and three more dots.

After the sinking of the Titanic, S.O.S. became the standard emergency signal for ships’ wireless operators transmitting via Morse code.

Previous to that the emergency signal was “CQD” - “all stations: distress.” Since S.O.S. is more difficult to understand when spoken, Mayday is the preferred option for voice communication. However, there is still life left in S.O.S. Should you find yourself stranded on a desert island, or in a snowy wilderness, stomping out S.O.S. makes your situation crystal clear to potential rescuers!

=====

Heard from a C.D. Member looking at a multi-million-dollar motor cruiser and shaking his head. ‘Looks like the result of bad s== between a Reebok and a Sunbeam steam iron!’ I can’t look at them now without thinking that analogy.

Gill Attersall, ‘Simply Irresistible’

Ahoy there, Tonic!

Tonic says...

It's not every day that a 40-foot 1982 Olsen yacht gets a chance to tell her story of adventure!

In August last year, I was purchased by a couple with rather diverse sailing interests. Manfred, a keen racer at Middle Harbour Yacht Club (a give-away with a name like Farr... I mean Fahr) and Sabiene, dreaming of sailing the world downwind on a cruising yacht. After many years of looking for a racing cruiser (the irony..), or at the very least something that would appeal to both their passions, they discovered me. I was berthed at the Cruising Yacht Club of Australia, having been owned for over 30 years by the previous Commodore of the club. I've even done a couple of Sydney to Hobart races in my younger years.

While I appreciate their enthusiasm for their new purchase, I must say that the journey through Middle [Class] Harbour to a mooring at Pickering Point has been mixed. The constant interruption from seagulls and lack of shore power has been quite a shock to my system.

That said, I'm very pleased to be out sailing the Sydney Harbour every weekend and with a great swag of new MHYC friends, Nashira, La Madre, Simply Irresistible, Delphin, Rapture, Galaxy and many others. You are certainly a welcoming bunch, and the raft-ups and sail-aways have been a happy contrast to over 30 years of competitive sailing.



He says, "best of all she's a racer, not a cruiser"!

Tonic was the perfect find. New instruments, race strengthened hull, Sydney to Hobart legacy and remnants of Category 1 status (once upon a time!). A capable racer in her day but with the look and feel of the teak interior so Sabiene would never

suspect she'd raced extensively. And what a far cry to the ketches and 15 tonnes plus ocean cruises that we had inspected over the years.

My German engineering background appreciates her finer details. Her Perkins engine is in pristine condition, lovingly maintained by Ivan for 30 years. The new electrician was disappointed to observe that his services would seldom be needed as everything has been upgraded continuously over the years – with twice yearly maintenance cruises to the Pittwater.

While Tonic and I still hold great ambitions to enter famous offshore races, Sabiene is weighing her down with a cruising library, massive anchors and other cruising comforts (300 litres of water! Really?!). So, the dream of racing may only live on in my fantasies while sitting at anchor and sharing sundowners with our new MYHC family.

She says, “best of all she’s a cruiser, not a racer”!

When we saw Tonic we almost instantly knew that she was the ONE. She met our key criteria of a cosy teak interior with contemporary décor, two cabins big enough for two adults and two boys, a spacious cockpit that sits up to 8 comfortably, and well-loved and maintained over many years.

I've been on the water since I was born, with two parents who met in the Greek Islands when my German father lived on a small yacht. When I was young my father built his first catamaran and it was a weekend ritual to sail through the infamous Currumbin or Tweed Bar and explore the high seas. During my 20s I raced out of Rushcutters at twilight, but my devotion to sailing was really born when I started sailing on a 46-ft cruising yacht and realised that I could combine my love of the water with travel and sail the world!



We're very pleased to have found the good cruising folk at MYHC who are encouraging us on our [world] journey with Tonic through their poetry (Paul), kindness (Kelly and Evan), sense of fun (Dallas and Selina), inspiring adventure (Chris and Deane) and all the wisdom of the seas (everyone!).

For in the words of Paulo Coelho “The boat is safer anchored at the port; but that's not the aim of boats”....

P.S. I'm still working on the rest of the family to set sail with the Trade Winds in our hair....

Sabiene Heindl, 'Tonic'

CD Quiz – July 2019 by Phil Darling

1. Planning an approach to Newcastle Harbour, you check the chart and see that Nobbys Light at the entrance has characteristics Fl(2+1) 20s 35m 24M. What does this mean?
2. What is a Rams Horn, and where on a vessel might it be found?
3. What is the Datum to use to ensure that your GPS returns the correct results? (check your GPS setup to ensure that this is set)
4. You are sailing close hauled on Starboard Tack at night in open water. You notice another vessel on your port bow, a little distance off, but on a constant bearing and seemingly unaware of your existence. What should you do?
5. At night you come on a set of lights showing a yellow light over a white light, and another white light to the left. What does this mean, and what must you NOT do?
6. What type of channel marker has the light characteristics Fl(2+1)G?
7. A sailing vessel is overtaking a power vessel. Which gives way?
8. What VHF radio channel is the international calling and distress channel, and what channel is the alternative if it is unusable for some reason?
9. If you are using the Rule of Twelfths to calculate a tidal height, how many twelfths does the tide fall in the fourth hour after high tide?
10. What is the difference between a schooner, a ketch and a yawl?

PARADISE FOUND – Lady Musgrave Island



Glynne and I have done a few miles on “Simply Irresistible”. Given a chance, friends want to know about the scariest thing that has happened to us at sea. Never the nicest. Yes, every trip we make I do get apprehensive before we leave (and sea sick) but I certainly wouldn’t be there if the great times didn’t outweigh the bad times. Now everyone in the Club must have heard me rabbiting on about my favourite place, Lady Musgrave Island, so bear with me while I try to capture the magic of seeing it for the first time.

The island is 32 nautical miles to seaward of the town of 1770, therefore, out of sight of any land, (except on a very clear day when you can see the tip of the peak of Round Hill) just finding it without the modern-day aid of GPS, showed Glynne’s skill of dead reckoning. It was quite exciting to see just a hint of something that didn’t quite look like sea to definitely looking like trees and a lighthouse slowly getting larger and larger. You enter the coral atoll’s lagoon by a channel blasted by the early beche de mer collectors (sea slugs). The first time was a bit scary seeing a wall of coral on each side of the boat, there was definitely no turning back. However, as we entered the lagoon of Lady Musgrave Island a new world opened up for the four of us.

With me nervously on the helm, Glynne on the pulpit with Polaroid glasses picking out the coral head, bommies, that look a lot shallower than they actually are as the water is so clear. Lincoln (16 yrs) and Craig (11 yrs) watched with mouth opened amazement at the scene. Turquoise blue water, 1.192 hectares (for those savvy people) of colourful coral hiding a kaleidoscope of fish, turtles, white coral beaches, pissonia trees filled with squawking white capped noddies, oyster catchers, sea eagles and frigate birds wheeling overhead. If this isn’t Paradise, I’m not sure where is!

Our brave little boat had brought us from the stunning beauty of Sydney Harbour, kept us safe for the 12 horrendous hours of storm off Smokey Cape (3 beer story), when we thought we had lost Lincoln to end up in this amazing island. We had experienced the joy of having dolphins play in our bow wave for 20 minutes at a time, seen whales and heard both calling to other dolphins or whales through our hull. At night the dolphins could only been seen covered in phosphorescence looking like some corny effect from Disneyland. We had seen the sky turn into a jewel box of stars some shooting to earth singularly or in a green cluster to take your breath away.

Once the anchor was down, and he was happy with our position, Glynne was the first to dive into the warm crystal-clear water - quickly followed by the rest of us. Oh, the thrill of seeing a turtle swim underneath you.

Later all of us, with mask and snorkels on, marvelled at the pink, blue and yellow coral and so many types of fish you have to think “What was God on when he put that weird one together!”



Then to explore this beautiful island with coral sand crunching underfoot takes about 15 minutes to walk round, but you can't do that, you have to keep stopping to admire the view, pick up a shell or look at female turtles, who have beached themselves escaping from their amorous suitors. Once you have walked round the island you can take the paths through the woods that look quite spooky like something out of Lord of the Rings.

The white capped noddies are completely unafraid of you and you can look right into their very inadequate nests. The shearwaters very inelegantly crash to land at night and wobble unconcerned in your path.

Second day Glynne and I took ourselves ashore, with a book which would remain unread, to leave the boys to catch up on a bit of schoolwork as there hadn't been much of a chance until now with them both standing a watch. But once we had settled under the shade of a Pisonia tree, we noticed a mutinous Linc rigging the wind surfer and Craig was climbing into the dinghy to follow a manta ray round the lagoon. And who could blame them?!



To our amazement a plane landed on the lagoon right near our boat, taking off winding through the few yachts that were anchored. This has now been stopped.



“Little Craig” - now 6' 2" with 3 children of his own, wants them to have the experience he did. Will Musgrave live up to the memory that this 11-year-old boy has harboured for so long? So, we are doing a 30-year re-enactment to find out. Praying the weather is kind, as the Lady Musgrave heaven can turn into a hell in bad weather, the coral has been the end for many a yacht and seaplane.

Report on this current trip follows sometime later - hopefully all good.

Gill Attersall, “Simply Irresistible”

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET														
		JAN - DEC 2019														
DATE =		Feb 26- Mar4	Mar 10-11	Apr 19- 22	8-10 June	16-17 June	Jun-19	1-Aug	TBA	30-Oct	17-18 Nov	Compass	Attendance	Technical	TOTAL	
EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th		Rose	at	Corner	TOTAL
ENTER CREW FOR EACH		Gosford Challenge	Late Summer Cruise	Harbour Night Sail, Trivia Quiz & Raftup	Easter Cruise - Pittwater	June long weekend	Get Check Safety & Raftup	Long Lunch	On Land Event - TBA	090 and Safety Exercise	Pittwater Cruise	Fiesta Mediterra nea	Feature Articles Points	Monthly Meeting Points	Projects compl'd Points	CUMUL' SEASON POINTS
YACHT	No. Nights	1	8	1	3	2	1	1	1	4	1	1	2	1	3	
Altair	Crew												0	3	0	3
	Keith	Nights														
Nanu	Crew												0	0	0	0
	Michael	Nights														
Breeze	Crew					1		2					2	2	0	7
	Bill & Helen	Nights					1		1							
Caviar	Crew					2	1	1					0	6	0	12
	Max & Dot	Nights					2	1	1							
eXpresso	Crew						1	2					2	8	0	13
	Phil & Maralyn	Nights						1	1							
Flemingo	Crew					1							2	4	0	8
	John	Nights					2									
Tonic	Crew				2	2	2	2					0	4	0	18
	Manfred & Sebiene	Nights			3	2	1	1								
Sisu	Crew						1	2					4	2	0	9
	Mike & Suzanne	Nights						1	1							
Nashira	Crew				2	2	2	2					2	9	0	25
	Evan & Kelly	Nights			3	2	1	1								
Rapture	Crew		1	1	1	1	1	1					2	5	0	15
	Paul & Anne	Nights		1	3	2	1	1								
Simply Irresistible	Crew				2	2	1	2					2	7	0	20
	Glynn & Gill	Nights			3	1	1	1								
Slack'n'Off & Flo	Crew												2	2	0	4
	Martyn	Nights														
Galaxy III	Crew				2	2	1						0	3	0	12
	Chris	Nights			3	1	1									
Sanctum	Crew												0	2	0	2
	Jean & Noel	Nights														
Bloodhound	Crew							2					2	3	0	7
	Alex	Nights							1							
Buggalugs	Crew					2		2					0	5	0	9
	Jeremy & Kristin	Nights				1		1								
Tulip	Crew												0	2	0	2
	Dick	Nights														
Zingarro II	Crew							2					0	1	0	3
	John	Nights							1							
Delphin	Crew				2	5							0	12	0	28
	Simon & Gavin	Nights			3	2										
Hunky Dory	Crew							2					2	10	0	14
	Aileen & Cam	Nights							1							
Isobel II	Crew												0	1	0	1
	Val & Des	Nights														
La Madre	Crew				2	2	1	2					4	6	0	23
	Selina & Dallas	Nights			3	2	1	1								
Nautilee	Crew												0	4	0	4
	Lee	Nights														
No. of Boats =		0	0	1	7	11	9	13	0	0	0					POINTS 28
													The Leading Boat is....			
																Delphin

CHEF'S CORNER.....BY SELINA O'BRIEN

Prize Winning Biscuits La Madre

Ingredients

- ¾ cup of Plain flour
- ½ cup of Desiccated coconut
- ½ cup of Brown sugar
- ½ cup of chopped dates
- ½ cup of chopped pecans
- 125g of butter
- 1 egg
- ¼ teaspoon of salt
- 120g dark cooking chocolate



Method

1. Mix together all dry ingredients except for chocolate.
2. Melt the butter and allow to cool slightly
3. Beat the egg
4. Chop chocolate up into small pieces. Either you mix the chopped chocolate through the dry ingredients
OR melt to drizzle over biscuits after they have been cooked and cooled.
Depends on time and artistry.
5. Add egg and butter to dry ingredients and mix through thoroughly
6. Prepare oven trays - Grease or use baking paper.
7. Heat oven to moderate – 175degrees C.
8. Spoon approximately 1 heaped tablespoons of mixture onto trays. You could lightly press them down with a fork or leave in a lump.
9. Cook for approximately 15 minutes until biscuits are golden brown. If using more than one tray rotate the trays around half way through cooking.
10. Hopefully this will avoid burnt bottoms! I had to throw out half of my batch for the Cookie Cook Off, due to a lack of vigilance.
11. Enjoy

Selina O'Brien, 'La Madre'

CD Quiz – July 2019 – Answers

1. It is a white flashing light, 2 short then another short flash every 20 seconds (timed from the start of one sequence to the start of the next). The light is positioned 35m above Mean High Water Springs and has a Nominal Range of 24 nautical miles.
2. A Rams Horn is a hook (usually curly and sometimes rather like the real horns on a male sheep) used to secure the new tack on the mainsail after reefing. They are usually found on the mast just above the gooseneck.
3. WGS84 – standing for the World Geodetic System reference set in 1984.
4. Under the rules you have priority and you may continue on and try to make your presence known to them. The safest action, though, is to tack and show your stern light to them. This slows down your closing speed and, if the other vessel has taken avoiding action, gives them more time to avoid a collision. Do not bear away to port.
5. This is a vessel towing another, approached from astern. You must NOT pass between the towing vessel (the one with the yellow light over the white stern light) and it's tow (the vessel with only a white stern light showing).
6. This is a Starboard Preferred Channel marker. We rarely see them in Australia, but the author has seen them in Singapore and in the UK, and they are a part of the IALA system. The marker has a green cone for a top mark and is painted Green/Red/Green vertically.
7. The sailing vessel is the overtaking vessel and must give way.
8. Channel 16, with channel 68 as the alternative
9. Three twelfths in the fourth hour.
10. All three are two masted sailing vessels. A schooner has a smaller foremast in front of the mainmast; a ketch has a smaller mizzen mast aft of the mainmast but forward of the rudder post, and a yawl has a mizzen mast aft of both the mainmast and of the rudder post.

BUY, SWAP and SELL

Nothing this month – but stay tuned.

PHOTO COMPETITION for 2019

July WinnerPhoto of the Month is Selina O'Brien

Send your photos to **Maralyn Miller** to enter into the 2019 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 2019.



The winning photo for July is called “Wednesday afternoon sail” and was taken by Selina O'Brien

Only one photo per month (as a JPG / JPEG) to be submitted. Remember ... to be in the running to win the prize you must be in it. Hint Give your favourite photo a Title and Place taken. Submit your photo to darling.maralyn@ozemail.com.au.

Good Shooting ...!! Maralyn.

Photo Competition guidelines - Photos should be of Cruising related subjects in line with the stated objectives of the Cruising Division. Preference may be given to photos featuring Cruising Division Events or of Members' on-water cruises on their own boats. Decisions by the judge(s) are final and no debate will be entered into.

Middle Harbour Yacht Club - Cruising Division Treasurer's Report As at 1 July 2019

Cash at Bank as at 01.06.2019	\$2,309.69
<i>Plus Receipts</i>	
Sale of 1 CD Pennant Delphin	\$35.00
Donation McEvoy Long Lunch	\$30.00
Interest	\$0.17
<i>Less Payments</i>	
	\$0.00
Cash at Bank as at 30.06.19	\$2,374.86
<i>Outstanding Receipts</i>	\$0.00
<i>Outstanding Payments</i>	\$0.00
Account Balance	\$2,374.86

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 meets on the 3rd Monday of each month, 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