



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 38 No. 5 June 2018

Editor: Maralyn Miller

NEXT MEETING: MONDAY JUNE 18TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.

SPEAKER: ARAWAI CREW
JANUARY LORD HOWE ISLAND CRUISE

CRUISING DIVISION ANNUAL GENERAL MEETING



'The Peaceful Huon'

CRUISING DIVISION OFFICE BEARERS – 2017 - 2018

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, Royce Engelhardt, Phil Darling, Dorothy Theeboom, Max Theeboom, Kelly Nunn-Clark, Evan Hodge, Mike McEvoy	



Editor's note:

Deadline for the next edition of the Compass Rose is **Friday 29th June**.

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

Please forward contributions via email to the editor at cruising@mhyc.com.au or ehodge@ibt.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 2018		
June	16 th	Commodores Black Tie Dinner
	16 th	MHYC Get Checked Day
	18 th	Cruising Division AGM
July	7 th & 8 th	Cruising Division Get Checked and raft-up weekend
	8 th	Annual Senior Members Lunch
	15 th	MHYC Cruising Division Long Lunch
	16 th	Cruising Division Meeting.
	19 th	MHYC Annual General Meeting
August	5 th	On Land Event: Garden Island Museum via Ferry
	20 th	Cruising Division Meeting.
September	1 st	MHYC Season Opening Day
	8 th	Cruising Division Night sail as part of 090, Alternate skipper support to complete a segment of the Wachman Award
	17 th	Cruising Division Meeting.
October	15 th	Cruising Division Meeting.
	28 th	Make-a-Wish Foundation Charity Sailing Day

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Cover photo: by John Eastway "Every time I cruise Tasmania (fourth time in Flemingo next February) I take the dinghy for a run up the Huon to Franklin - a lovely part of the world"

CAPTAIN'S COLUMN – JUNE 2018



Well winter is finally upon us with temperatures falling and winds either being full on or non-existent.

It is about this time I begin to think of the maintenance required for Nashira to get her ready for the cruising season only a few months away.



First up the annual safety audits are upon us. In the cruising division we have two options available to us the MHC Get Checked Days or the CD Get Checked weekend raft-up. For Cruising Division members, the raft-up is a much more relaxed affair and is a great opportunity to learn what other use and include in their safety equipment for cruising close to home or further afield. **The CD Get Checked raft up has been moved to 7-8 July** due to some conflicts in dates with other commitments.

Monday June 18th is the Cruising Division AGM for the spilling and re-election of all CD committee members and positions. There is a nomination form at the back of this Compass Rose which can be completed and handed in before the start of the meeting. Please do not hesitate to put your hand up as we welcome fresh faces and new ideas on the committee.

At this meeting we will also be hearing from this year's Yaffe Trophy winners Arawai on their preparation and undertaking of their first cruise which was the MHC Lord Howe Island cruise earlier this year.

June 16th is the Commodores Black Tie dinner which is a fund raiser for the Frank Likely Trust which supports junior sailing from which many of us have benefited. Bookings can be made online or at the club.

July 15th is the fabulous Cruising Division Long Lunch held at the club. The theme this year is Christopher Columbus and all things Spanish see the promo in this edition of the CR. The ladies have been working hard on making this a very memorable event.

We are working on the event calendar for the next 12 months if you have any suggestions for inclusion please do not hesitate to put them forward. We welcome all contributions which will help stimulate participation and attract new members.

Stay safe and enjoy the good life out on the water.

Evan Hodge
Cruising Captain. *SY. Nashira*

FUTURE EVENTS:

Cruising Division Meeting Day – Discussion Next Meeting

Members who attended the May meeting were addressed by the Commodore Peter Lewis, who proposed a change in meeting day for the Division.

Peter presented a reasoned discussion proposing that we move from Monday to Wednesday as staffing costs could then be shared with the Wednesday racing.

Subsequent discussion presented arguments both for and against the change from Division members.

We plan to again discuss the proposal at the June meeting. Come along and have your say!

CHEESE PLATE JUNE MEETING: GILL & GLYNNE ATTERSALL

ENVELOPING JUNE COMPASS ROSE: KELLY NUNN-CLARK

August On-Land Event

Naval Heritage Museum Garden Island - Sunday August 5th

Followed by late lunch at Watsons Bay

We are planning to visit the Naval Museum on Garden Island on the morning of Sunday August 5th, followed by lunch at the Watsons Bay Hotel (outside in the garden).

Plan is to meet at Circular Quay and catch the 9.35 ferry to Garden Island.

After several enjoyable and informative hours, we will then proceed (again by ferry - the 12.05 service – to Watsons Bay for lunch.

May we suggest travelling to the Quay by ferry, and also home again by ferry? There are also regular services from Watsons Bay to Manly, the Zoo and the Quay on weekends.

Keep the day free – sounds good! Queries to Phil Darling – 0411-882-760



Long Lunch

AT MIDDLE HARBOUR YACHT CLUB

Hosted by the mhyc Cruising Division

SUNDAY 15TH JULY, 2018
12 NOON

\$60 MHYC Members | \$65 Non Members

Includes drink on arrival and
3 Course Lunch

To book contact the office on 9969-1244

Cruising Division Long Lunch 15th July 12:00
Spanish Theme – all welcome in a touch of Red and Yellow



The MHYC Cruising Division Long Lunch will be a celebration of the excitement and the adventures that cruising brings.

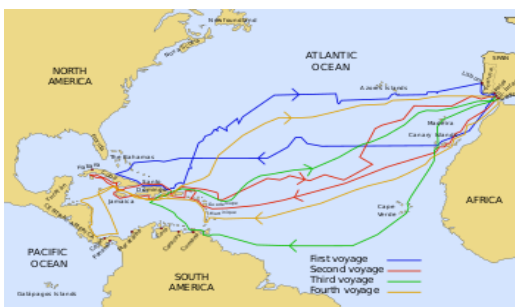
This year we have themed it around that famous cruiser – Christopher Columbus – and his sponsors the King and Queen of Spain. His four transatlantic cruises opened the way for European exploration and colonization of the Americas.

Like some cruisers we know, Columbus ended up somewhere other than where he intended. He set sail on August 3rd 1492 from Palos de la Frontera, Spain with the objective of sailing until he reached the Indies (in Asia) and riches of gold, pearls and spice. Of course, America was in the way, but his discovery did set the scene for untold riches for the Spanish Conquistadores, not to mention pirates and others in the Spanish Main over the next few centuries.

It also introduced massive variety into what must have been a very stodgy European cuisine. Food items such as Chiles, Potatoes, Pumpkins, Beans and Corn, Tomatoes, nuts including Peanuts Brazil Nuts and Cashews, Cocoa (Chocolate), a whole lot of fruits such as Avocado, Pineapples and Pawpaw and as well Turkeys quickly made their way back across the Atlantic from what they called the New World.

In celebration, we will be eating some of the New World foods, and also wearing a touch of the Spanish colours of Red and Yellow. It will be a fun day with a quiz and prizes to be won. Booking via the office - \$60 per person (non-members \$65) for a fabulous afternoon. Advise any food requirements when booking.

PS – you may be aware that Columbus was actually from Genoa, in modern Italy. That didn't stop him claiming the area for Spain, and it also didn't stop them from calling the area the West Indies once they found out it was not in Asia (in contrast to the East Indies, which is modern Indonesia).



Cruising Division Safety Checks – Weekend 7 & 8 July – Sugarloaf Bay

As usual, the Cruising Division are holding our own Safety Check weekend. Come along and get your boat checked by one of the friendly division auditors.

Our requirements are that you be to minimum Category 7 standard for harbour sailing, and Category 4 for our offshore events.

Please download the forms from the club website, not forgetting the MHYC front page as well as the Australian Sailing Cat 4 or 7 form, run through the items ahead of time, renew any that have expired.

Key items to check:

- Lifejackets (serviced by a professional or if self-checked – as per the manufacturer’s recommendation - and don’t forget to fill out the form from the manufacturer and write service date on each lifejacket
- Fire Extinguishers – serviced by a professional with stamped tag
- Flares – all in date?
- Medical Kit items – all in date?
- EPIRB – battery in date and proof of registration with AMSA?
- Registration – no stickers any more but bring some kind of evidence
- Any other inflatable items (danbuoy, etc) – treat the same as lifejackets

The requirements are the same as last year with the exception that the Club is now requiring a working VHF (fixed or handheld) for all categories but we should all be OK with that one.

We will be staying overnight for the usual convivial raft-up.

Please let Phil Darling know on 0411-882-760 of your attendance and a likely time you will need to be checked.

If you cannot make the Cruising Division weekend then book in to one of the club days – either Saturday 16 June or Sunday 26 August.

You may even get the same CD auditor checking your boat!



MIDDLE HARBOUR YACHT CLUB'S

COMMODORES BLACK TIE DINNER

ALL FUNDS RAISED WILL GO TOWARD THE
DEVELOPMENT OF YOUTH SAILING SUPPORTED BY
THE FRANK LIKELY TRUST

JUNE

16

6:30 PM

TICKETS

\$100 Per person, includes 3 course dinner, live
entertainment, live and silent auctions, lucky door
prizes and more!

BOOKINGS CAN BE MADE ONLINE AT
WWW.MHYC.COM.AU OR CONTACT THE OFFICE ON
9969-1244

MEMBERS' CRUISING - UPDATE:

Zingara 2 Chronicles – www.Downunderrally.com/about-go-east.



Chapter 2 It has been several weeks since Chapter 1 and during that time we have been busy finalising all that had to be done before departure day. That day was Friday April 5th. Moving the boat from its mooring to the Club went smoothly and after fighting for our rights to access power we were able to get the freezer cold in readiness for the provisions. We slept on board until 3.00am and cast off at 4.00 into the dark but uncrowded harbour. No Manly Ferry, no yachts or tiny little boats, only the usual Cruise Ship on the horizon waiting to come into the harbour at the appointed time.

Eleven uneventful hours went by pleasantly enough but a tad boring. Whilst listening to radio chatter a new game was invented. The name of game; Quirky names for boats, such as Sea Sick, Standby, Over and Out, and Bugger Off, you get the drift. It only becomes even slightly amusing when put into the context of doing a Radio Sked, "Marine Rescue Sydney, Marine Rescue Sydney, Marine Rescue Sydney this is Over and Out ,Over and Out ,Over and Out. Message for Lena, the best one I could come with was 'WoWo Waah Waah'. Jeff's best one according to him was 'Finger Up Your B**' This behaviour is an exemplar of the pressing need to fill in hours with anything that reduces the sheer boredom of being at sea. A very personal opinion I hastily add.

We had hoped to stay in Newcastle a couple of nights so we could get some additional canvas work done but the Marina was totally booked out and could only give us one night. The Marina staff were frenetic with preparations for a Regatta which went some way to explaining their non - appearance at the wharf to assist us in getting Zingara into her Pen. What a performance that was, me on the wharf holding back the 16 tonnes of boat while Jeff ran around tying and retying the ropes. Later I discovered there was a man on his boat (about the size of the Queen Mary) next to us just sitting there. Whatever happened to the idea of sailors helping each other?

Exhaustion was the catalyst for a good night's sleep and we were ready to cast off at 8.00am to commence the leg to Port Stephens. Our 'onshore' 'weather forecasters: John and Tina had warned us we needed to be at our destination before 2.00pm we made it by 1.00. When we checked into the Anchorage Marina we discovered lady luck was again watching over us as the Marina would be booked out for the entire upcoming week and we had secured the last berth and got it for two nights. So here we are relaxing and preparing for the next leg, which I feel, will test my resolve.

So far, the only mishaps we have endured are related to the quality of life aboard and nothing of a safety nature. Such things as a super-duper light over the cabin table giving up the ghost and the TV not giving a fig about our comfort by refusing to work, mind you it was probably complaining as its antenna was installed upside down, At the time of installation Jeff thought it fitted better that particular way not realising it was upside down.

There are many stories to tell on preparing Zingara for this trip and they will be told but Jeff has to fill me in on the detail, as he is the one who has had primary responsibility. I have spent recent weeks on ensuring we have sufficient food and all the essentials for the trip up the coastal leg and the crossing to New Caledonia. I now have highly developed skills in vacuum packing food which should come in handy in the future I daresay?? Perhaps before I reach the age of eighty I could vacuum pack hundreds of meals for my twilight years and not need Meals on Wheels EVER.

Chapter 3 Our stay in Port Stephens was a close encounter with the world of competitive sailing. 'Sail Port Stephens' as an event attracted over 70 vessels. The main race was from Newcastle to Port Stephens on the Saturday then a week of events for different classes of boats. I watched the yachts arrive late Saturday aboard were crews of approx. eight burly men dotted with the occasional female, e.g. 1 -20. Thinks me, how easy would that be sailing with a crew of strong humans to do all the running around and the heaving of ropes, oh well dream on.

We walked into Port Nelson, did a bit of shopping and hitched a ride back with a taxi. We took the opportunity to ask the driver where we should buy a house and what was the living like in the area. Her reply did not instil great comfort as she had only reached being a local' after living there for 25 years. I worked out we would never attain the status in the years we have left. Sunday was spent doing stuff on the boat, the washing, topping up the water and fuel. The plan evolved after weather gazing and consultations to leave midmorning Monday aim for Camden Haven at about 5.30am the following morning. I did all the necessaries of food and clothing preparation so everything was 'at hand' thus avoiding having to spend too much time below in the stuffy cabin being rocked and rolled.

All went well for hours and hours with the Auto Pilot, Augustus, doing the work and the Yankee sail trying to catch the light wind, Jeff could relax while I sat and looked at the endless empty vista of water alert to the horror stories of stray containers, sun fish, sharks that eat boats etc etc. We revised our plans as we were doing ok to keep going beyond Camden Haven and go all the way to Coffs Harbour, an ambitious plan. Our weather watchers made contact late afternoon and gave us new information about a possible strong southerly making its up the coast so a snap decision was made and as we were close to Forster we decided to go in. We were between the devil and

the deep blue sea literally and figuratively as we would be crossing the bar in the dark and there are many warnings about this particular bar. I made contact with the local Marine Rescue and given the light winds and in-coming tide he said there should be no difficulties. The bar has new massively effective leading lights so getting in was a piece of cake even though it was pitch black.

Once in the trick then is to avoid the vast sand bank located in the dead centre of the river so the boat channel winds around the bank to a safe area for anchoring. Now that took a bit of effort and lots of yelling and swearing. A man on another boat indicated with his torch where a public mooring was, so once we found it we hooked Zingara to it with rope and a sigh of relief. We made the observation that it was perilously close to the sand bank but dismissed it as an unimportant worry. Let's face it why would a public mooring be put down in a silly location. We had a completely still night while I lay awake listening to the howling wind at sea. It sounded horrid but we have since learned not as bad as we thought it would be. Our still night was the direct result of the keel being grounded, not deeply, in the sand. We had thought of waiting until 9.30 to leave but as the tide was falling Jeff decided we needed to get out immediately before we really did become stuck so after revving the engine and with some alternative reversing and forwarding we were off at 7.30am.

Now Camden Haven became the goal. The sea was lumpy but not too bad, the wind was light and mainly coming from the south, southwest so we managed to goose neck the sails and caught wind that meant we could actually sail. We had company, four of us in total spread out but within sight. I love that! Not being alone. We arrived about 30 minutes ahead of our estimated time of arrival and found a spot to anchor near the RSL Club. The Club likes visiting yachts and lets you use the facilities free of charge.



All in all, we arrived here in Camden Haven about 8 hours later than we had originally planned to so pretty good really. The other three boats came in shortly after us and then there were more. We have met one of the crew, a young solo-sailor from the UK who has commenced his return trip in a 28-foot yacht. He is taking his time and by the sound of it will have navigated the world by the time he is home. Hope to hear more over the next day or two while we are waiting for the huge ocean swell to abate.

Jeff & Fiona Wille 'Zingaro 2'



How to get more out than you put in!



Much better than bank returns is helping out at Sailability (sailing for people with disabilities). Your investment of a little occasional time is returned ten-fold in the form of the joy and appreciation from the people you help, plus the chance to brush up your dinghy handling skills.

I have always felt that those people starting their sailing in youth in dinghies have an advantage over anyone going straight into a cruising boat. Larger boats are slightly insulated from the essential sailing variables of wind, tides, lifts, knocks and wind shadows, whereas in a dinghy you are much more in touch with these elements and can therefore enhance your sailing experience.

I must confess that I was too nervous to try our boy's Manly Juniors, Flying 11s, or even the more stable Heron by myself as I was worried about capsizing, not being able to right the dinghy, sort out rigging, and have to be 'rescued'. Until that is I tried an Access 303 dinghy as used by Sailability, which is very difficult to capsize because it carries an extremely heavy centreboard and rudder.

A very clever man called Chris Mitchell had built a few boats and was living in Singapore, when he noticed that very few people sailed there, so he designed a dinghy to introduce people to sailing, especially children. Naturally he named the class Access, because that's what it gave to people, access to sailing. Later, he realized that the Access dinghy could also be adapted for people with a disability.

It is wonderful to give joy to people (our sailors) who are hampered by say autism, Down's syndrome, cerebral palsy or Parkinson's, by giving them time out from their home or care facility and introducing them to the freedom and exhilaration of sailing freely in the fresh air and exciting atmosphere of Middle Harbour, which we can at times take for granted. In fact, Glynne and I have suggested to our amazing organisers that we stop sailing over winter due to the cold and having either too much or too little wind, but they argue that all our sailors want to continue through winter and very much look forward to turning up as often as they can.

Middle Harbour Sailability meet on the second and fourth, or last, Sunday of each month. It's an early start, 8am, as there are 6 dinghies which need to be carried from the container, rigged and ready for the first sailors at 9am. Usually we have between 25 and 35 sailors of all ages each Sunday and they each have a half hour sail. This also gives full time careers half an hour to grab a cup of coffee from the Sandbar and enjoy the atmosphere.

A rescue boat manned by two people keeps an eye on the 6 boats on the water. Other people are needed to help sailors in and out of boats, sometimes winching them in slings by crane from wheelchairs, catching and tie up returning dinghies. Each boat usually goes out with an able-bodied skipper and one sailor, so this is your opportunity to hone your dinghy sailing skills in a very easy to handle boat. Volunteers are also needed to meet, greet and fit sailors out with life jackets, which is a great occupation for those volunteers who don't feel the need to sail.

We would love a few more helpers. You don't need to commit to all day or every sailing Sunday. As they say, many hands make light work and you might get more out of the experience than you give! Even if it is only feeling confident helming a dinghy.



This photo is of Cameron, who sadly had a stroke in his late twenties and is now confined to a wheelchair. Cameron loves a chat and on less windy days likes to take the helm. Most sailors are happy just for a sail around but some take to this new sport so well that they can get trained up to compete against other Sailability Groups.

Which leads to my next article as there may be some new members who are unaware that in 2012 MHYC hosted the Macquarie 2012 Access World and International Championships for over 100 competitors from 10 different countries!

Gill Attersall, “*Simply Irresistible*”



DRIFTWOOD

“They cast four anchors out of the stern” From the account of St. Paul’s shipwreck in ‘The Acts of the Apostles’

Early in the century this was read as a part of the lesson in an English church. An elderly sea captain at the back of the church was heard to mutter: “It would have pulled the backside off her!”

“Let us think of them that sleep, full many a fathom deep” The fathom, an English gift to the maritime world, has disappeared from our charts and is not so much used now. It is based on an old English word meaning ‘to embrace’ and is the measurement of the outstretched arms of the average man - six feet. And, of course, to ‘fathom out’ means to get to the bottom of, or thoroughly understand.

Calamity Corner – not so much a calamity this time

This incident happened to me a short while ago – and a combination of practice and maybe training saved the day. Plus not panicking, of course.

It had been a pleasant weekend out with a group of trainees down to Botany Bay on Saturday, exercises on the way, a peaceful night at anchor, then returning on Sunday to the Club. A classic summer day, the sea breeze had started to pick up and we were beating into 20kts, with the occasional stronger gust – reefed main and small headsail up the boat is sailing well. Apart from the odd wave over the bow – and one student showing signs of seasickness – everything was good.

Fast forward an hour – inside Sydney Heads now – and getting ready to drop the sails. Wind is now regularly over 25, with gusts in the very low 30s. Engine on, furl the headsail, point up into the wind, main down and starting to flake onto the boom. But wait – what’s that noise from below? Engine alarm? While I consider this I notice the exhaust water is starting to steam. Doesn’t look good.

Engine off, headsail back out while we consider our options. I leave the students sailing back and forth off Chinamans Beach while I investigate. A quick look at the engine confirms that everything is hot. Really hot. The obvious first suspect – water pump impeller – is innocent as water was still coming out the exhaust. However the engine cooling water is really really hot – just about boiling. OK I say – back on deck – engine is no use so we will have to sail back on to the marina. The students look at me as if I am mad.

First step is to get the main back up. Not so easy when we can’t point up into the wind (the headsail keeps wanting to push us downwind) but we eventually get it back up – with two reefs in this time. We don’t want too much power in these conditions. Next is to check our options at the marina. Sailing back into the marina pen (downwind) is way too risky so we are looking for a vacant spot on the outside. To make matters worse the wind keeps rising – or so it seems!

A sail past shows a spot vacant on the end of B arm. We furl the headsail, I brief the students, and we come in upwind with only the reefed main – as slow as possible but it still feels too fast. As we bump the dock we release the main sheet, lasso a cleat and come to a stop. Mainsail down, other dock lines on and heave a sigh of relief.

Only damage is a deflated fender from impact. We must have hit harder than intended – one of the students is referring to a “controlled crash”. The problem? A stuck thermostat in the cooling system, replaced during the week and all is well again.

Phil Darling

After last month's focus on weather, I am writing this as a strong East Coast Low eases. With a delay to the start of the Sydney to Noumea race, winds over 40kts in the harbour, and over 40 shipping containers washed overboard off the coast – quite a blow!



CD Quiz – June 2018 by Phil Darling

This month a more general quiz.

1. What datum are the water depths on charts usually taken from?
2. What about heights on charts? There are three answers here:
 - a) Drying Heights (the numbers in the green parts)
 - b) Clearance Heights (height below bridges, wires etc)
 - c) Other heights such as lighthouse heights, mountains, etc
3. You are in an estuary (sheltered water, no wave action) and wish to cross over a sand bar with a charted depth of 1.1m but your vessel has a draft of 2.0m on checking the tide chart you see it is currently close to low water at 6am of 0.3, and the next high tide is 2.7m just after noon. When is the earliest you could safely plan to cross the sand bar?
4. You realise that an extremely strong high-pressure system may affect the predicted tide heights from the previous question. What impact might this be?
5. You check the tidal stream arrows in the previous case and see that, close to where you are, the chart shows 5kts of tide on both flood and ebb. What tidal current might you expect at the time of crossing? (you note that we are currently close to Neaps)
6. If you are making leeway on a port tack, will your actual course be greater or less than your heading?
7. You are sailing in fog. What sound signal should you make?
8. Still in fog – you decide to turn on the engine. What is the sound signal now?
9. A distress situation is one in which a vessel or person is in What 4 words complete this sentence
10. You see some vessels coming towards you. One has red/green sidelights and what appears to be three steaming lights in a vertical line. The other has only red and green sidelights. What is the situation, and what would they look like from astern?



CHEF'S CORNER.....WITH JEAN PARKER

ROASTED EGGPLANT WITH FETA AND CORIANDER 🍴

Ingredients.

- 3 medium eggplants.
- 400g crumbled feta cheese
- Small bunch coriander chopped
- 4 tablespoons extra virgin olive oil
- Salt and ground black pepper.

Method.

- Grill 3 medium eggplants on the BBQ for 20 minutes, turning occasionally until charred and soft.
- Remove from the BBQ and cut in half lengthwise.
- Carefully scoop out the eggplant flesh into a bowl, reserving the skins.
- Mash the flesh with a fork.
- Combine 400g feta cheese (crumbled) with the eggplant flesh, the coriander and extra virgin olive oil.
- Season with salt and ground black pepper.
- Spoon the eggplant feta mixture back into the skins
- Return to the BBQ for 5 minutes to warm through.



Serve immediately with the steak/chops/chicken/fish you just barbecued. 🍴



CD Quiz – June 2018 – Answers

1. Depth is usually taken below Lowest Astronomical Tide (LAT). Check the chart notes if you are unsure.
2. A good case to check the chart to be sure. The usual answers are:
 - a) Drying heights are above chart datum, usually LAT
 - b) Clearance heights are above high water – usually HAT (Highest Astronomical Tide)
 - c) Other heights are usually above MHWS (Mean High Water Springs).
3. This looks like a case for the Rule of Twelfths (look it up if you don't know it!) We need 0.9m of tide as a minimum – maybe just a little more to be safe. Tidal range is 2.7-0.3 so 2.4m. Each twelfth is then 0.2m At 6am we are at low tide so predicted tide height is 0.3m At 7am predicted tide is 0.3+0.2 so 0.5m. Not yet enough. At 8am predicted tide is 0.5+0.4 so 0.9m. Maybe just enough. I would wait for about 8.15am just to be sure – should be over a metre by then.
4. High pressure systems cause lower (depressed) tidal heights. You will wish to wait longer before crossing to account for the fact that actual tide heights will be lower than predicted.
5. It will be in the flood direction – however the peak flows predicted are for Spring tides and we are at Neaps so we could expect about half the strength (roughly) at peak flow - about 2.5kts. As we are crossing a little short of mid tide when the peak flows occur – my estimate is about 2kts of current.
6. Greater (you will be knocked down to starboard).
7. One long two short every 2 minutes
8. Now one long (only) every two minutes
9. Grave and imminent danger.
10. This is a long tow (over 200 metres of tow line). From astern the vessel towing (the one with the three white lights from the front) displays a white stern light with a yellow towing light over it; the other vessel (the one being towed) displays only a white stern light.

PHOTO COMPETITION for 2018 – June

June WinnerPhoto of the Month is Kristin Kool

Send your photos to **Maralyn Miller** to enter into the 2018 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 2018.



The winning photo for June is called “Sydney Harbour Sunset”
and was taken by Kristin Kool.

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. HintGive your favourite photo a Title and Place taken.

Submit your photo and to Darling.maralyn@ozemail.com.au. Good Shooting ...!!
Maralyn.

Participation Pointscore

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET													TOTAL
		JAN - DEC 2018										Compass	Attendance	Technical	
ENTER CREW FOR EACH	DATE =	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Rose	at	Corner	CUMUL' SEASON POINTS
	EVENT =	Goosford Challenge	Late Summer Cruise	Harbour Night Sail, Trivia Quiz & Raftup	Easter Cruise - Jervis Bay	On land Event - TBA	Get Check Safety & Raftup	Long Lunch	On Land Event - Garden Island Naval Museum	090 - Night Sail & Safety Exercise	TBA	Feature Articles Points	Monthly Meeting Points	Projects compl'd Points	
YACHT	No. Nights	1	8	1	4	1	1	1	1	4	1	2	1	3	
Altair	Crew											0	1	0	1
	Kieth Watson Nights														
Nanu	Crew											0	1	0	1
	Michael Nights														
Breeze	Crew											0	0	0	0
	Bill & Helen Nights														
Caviar	Crew	7		2								8	5	0	24
	Max & Dot Nights	1		1											
eXpresso	Crew											0	9	0	9
	Phil & Maralyn Nights														
Flemingo	Crew		1									0	3	0	11
	John Nights		4												
Kai-Lag	Crew			2								0	2	0	5
	John Nights			1											
Sisu	Crew											0	2	0	2
	Mike & Suzanne Nights														
Kodiak	Crew											0	4	0	4
	Trevor & Lena Nights														
Nashira	Crew			2	2							6	8	0	29
	Evan & Kelly Nights			1	4										
Rapture	Crew		1									4	4	0	16
	Paul & Anne Nights		4												
Simply Irresistible	Crew		2									2	8	0	22
	Glynne & Gill Nights		4												
Slack'n'Off	Crew				2							2	1	0	15
	Martyn Nights				4										
Tommy	Crew											0	0	0	0
	Mark & Lee Nights														
Sanctum	Crew											0	2	0	2
	Jean & Noel Nights														
Bloodhound	Crew											0	0	0	0
	Alex Nights														
Buggalugs	Crew											0	6	0	6
	Jeremy & Kristin Nights														
Tulip	Crew											0	1	0	1
	Dick Nights														
Zingara II	Crew											0	2	0	2
	Jeff Nights														
Zingarro II	Crew											4	0	0	4
	John Nights														
Hunky Dory	Crew											0	8	0	8
	Aileen & Cam Nights														
Isobel II	Crew											0	5	0	5
	Val & Des Nights														
La Madre	Crew											0	4	0	4
	Chris Nights														
No. of Boats =		1	3	3	2	0	0	0	0	0	0				Points 29
		The Leading Boat is....													Nashira

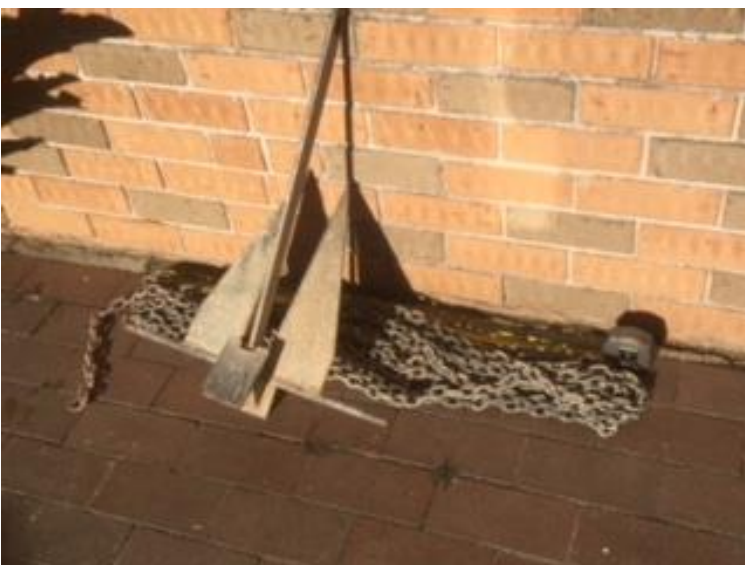
BUY, SWAP and SELL

SELL – Anchor, Manson NZ 60 lb galvanised anchor in excellent condition

Suit cruising boat 35ft to 50ft. Good anchor that has never let us down when set correctly. Open to any offer if you need an anchor of this size. **Contact:** Jeff Wille on 0417 064 352



SELL – Anchor, Danforth anchor 13.5 lb. galvanised with 13 metres of galvanised chain. Reasonable condition- suitable as a kedge anchor or primary anchor on a small vessel. Good for emergency dinghy deployment if you go aground. \$50.00 or best offer. **Contact:** Jeff Wille on 0417 064 352



SELL – Emergency Bilge Pump, Bilge Pump Rule 1500 with hose and wiring. Battery clamps and fuse included. \$20.00 or best offer. **Contact:** Jeff Wille on 0417 064 352



SELL - New, Carbon Fibre Rudder Kit, from our 38 ft day sailor “Revolver” complete and ready to install onto any yacht from say 25 ft to 40 ft. Rudder has been tested and has worked beautifully but we have changed steering systems and carbon rudder system is now surplus to needs.

DETAILS:

- Lift out foam core/carbon rudder blade in white
- Strong carbon rudder housing
- 316 stainless pintles and gudgeons and 316 through bolts, nuts and washers ready to fasten onto stern
- lift up foam core/carbon 2m tiller
- Light weight and fully tested and offering great high performance control.

Costing over \$ 14,000 will sell for \$5,000 ono

Contact: Bruce Ritchie - Ph: 0419436151 - Email: Bruce.ritchie12@bigpond.com

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 31 May 2018**

Cash at Bank as at 30.03.2018	\$2,278.08
 <i><u>Plus Receipts</u></i>	
New members	\$0.00
Interest	\$0.19
<i><u>Less Payments</u></i>	\$0.00
Bottle wine guest speaker	
Cash at Bank as at 30.04.18	\$2,2278.27
 <i><u>Outstanding Receipts</u></i>	 \$0.00
 <i><u>Outstanding Payments</u></i>	 \$0.00
 Account Balance	 \$2,278.27
 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

Middle Harbour Yacht Club
Cruising Division
Annual General Meeting 2018



Nomination Form

Name of Nominee:

_____ MHYC Member No: _____

Position on Committee: (i.e. Cruising Captain, secretary, treasurer, general member: see Compass Rose page 2 for more office bearers positions)

Name of Proposer:

Signature of Proposer:

Name of Seconder:

Signature of Seconder:

Signature of Acceptance by Nominee:

Please forward to the Secretary prior to the AGM Monday 18th June 2017 or hand in prior to commencement of the meeting

