



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 38 No. 1 February 2018

Editor: Phil Darling



**NASHIRA, ARAWAI AND BUNDEENA (WITH FRIENDS) AT LORD HOWE ISLAND
JANUARY 2018**

NEXT MEETING: MONDAY FEBRUARY 19TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M

GUEST SPEAKERS: FREDERIC CHANUT & SANDY FARQUHARSON
TOPIC: RACE TO ALASKA TEAM ADVENTURISTS

CRUISING DIVISION OFFICE BEARERS – 2017 - 2018

Cruising Captain	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
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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 2nd March**.

The **EDITOR** for the next Compass Rose is **Mike McEvoy**.

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 2018		
February	17 th	Barefoot Ball
	19 th	Cruising Division Meeting
	25 th – 4 th	Late Summer Cruise to Pittwater
March	3 rd & 4 th	Sydney Harbour Regatta – MHYC Feature Event
	10 th & 11 th	Harbour Night Sail and raft-up
	19 th	Cruising Division Meeting.
	30 th to 2 nd	Easter Cruise – Jervis Bay includes Safety Practice and Slocum event.
April	16 th	Cruising Division Meeting.
May	21 st	Cruising Division Meeting
June	18 th	Cruising Division Meeting

GALAXY III - ‘ARE WE THERE YET WORLD CRUISE’
CHRIS & BEN CANTY.

Chris is currently “liming” in the Caribbean. Follow his adventures with the blog and tracker at <https://www.are-we-there-yet.com.au>

(In Trinidad & Tobago, liming is an actual activity, referring to the art of doing nothing while sharing food, drink, conversation and laughter, liming is an important part of the country’s island culture. In fact, it’s not uncommon for locals to say something like “let’s go lime” to mean “let’s chill or hangout.”)*

This sail fish is taller than me!



CAPTAIN'S COLUMN – FEBRUARY 2018



Welcome to the New Year 2018.

For a number of us the new year got off to a big start with Arawai, Bundeena and Nashira venturing out to Lord Howe Island while Buggalugs and Slac-n-Off cruised to Port Stephens. Galaxy III has made it across the South Atlantic to Trinidad & Tabago.



Caviar and Sundance 2 (with Peter Lewis on board) participated in the Gosford Challenge put on jointly between MHYC and Gosford Sailing Club. This included 3 match races between MHYC and GSC using the Melges 20s at MHYC. I sailed with the Gosford team to provide a little knowledge and Scott Lawson skippered the MHYC Melges team. It was a fun and learning experience for the GFS guys who had never sailed one of these sports boats before. Needless to say, the MHYC team was victorious but we are cruisers and not competitive by nature are we 😊.

I'm sure others amongst the Cruising Division membership had adventures that that we look forward to hearing about as the year unfolds. Based on this flourish of activity the Cruising Division is alive and well and we can look forward to a great 2018 for cruising in and around Sydney.

The next event for the year is the Fabulous February 8 day Cruise to Broken Bay from 25th Feb to 4th Mar which is shaping up to be another great mix of sailing, eating and socialising with like-minded cruising enthusiasts. Be sure to register your interest in this event at the 19th Feb Cruising Division meeting.

Lock in the 10th-11th March for the Harbour Night Sail and Raft-up. Seeing our glorious waterways at night is a marvellous experience.

Easter this year the Cruising Division is heading south to Jervis Bay (weather permitting). If you have not sailed around Jervis Bay and experienced the beauty it has to offer then join us from 30th Mar to 2nd Apr 2018.

For something different come along to the CD meeting on 19th Feb to hear about another unusual event, the 2017 Race to Alaska taken on last year by MHYC members Frederic Chanut and Sandy Farquharson. This is a fascinating event where yachts must navigate up to 11 knot tidal flows and inconsistent winds without a motor!

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

Evan Hodge

Cruising Captain. *SY. Nashira*

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B.Y.O. BBQ 6:30 P.M.

GUEST SPEAKERS: FREDERIC CHANUT & SANDY FARQUHARSON
TOPIC: RACE TO ALASKA TEAM ADVENTURISTS

Two avid MHYC sailors raced in the R2AK on 22ft Harmony, it only took 12 days 5 hours and 3 minutes. There were 41 entries which started, and 27 finished.

There were 11 knot tidal flows, sub zero temperatures, killer whales and lots of other wild life the crew did not want to meet. The main rule for entering the race was that no boats were allowed to have a motor! So the crew installed a couple of oars to help them on their journey. Come and hear their amazing adventure.

CHEESE PLATE FEBRUARY MEETING: DOROTHY THEEBOOM
ENVELOPING FEBRUARY COMPASS ROSE: MIKE MCEVOY

MARCH MEETING: MONDAY MARCH 19TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.

GUEST SPEAKER: RHOSLYN HUMPHREYS
TOPIC: SUSTAINING HEALTHY HAPPY CREW



Rhoslyn is an accomplished adventure sailor with 1000's of offshore miles under her belt and an enthusiastic if slightly sadistic onshore relationship with an Adam's 10.

Being a naturopath, nutritionist, yoga and meditation teacher Rhoslyn is passionate about educating sailors about maintaining all aspects of health on races, deliveries and cruises to ensure happy healthy crew.

Given the restrictions and physical demands placed on crew, Skippers and crew will benefit from Rhoslyn's talk to ensure that provisioning and procedures will ensure happy and healthy crew, what foods are best to take given limited space and refrigeration and how to maintain hydration and hygiene to ensure the crew are ready to celebrate the win!

FUTURE EVENTS:

FABULOUS FEB – 8 DAY CRUISE REVISED DATES ...

Now ...February 25th to March 4th, 2018

Come sail with us on our **most popular** cruising event of the year with a live concert on the Thursday night.

This year, all vessels will start together and attempt to sail in company, at least at the start, but doubtless the faster ones amongst us will streak away; we shall see.

The intention is to sail north to Broken Bay, weather permitting, relax and enjoy the delights of exploring the many sheltered bays for a whole week.

If you cannot make the cruise, you have three opportunities to make a day trip to join in at any of three reasonably priced waterfront restaurants that have been booked with a reserved berth for our transport boat.



Luncheon is always popular.

We will have the Cowan Creek almost to ourselves as school holidays will be over. If you have not already done so, be sure to add your name and Vessel to **the Event Board** to be circulated at the **February 19th meeting**.

Or you can contact Paul Wotherspoon directly on **0417 495 794**.

Do not miss out, as numbers may have to be limited.

...Rapture

PAST EVENTS:

The Gosford Challenge (or where's the finish line?)

At noon on Australia Day two boats, Caviar and Sundance 2 set sail for Gosford. Caviar lead Sundance out from the club but by the time we reached the heads Sundance 2 was in lead having chosen to sail close to North Head whilst Caviar was almost becalmed. Two hours after leaving the club we finally made it to Manly! Sundance 2 was well ahead. The wind was a light north easterly which slowed down our progress. Finally, it picked up as we were off Long Reef.

At last Barrenjoey light was off our port side and we had to find the finish line off Little Box Head. This was achieved about 1745. We were greeted by Peter Lewis skipper of Sundance 2 who told us that we had won as they had not found the finish line and therefore received a DNF! Apparently, this was Peter's third Gosford race and the finish line wasn't there on the first two trips so he assumed it wasn't there again. We were lead up to the Rip Bridge by the finish boat. Luckily the tide was low enough to be able to pass underneath although Sundance 2 scraped her aerial. So much for the 17.4 MHWS level!

We finally tied up at Gosford Sailing Club about 1830 where we were greeted by club members. It was too late for the match race so we all went up to the club. After dinner we all retired to our boats for a well-earned rest.



Sundance 2 on Australia Day



Caviar about to go under the Rip Bridge

Saturday morning saw us up bright and early to join Manley Office for the trip to the bridge where we waited for about an hour until the tide had fallen enough to allow all the boats to get through. Whilst we were waiting Caviar lent a crew member to Manley Office as they were one short. Of course, that was why they won!

Then we made our way through the channels touching bottom occasionally. It's now apparent why some boats require two changes of tide to get to or from Gosford.

The meeting point was a bay between Little Box Head and Box Head. Caviar and Sundance 2 rafted up until race time grew close. Three more Gosford boats arrived whilst we waited including Aeolian which raced after acting as the start boat. The start time according to the notice of race was noon. However, the flag was dropped at 1155. Caviar was lagging behind but soon caught up. There was a spinnaker run all the way down the coast which made for a quick trip to the Heads where the doldrums kicked in again. Luckily this time we were not on the southern side where there were several boats going nowhere. The last task was to find the finish line, a transit line formed by the first port channel marker of the east channel and the harbour bell. This time we beat Sundance 2 on our own accord. Then it was back to the club where we all met up on Sundance 2 until it was time for the Melges races.

Dorothy and Max Theeboom, Caviar.

The Lord Howe Island Cruise – January 2018

This is an edited excerpt from Kelly and Evan's blog. Full details (and more pictures) on <https://onelegatatime.com.au/>

Thursday January 4th just before midnight Nashira, the last to head out, is ready to leave Sydney with Evan, Kelly and our 3rd crew mate Bruce. Bundeena with Frank & Peter left the day before about 4pm. Arawai with Adam, Richard, Cathy, David and Brad left about 10am on Thursday.



The trip would take 3 1/2 days and see Arawai and Nashira arriving Monday morning the 8th. Bundeena, the fastest of the vessels arrived on Saturday 6th.

To begin with the days seem long, running into each other as we go. Day, night, day night.... the first 56 hours the sea was so calm we motor sailed. We decided to do 3 hour

watches and having a third person is fantastic for more and regular sleep. Not to mention help with chores (especially doing dishes!) and good conversation.

On the second day we played in water actually stopping we had a swim in 4000 meters of water! We put two lines out the back and always made sure one person stayed aboard, Just in Case.....



Day three (Sunday 7th) the wind picked up and we had a glorious sail running up to 8.5 knots all night! We caught up to Arawai and together we arrived at Balls Pyramid by 5am Monday morning (8th) just in time for a glorious sunrise and circumnavigation of the worlds tallest sea stack (23nm south of Lord Howe).

We cannot enter the Lord Howe lagoon until high tide which is about 2pm so Evan motored from Balls Pyramid to Lord Howe while Bruce and I caught up on some much needed sleep.

Once at Lord Howe Evan called police chief Simon on VHF channel 12 to advise we are here. Simon lined us up to enter the Lagoon at 12noon and Arawai to enter at 12:45. It is a great service as Simon gets himself into visual contact and actually guides us into the lagoon, telling us how to miss the reefs and which mooring to grab. He is efficient, very clear and easy to understand. One thing I should mention; “before heading to Lord Howe you need to organise a mooring as there are only 18 available and your keel depth will determine where in the harbour you can be accommodated. You wouldn’t want to go there and find there are no available moorings.”

Our mooring is at the North end of the Lagoon, nearest the jetty. Once safely on our mooring we look in awe at our surroundings. The water is crystal clear and I mean



crystal!! so beautiful. The mountains are stunning. The temperature is hot enough to feel overdressed in shorts and tee-shirts. As soon as we get settled we got our dinghy off the

front deck and into the water. The water is super warm. We motored over to the boat ramp and carried the dinghy up the slope to a grassy patch. We were told by Simon to head over to the Lord Howe Island board office and pay for our mooring. On the way we got waylaid in town by Frank and Peter from Bundeena and just had to stop for a beer and quick lunch. Poor Frank is battling the Flu!

After lunch we walked for what seemed like MILES to find this office. Simon said 600 meters from jetty. That is the LONGEST 600 meters I have ever known. Finally we found the office and got a key for the amenities block and let them know we are here!

On the way back to town Evan suggested hiring bikes as it was too hot to walk MILES. We picked up three bikes with Macca at 'Wilson's' Evan also organised to have our three 20 litre Jerry cans refilled with Diesel. Macca is a busy man!

The breeze is a welcome sensation while riding the bikes, great call Evan. We tootled around the town and checked out the amenities.

The amenities block has good clean showers and free laundry facilities! Nice! We parked our bikes near the dinghy and headed back to Nashira for our first snorkelling. It felt so good to jump into the water, the temperature is refreshing but not cold at all. There is no shock or closing of the capillaries that we are used to in Sydney Harbour. We spend the rest of the afternoon snorkelling and Paddle boarding around Nashira looking at coral and curious friendly fish.



Thursday the 11th — Day 4 on the Island

Evan has been carrying out radio Skeds with Bundeena and Arawai twice daily and emailing the location and condition of all to David the sailing manager at MHYC. He is our ground contact and watching over us to make sure all are okay.

This morning Evan made his call to Frank, I could overhear the concern in his voice, he told Frank we may leave today too. I wonder what the weather report could contain that would cause this increased concern.

Call complete Evan brought me the weather report and said "Read This" hmmm.... Looks like the Southerly front is BIG and will start Sunday as before but last until next Wednesday here. This could be very uncomfortable staying on Nashira. Also we are meant to be back in Sydney by Friday the 19th and this is cutting it close if the weather does not improve.



So we decided as a team that we leave tonight at 5pm high tide.

On Our Way Home

The seas are calm and the day sunny and warm, the breeze SE fills our sails nicely and the current is pushing us to the mainland. We are expecting the wind to change to an Easterly then eventually NE to NW before the Southerly hits. If we've timed it right (and are a bit lucky) we should get into Sydney Harbour just before the front does by pretty much sticking to the rhumb line. We even have a chance

to fly the spinnaker!

Evening arrives and the weather is lovely, we've tried to do shifts to be well rested for the upcoming weather but its hard when it's so nice and we all slept well the night before. Still we take some personal time outs.

Evan gets in communication with Frank on Bundeena and found out they didn't go up to the reef and instead are making a beeline to Port Stephens.

The winds start to pick up and shift a bit more north. Evan decides to pull the fishing lines in and notices something is on the VB cord!! I was downstairs lying down when the wind increased and thought Evan might need some help. I came up on deck and Evan exclaimed excitedly that something is on the line! Not knowing if it was just the lure running through the water as we speed up or a bird or a fish Evan keeps pulling it in and lo and behold its a fish!!

We yell for Bruce to come help and Evan pulls it up on deck. Its a Bonito and it starts flapping wildly. It throws the lure out of its mouth and is vibrating at a hyper speed trying to get away. Evan is trying his best to hold onto it as it flaps about.

Bruce runs upstairs with gloves and is able to grab the fish, He quickly dispatches it with a knife through the top of the head down between the eyes and bleeds the fish by slitting behind its gills. Evan is busy hosing down the deck to get rid of any blood and then madly getting the fish cleaning table stuck into the tube on the transom frame which Bruce uses to gut the fish.

All fully awake we take the time to reef the mainsail bit and settle in for the nights shifts. The wind is picking up and turning northerly, we are starting to really hoot through the water now.

By midnight the winds are NE at 18 knots seas choppy, rough. by 0330 the winds are Northerly 20 to 30 knots and the seas rough. The morning radio sked found Bundeena safely anchored in Shoal Bay in Port Stephens. Frank has been battling the flu and hopefully will now get a chance to recover. Arawai got away from LHI by 1pm-ish on Friday and are running about 20 hours behind us. I'm a bit worried how they are going to cope if they run into the Southerly front that will hit NSW Sunday morning.

Bill Shead mentioned that the strength of the North, North West wind will give us an idea of how strong the upcoming Southerly is going to be. Now the wind is 30 to 38 knots and the seas rough.

Evan downloaded the latest weather files and if we are lucky the winds should die down later today and give us a chance to rest before the Southerly.

Sure enough the winds have eased as the day progresses, by 1600 they shift West South West then South and then to South East. We have a lovely 20 something knots now pushing us toward Sydney.



Now that things have calmed down we settle into our routine, 3 hour shifts see us well into the wee hours of the morning.

Later that night ...

I'm awoken with Bruce saying "Wake Up! – I think we need to reef the sails" I got up and had a look, not remembering what state they were in when I went to sleep. A bit groggy I listen as Bruce says the winds are increasing quickly and weather is approaching at a seriously fast rate.

By the time he has said this the winds have increased from 20 knots rising very quickly to 45 knots! Holy cow "Evan wake up, we need you" I yell. He comes bounding up the stairs and the three of us jump into action. What a way to wake up!

Nose to the wind we take stock, turning on the engine, reefing the headsail a bit more, happy with the main for the moment and then gingerly point back down. It is wild, the waves are increasing rapidly. It is black outside except for the faint light areas between clouds. Its like riding a bucking bronco.

We throw all the phones and iPads into the oven hoping it really does work as a makeshift Faraday cage if necessary as we see lightening not terribly far from us.

Another squall hits and we are engulfed in a lightening flash all around us. It is so bright it is blinding. We think of 'Simply Irresistible' a boat belonging to our friends Glynne and Gill that was hit by lightning. Evan says "what ever happens do not turn the engine off"

Its getting lighter outside as the sun comes up. We can see storm cell after storm cell developing and try to negotiate around rather than through if we can. The winds reach up to 48 knots on our instruments. We reefed the mainsail in more. Bless our Leisure Furl main.

We are only 40nm's from Sydney and it has become clear that it will take hours and hours to fight the wind and waves to get there. Evan suggests we point to Pittwater and let the front help push us there.

The next six hours we are all on alert riding this front. Bruce managed to get the dreampot into the cockpit which held warm chicken curry from the night before and with cups we managed to scoop out food and eat something to keep us going.

We were fortunate as the morning progressed there was sunshine and blue sky between storm cells and visibility was very good.

We could see Sydney and by the time we got to Pittwater we could clearly see Barrenjoey lighthouse. We rounded the lighthouse, headed for the Basin and picked up a mooring near the jetty in a very protected place.



Nashira stayed two more days in Pittwater, then came down to Sydney in much gentler conditions. Arawai, a little behind, battled the storm for 20 hours and headed for Port Stephens, where they safely joined Bundeena who had arrived ahead of the storm.

MEMBERS' CRUISING - UPDATE:

PORT STEPHENS CRUISE.

Having chickened out of the Lord Howe cruise I thought I should take up Jeremy and Kristen's offer to sail in company with them to Port Stephens. Other than sailing across the English Channel on friend's boats I have never sailed out of sight of land and after much consideration, and prevarication, decided the 4-day trip to Lord Howe was 3 days and several hundred miles too far, as a first long-distance voyage.

Anna, Fiona, Matt and I, in our boat met Jeremy and Kristen on Buggalugs at Coasters Retreat in Pittwater late in the afternoon, the day after Boxing Day. Jeremy's bright idea was to set off quite early, 5 o'clock in the morning, so we could arrive at Port Stephens around 5 o'clock in the evening. The winds were predicted to be light to start picking up to moderate later in the day. Almost ideal. It wasn't so bright at 5 in the morning. I couldn't see too clearly and found it quite tricky to negotiate all the buoys in Coasters on the way to the Barrenjoey Heads.

As the winds were light, we motor sailed for a few hours until it picked up and steadily increased, gusting 30 knots at times. It was coming from the same direction we were going in so was quite uncomfortable. Even more so when the autopilot failed. I read the books and googled Raymarine in Port Stephens and with Jeremy's knowledge we decided it was the 6-amp fuse, which had blown and was causing the problem. We replaced that and it lasted for another hour, so I replaced it again. That lasted another hour. It wasn't until I was back in Pittwater when Ocean Phase Electrics checked the auto pilot that I discovered it should have had a 30-amp fuse.

All is well to date. We passed Newcastle and unbeknown to us Kristen was thinking what we're thinking. We should have pulled in to Newcastle as the seas were quite rough and the wind was becoming stronger. I was a little anxious but had to pretend otherwise as I was the least inexperienced of our team. Stockton Beach is very very long. Not much relief from the sand dunes, apart from a few fishing folks probably wondering if we were going to sail ashore. Although I was constantly looking at the chart I thought Port Stephens was at the end of Stockton Beach, which it is, in a way. It's just that you have to sail round a big peninsula to get there.

As 5 o'clock gradually became 6, then 7, we had a brilliant broad reach into the entrance at Port Stephens, surfing down the waves at 15 knots. That's what my log said anyway. It is a new one and I realise it wasn't calibrated when fitted, so 15 knots is a slight exaggeration. We took the southerly passage and could just about make out the marks, which took us to Nelson Bay. Buggalugs nabbed the last remaining mooring so we anchored in the bay. We had been carrying out a lot of anchor practise so were

quite happy with our new skills. Jeremy and Kristen weren't as smart as they thought as they realised they had moored on the Police Buoy. HEAVY FINES APPLY. So they moved and had a moving night as they anchored on the edge of the tidal channel.

Next day we had to search for coffee. We don't have a posh coffee machine like Jeremy and Kristen and only like soy piccolo. The soy has to be Bonsoi, otherwise it doesn't taste quite right. It's all in the detail. I visited Port Stephens for the regatta last year and sailed on Caviar, so I knew where the coffee shop was. Home Interior, 41 Donald Street. The food is good too. They also sell tables and chairs.

Every time we sail we learn something. The first morning in Nelson Bay we learnt that it is a good idea to make sure the tender is actually tied on to the boat, not to itself. Fortunately the current took the dinghy towards the waterpark so Anna, the Manly lifesaver, and qualified IRB driver was able to retrieve it.

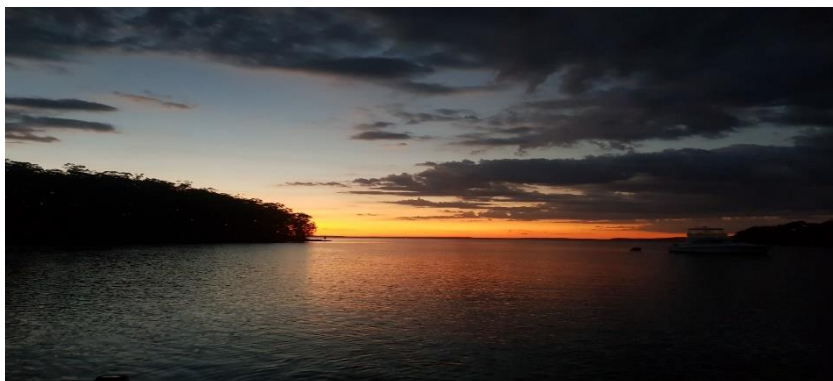
Next lesson. Must buy a poo extractor adaptor. Not all pumping stations have the universal type that we have at MHYC. Luckily Jeremy was armed.

Poo extractor adaptor



Next stop Fame Cove. There are a few sand bars in Port Stephens and, as my depth sounder wasn't working, we followed Buggalugs, but not to the sand bar they found themselves stuck on. They managed to extricate themselves with the bucket full of water on the end of the boom trick and by backing the foresail.

Fame Cove on the north side of Port Stephens is almost fully enclosed and is very good shelter from winds in almost all directions, and the impending storm. There was thunder and lightning all around us but not in the Cove. It is surrounded by



bush and mangroves. Not a building in sight. The cicadas like it there and they had a symphony going. Their noise level reached 110 decibels.

Buggalugs had booked a berth in the marina at Soldiers Point for New Year. They managed to squeeze us in for the night, for a mere \$200. The facilities, including the quality of the coffee are very good, as they should be at that price. The bathrooms are equal to those in a good hotel. Free cocktails were served at 5pm every evening. We all spent the evening eating oysters and prawns on Slac N Off followed by 'dancing' to the cover band on the pontoon until 2 in the morning.



Buggalugs anemometer had been worked on prior to the trip, but one of the fixing screws had not been fitted, so it was flapping about. Jeremy had to try and overcome his fear of heights and made a successful ascent to make a temporary fix.



The marina is affected by very strong tidal current running past the point so the fuel facilities can only be utilised on a slack tide, as we discovered on our two aborted attempts to top up with diesel. Probably best to refuel at Nelson Bay.

Jimmy's Beach is a beautiful area on the north side of harbour. A hundred-metre walk over the sand dunes reveals the ocean beach. A 2km walk takes you to the top of Mount Yacaaba, the home of a large goanna.

After another night in Nelson, where Fiona and Matt disembarked, we motored to Shoal Bay, which is the first bay on the south side of the harbour. There were plenty of yachts and all the pinkies were taken, but we were happy to anchor. Don't go too



far in to the south east corner, past the jetty, like we did. The bottom is sand so no damage was done.

The 20 minute walk to the summit of Mount Tomaree is

worth it for the spectacular views equal to those from Munt Yacaaba. The best coffee shop/restaurant in Shoal Bay is part of the Ramada Hotel. It has been tastefully refurbished, a bit like the Boat Houses in Shelly and Balmoral. The coffee is quite good and the food is really good.

Jeremy and Kristen spent another night at Soldiers Point so we rendezvoused en route to beautiful Fingal Bay, which is outside of the harbour, and our stopping off point before heading south to Newcastle.

We were feeling a little homesick for Manly so organised to take some of the Spirit with us. Kristen and Jeremy organised a seafood picnic on the spit of sand that joins the mainland with Shark Island, part of the Tomaree National Park. The spit is covered at high tide so we made our exit whilst we could, having watched the sun go down.

The waves do break on the beach so care needs to be taken when launching a dinghy to avoid swamping.

Next morning on the way to our daily swim in the dinghy we encountered a large pod of about 50 dolphins who were rounding up their breakfast. They didn't mind us and were virtually jumping into the boat as we stopped to watch.

We took off around 1100 to head for Newcastle. We decided to break the journey up, not wishing to spend another possible 17 hours at sea. This wasn't likely as the winds were in the right direction.

Flying dolphins in Fingal Bay



We arrived in a few hours after an exhilarating, windy ride on the waves into the channel. It was a bit tricky entering the finger berths in the strong wind. After two attempts we were in. All good practise. After a beer and a shower, we decided an Indian was on the menu. The Heritage, about 15 mins walk east of the marina, on the waterfront strip is

one of the best Indian restaurants I have dined in.

Next morning it was back to The Basin in Pittwater, an uneventful trip apart from the pleasure of being at sea.

Buggalugs set off for home and we decided to remain in Pittwater and explore for a few days. We wandered up to Cottage Point to refill the water tanks then spent a night in Refuge Bay. We tried to refuel at the marina next to Brooklyn Bridge but were warned off by a local, as the wind and tide would have caused us difficulty had we ventured another few meters west. We backed out and headed for Dangar Island, which we wanted to



Dangar Island café

explore. We were going to anchor until a houseboat motored past and offered us their mooring for the day, as they wouldn't be back until 7pm. How kind total strangers can be. We had lunch and a good soy piccolo in the fashionable, Dangar

Island Café, by the jetty. Finding a place for the dinghy was tricky, as there was nowhere official to berth. We tied up to the jetty pontoon posts and had an interesting climb to reach the walkway. The island is worth a circumnavigation on foot. It is like a smaller version of Scotland Island. The following day we sailed back to Coasters so I could have my electrics looked at in Bayview the following morning.

We were back in Sydney in time for the Thursday Twilight. That was the end of our 16 day trip. Not quite Lord Howe but much confidence gained.

Martyn Colebrook, Slac-n-Off

CD Quiz – February 2018 by Phil Darling

1. What is “cold shock”? Is it deadly?
2. Cold shock is not important in Sydney is it?
3. If you become disabled in the harbour at night, what light signals should you display?
4. What is the “lay” of a rope?
5. What is the most common lay of rope? (we are of course talking about traditional stranded rope, not braided or other modern constructions)
6. What is the difference between a knot, a bend and a hitch?
7. Name three natural fibres that have been used to make “traditional” ropes or lines.
8. Name three artificial fibres that are now used to make modern ropes or lines.
9. You are replacing your main halyard. One rigger offers you Spectra, whilst another is adamant that only Dyneema should be used. Which one should you use?
10. You are travelling north and come to a large marker coloured (top to bottom) yellow-black-yellow. There obviously used to be a topmarker but it is missing. Which side of the marker do you steer?

CHEF'S CORNER

Maralyn's Salmon Noodle Salad - Serves 6

This delicious salad is quick and easy to make, and ideal for a summer lunch out on the water, or on the patio next to the pool.

Ingredients

- 200g smoked salmon
- 250g wholemeal noodles or linguine
- 2 Tablespoons Olive Oil
- 2 Tablespoons lime juice
- 2 Garlic cloves, crushed
- 1 Punnet Snow Pea Shoots
- 3 whole shallots chopped
- 1 bunch Italian parsley
- 2 Tablespoons capers



Method:

- Cook the noodles in a large saucepan of boiling water according to the packet instructions, until al dente.
- Drain and cool, reserving ½ cup of cooking water.
- In a large bowl combine the olive oil, garlic and capers.
- Then add the lime juice, snow pea shoots and shallots.
- Whisk in the reserved pasta water to help coat the noodles.
- Carefully add noodles and salmon into the bowl.
- Before serving, add the parsley and toss well to combine.

Perfect with a crusty baguette, and a glass of Chardonnay.

For dessert, why not follow up with a platter of grapes and cheese!



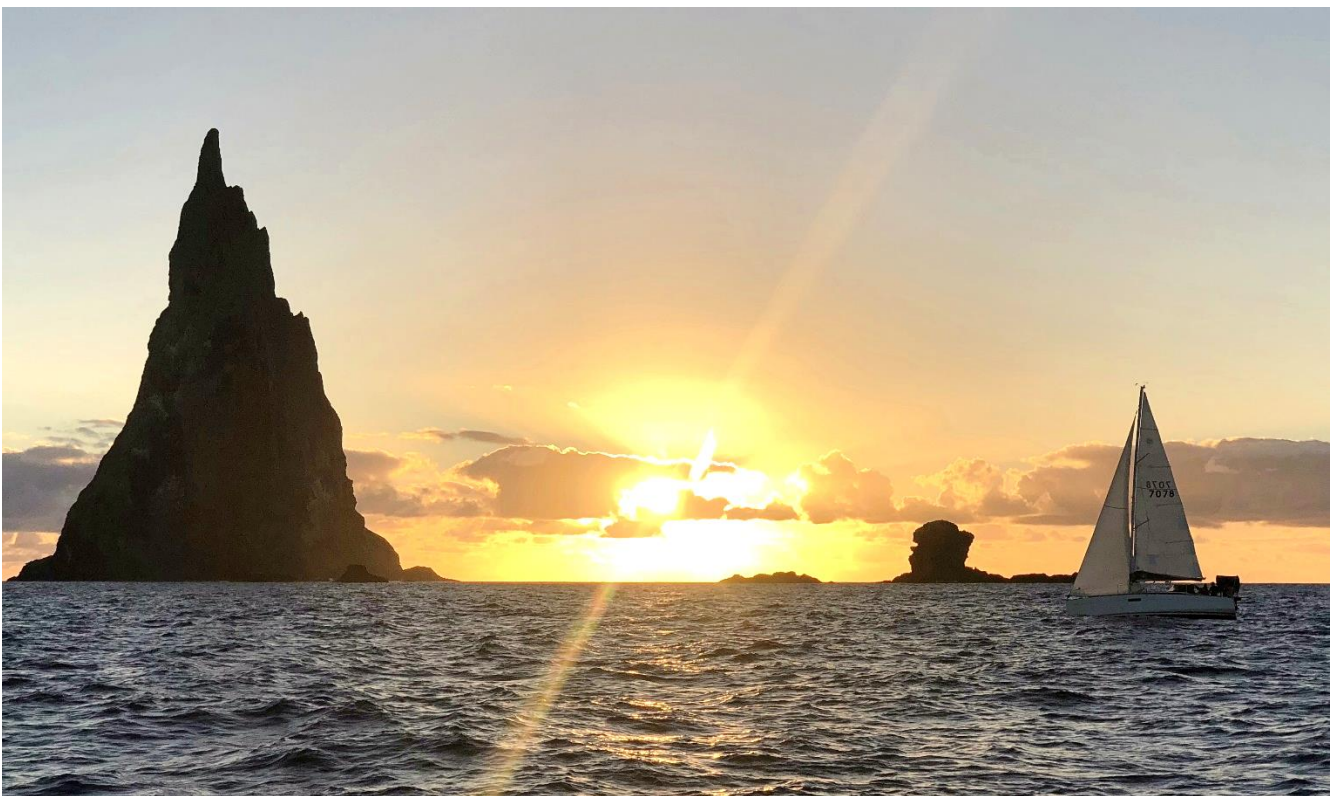
CD Quiz – February 2018 – Answers

1. Cold shock is the sudden uncontrolled reaction when a person first enters cold water. It can cause loss of breathing control in the first few minutes. The effects subside rapidly but it can be life threatening as it can prevent you from breathing or cause you to inhale water.
2. Cold shock can occur in waters as warm as ours are in the winter. Specific risk factors include:
 - Being unfamiliar with cold water.
 - Being taken by surprise or unprepared.
 - Being upset and afraid.
 - Having risk factors for heart attack or stroke
3. Two red lights, visible all round, one over the other (vessel not under command).
4. The direction of twist of the ropes major fibres (the strands) in a laid rope.
5. Traditionally most ropes were right-hand laid with three strands (meaning the direction of twist of the strands is clockwise or to the right).
6. Officially a knot is used to tie two ends of a single line together or to form a loop or stopper in the end of a single piece of rope; a bend is used to tie two lines together, and a hitch is used to secure a line to a spar, ring, post or similar (ref: Cyrus L. Day – Knots & Splices).
7. Could include any three of: Hemp, Manila, Sisal, Coir, Cotton.
8. Could include any three of Nylon, Polyester, Polypropylene, Spectran, Vectran, Kevlar, Dyneema, Zylon, or many others.
9. Spectra and Dyneema are different brand names for the same High-Modulus Polyethylene (HMPE). They are an excellent option, although pricy, due to their low weight, high strength and low stretch. Weight for weight they are between 8 and 15 times stronger than steel.
10. This is a West Cardinal mark, so you should stay to the west of it. Steer to port.

PHOTO COMPETITION for 2018

February WinnerPhoto of the Month by Evan Hodge.

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 February is called
"Dawn at Ball's Pyramid"
and was taken 20 nm south of Lord Howe Island by Evan Hodge.

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 and only to Darling.maralyn@ozemail.com.au.

Good Shooting ...!! Maralyn.

Participation Pointscore

USE YELLOW CELLS ONLY		PARTICIPATION POINTSCORE CALCULATION SHEET									
		JAN - DEC 2018						Compass	Attendance	Technical	TOTAL
ENTER CREW FOR EACH		28-May	10-12 June	16-17 Sept	Sep 30-Oct 2	Nov 18-19	Rose Reater Article	at Monthly Meeting Points	Corner Projects complt		CUMUL' SEASON POINTS
YACHT	No. Nightr	5th	6th	7th	8th	9th	10th				
Keith Watson	Nightr	1	1	1	1	4	1	2	1	3	
Nanu	Crew							0	0	0	0
Michael	Nightr										
Breeze	Crew							0	0	0	0
Bill & Helen	Nightr										
Caviar	Crew							0	0	0	8
Max & Dot Theel	Nightr										
eXpresso	Crew							0	0	0	0
Phil & Maralyn	Nightr										
Flemingo	Crew							0	0	0	0
John	Nightr										
Galaxy 3	Crew							0	0	0	0
Chris	Nightr										
Sisu	Crew							0	0	0	0
Mike & Suzanne	Nightr										
Kachina	Crew							0	0	0	0
Trevor & Lena	Nightr										
Nashira	Crew							0	0	0	0
Evan & Kelly	Nightr										
Rapture	Crew							0	0	0	0
Paul & Anne	Nightr										
Simply Irrestible	Crew							0	0	0	0
Glyane & Gill	Nightr										
Slack'n'Off	Crew							0	0	0	0
Martyn	Nightr										
Tommy	Crew							0	0	0	0
Mark & Lee	Nightr										
Sanctum	Crew							0	0	0	0
Jean & Noel	Nightr										
Bloodhound	Crew							0	0	0	0
Alex	Nightr										
Buqqalugs	Crew							0	0	0	0
Jeremy & Kristin	Nightr										
Telip	Crew							0	0	0	0
Dick	Nightr										
Zinqara II	Crew							0	0	0	0
Jeff	Nightr										
Zinqarro II	Crew							0	0	0	0
John	Nightr										
Husky Dory	Crew							0	0	0	0
Aileen & Cam	Nightr										
Isobel II	Crew							0	0	0	0
Val & Des	Nightr										
											=====
											Points
											8
											The Leading Boat is...
											Caviar

BUY, SWAP and SELL

SELL - IridiumGo Satellite phone unit with external Ariel. **\$600**

Contact: Mark Williams 0405-288-840

SELL- THULE roof racks. These are in good condition and have a key to lock them onto your car - \$100. These allow you to add on a bike carrier or ski racks as well.

Contact: Simone Hill membership@mhyc.com.au

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

SELL - Teak 3 Loop Hand Rails. 83 cm long. Cost \$100 the pair, will sell for \$20 the pair. Never used. **Contact:** Noel Parker on jnparker@live.com.au

SELL - Danforth Anchor 24kg (52lb) heavy gal. \$60

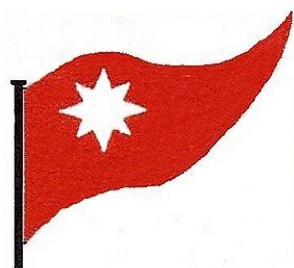
contact: Noel Parker on jnparker@live.com.au

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 1 February 2018**

Cash at Bank as at 30.11.17	\$2,267.00
 <i><u>Plus Receipts</u></i>	
New members	\$0.00
Interest	\$0.35
<i><u>Less Payments</u></i>	\$40.00
Bottle wine guest speaker	
Cash at Bank as at 31.08.17	\$2,227.00
 <i><u>Outstanding Receipts</u></i>	
	\$0.00
 <i><u>Outstanding Payments</u></i>	
	\$0.00
 Account Balance	 \$2,227.00

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