



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 38 No. 2 March 2018

Editor: Mike McEvoy



**FLEMINGO IN MISTY CASTLE LAGOON, BROKEN BAY WITH RAPTURE IN THE
BACKGROUND**

NEXT 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

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 (summer 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, Royce Engelhardt, Evan Hodge, Mike McEvoy, Kelly Nunn-Clark, Dorothy Theeboom, Max Theeboom	



Editor's note:

Deadline for the next edition of the Compass Rose is [Wednesday 28th March](#).

The **EDITOR** for the next Compass Rose is [Kelly Nunn-Clark](#).

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 ANNUAL PROGRAM 2018

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.
April	30 th to 2 nd	Easter Cruise – Jervis Bay includes Safety Practice and Slocum event.
	9 th to 15 th	Sail Port Stephens
	16 th	Cruising Division Meeting.
	25 th	MHYC's Annual Two-Up Cup on Anzac Day
May	3 rd	MHYC Literary Lunch with author Sandie Docker and her new book "The Kookaburra Creek Café" released 30 th April
	5 th	Annual Club Presentation night
	13 th	Mothers Day at MHYC, the Harbourview Bistro will be open from 8am for breakfast and 12pm for lunch. With live music by Keff McCulloch at 12:30
	21 st	Cruising Division Meeting.
June	16 th & 17 th	Cruising Division Get Checked and raft-up weekend
	18 th	Cruising Division AGM
	23 rd	MHYC Get Checked Day
July	15 th	MHYC Cruising Division Long Lunch
	16 th	Cruising Division Meeting.
August	12 th	On Land Event: Garden Island Museum via Ferry
	20 th	Cruising Division Meeting.

CAPTAIN'S COLUMN – MARCH 2018



March already I cannot believe how fast this year is going. The first meeting of the Cruising Division in February heard the fantastic tales of the Race to Alaska in 2017 by Frederick and Sandy. This is a race for smaller yachts with the main rule being no motor allowed on the vessel. Human power is allowed hence some had rowing stations setup, others had pedal powered propellers and one even made the 750 mile journey on a stand up paddle board. It was a very entertaining talk and we thank Sandy and Frederick for sharing their story.



The Fabulous February Cruise to Pittwater took place this week and unfortunately the weather played a role in changing the well made plans a couple of times. *Rapture*, *Simply Irresistible* and *Flemingo* made the trek north to Pittwater and you can read about their adventures in Gill's article in this edition of the Compass Rose.

Nashira was going to join them for the last few days but the weather and a dead alternator kept us on our mooring this weekend. So, Saturday morning was spent with Dr Google, YouTube and various websites guiding Kelly and I to test wiring, power outputs etc. In the end we discovered the brushes were worn to almost nothing. Like all things boat none of the auto stores had the part to suit our alternator but we were able to get one with similar sized brushes which we soldered into our unit. At a cost of \$35 we have power again and all is good.

Why am I telling you this story you might ask? Well a few months ago we heard the story of a couple, Guy and Alison, on their yacht *Kraken* whose autopilot died halfway across the Pacific on their way to the Galapagos Islands. Out there 2 up is a big ask without an autopilot so after discovering the brushes in the autopilot motor were worn, Guy fixed it by taking the bushes out of his electric drill and modified them to fit the motor.

We took inspiration from this and noted once again that cruisers everywhere help each other out by sharing their experiences and lessons learned. Which is why I find the MHYC Cruising Division such a great group to be a part of.

Remember that for 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.

Come along to the CD meeting on 19th March to hear about provisioning and procedures for sustaining a healthy, happy crew with Rhoslyn Humphreys.

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

Evan Hodge
Cruising Captain. *SY. Nashira*

[GALAXY III - 'ARE WE THERE YET WORLD CRUISE'](#) [CHRIS CANTY.](#)

Chris is currently waiting in Colon to enter the Panama Canal. Follow his adventures with the blog and tracker at <https://www.are-we-there-yet.com.au>

R.I.P. Leroy

By Chris On February 19, 2018



Wave coming on board as the seas catch up with Galaxy

With my early arrival in Trinidad and Tobago, I had some time to take advantage of the excellent facilities at Chaguaramas to get some work done on Galaxy III, ahead of spending some time with Lauren & Ella in Tobago.

It was lovely to see them both and brave of them to agree to spend the time with me on Galaxy III, considering they both get seasick. Clearly, we didn't fully think this through and both of them felt queasy at anchor on the first night. Nevertheless, we enjoyed Tobago for a few days and circumnavigated the island by hire car, before returning to the Hyatt in Trinidad for the last two nights!



The Crews Inn marina is quite social and I met some fun people who were priming me for Carnival. It seems single handed sailors have a reputation for being crazy, on the run or both, which caused a couple of people to comment that I seemed, er, normal. "There's still time" I replied, enjoying the puzzle created over where the line between humour and truth lay.

To the disbelief of locals, I departed Trinidad on the cusp of Carnival so I could keep on schedule to meet Deanne in Tahiti in April. The waiting time to transit the Panama Canal is a known unknown – I had heard delays could be up to a month so I needed to keep moving.

Carnival dominates the culture of Trinidad & Tobago and runs for months with a series of competitive rounds for *mas* (costumes), *pan* (steel bands) and *soca* (soul of calypso) that culminates with the main event in mid-February;

(<http://gotrinidadandtobagotourism.com/competitions-at-the-trinidad-carnival/> and www.ncctt.org/new/index.php/results-events/results.html)



The Trinidad Carnival begins with J’Ouvert, which happens to be the French word for “day opens”. It takes place before dawn on Carnival Monday.



Carnival Tuesday is when masqueraders wear their full costumes and the bands are judged as they parade down the routes.

Making way for Panama on the 8th February, I avoid, as best I can, the pirates that prowl the narrow stretches of water that separate Trinidad from Venezuela, by weaving my way north through the gas platforms and fishing vessels, beyond the continental shelf. I rationalized that any pirates that far out would be well equipped and looking for more booty than a 57 year old man in a 35 year old boat!

(<https://www.bloomberg.com/news/features/2018-01-30/venezuelan-pirates-rule-the-most-lawless-market-on-earth>). Just in case, I have a bottle of Johnnie Walker Red on board to trade – I imagine any self-respecting pirate would move on if that’s all that was offered. Or maybe insist we drink it together.

I make good time in the trade winds and equatorial current and pass Venezuela with the scotch intact. As Galaxy rounds the Dutch ABC Islands of Aruba, Bonaire and Curacao, I wonder if I could fit in a brief stopover and contemplate my strategy for the Colombian coastline, which has a nasty reputation for 30-40kt winds and 4-5m swells from January to March. There are a few factors that come into play, with perhaps the most dramatic being The Andes, which gradually rise along the coast to reach a height of 5,775 m at the summit of Pico Cristobal Colon northeast of Cartagena. (<http://www.noonsite.com/Countries/Colombia/sailing-advisory-north-west-coast-of-caribbean-colombia>)



I run down the Colombian coast with a staysail as the wind steadily builds – there were a number of marinas to stop at on the way, though there didn't seem to be any point, with no prospect of the winds easing before April. Once the wind exceeds 35 kts it starts to get nasty and difficult to keep the boat at a safe speed, particularly with the swell rising to 5 m, so I decide to run with bare poles and even then I was still doing 7 kts. In heavy

weather, it's not the wind that gets you, it's a wave a.k.a. a rogue wave.



A taste of things to come



Some new angles for the solar panels after Galaxy was knocked down

In the early hours of the morning, a large wave with more north in it than usual, broke just as Galaxy rounded up – a crest on a 5m swell is a sizeable wave and it slammed side on into Galaxy, knocking it over flat with the mast in the water. A seaworthy design, Galaxy III righted itself soon enough and was some way off being 'turtled' (https://en.wikipedia.org/wiki/Limit_of_positive_stability).

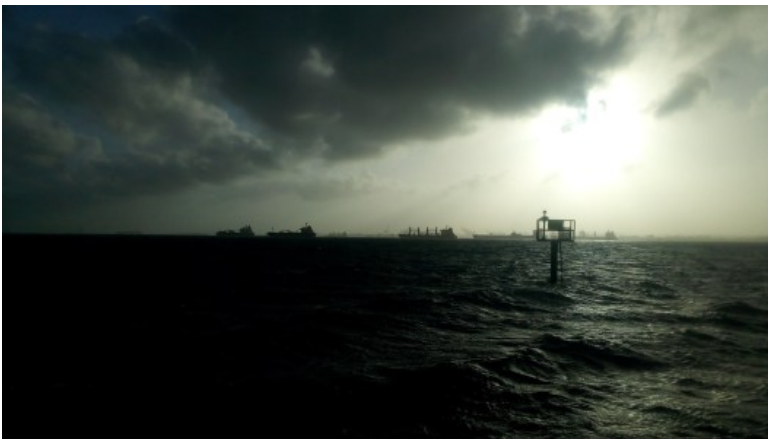
Nevertheless, the cabin was chaos and looked like a bomb had gone off, the dodger had been ripped off and was draped over the wheel and the bimini frame was creased and cracked with the solar panels at new angles. It rattled me and luckily I escaped injury – it was my “not in Kansas anymore” moment. (https://en.wiktionary.org/wiki/not_in_Kansas_anymore)

I hove to for a while to clear the carnage before continuing and it took almost two days to complete the clean-up.

Leroy the pumice stone joined the crew of Galaxy from Lord Howe Island a few years ago and has since sailed 20,000 nm, perched on the companionway, smiling back into the cockpit with infinite endurance & patience. He was smart and a good listener, like his good friend Wilson the volleyball in Castaway. (https://en.wikipedia.org/wiki/Cast_Away#Wilson_the_volleyball).

Sadly, Leroy was lost overboard when Galaxy was knocked over – he would have floated for a while before sinking to the bottom of the Caribbean Sea. Or maybe he floated to shore to start a new life in Colombia.

After 1,100 nm and possibly the toughest passage so far, I arrived at Panama Canal around 1 am on Friday 16th February and anchored inside the breakwater before proceeding to the Shelter Bay marina in daylight.



Windy anchorage – good morning Panama

RIGHT TO ENTER A VESSEL IN EVENTS OF THE MHYC CRUISING DIVISION

A REMINDER ABOUT THE REQUIREMENTS OF A BOAT OWNER/SKIPPER TO ENTER A CRUISING DIVISION EVENT

Boat Owner:

Owner(s) must have a full membership at MHYC or reciprocal Australian yacht club showing current membership with Sailing Australia. They must provide proof of registration and insurance on vessel including 10 million dollars' public liability. A safety audit in the appropriate category must be obtained to participate in MHYC Cruising Division activities.

In 1998, the General Committee (then equivalent of our current Flag Officers) specified that an on water Cruising Division event such as a raft-up in Sugarloaf Bay has the same status as any full-on Club event. With this strict interpretation, all vessels participating in our on water social events must be in the charge of an 'Adult Member' read currently a 'Full Member'

The Division has a number of members who are accredited Sailing Australia Special Equipment Auditors. Please arrange for inspections through the Club office.

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

**CHEESE PLATE MARCH MEETING: MARALYN HILL
ENVELOPING MARCH 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!



APRIL MEETING —

GUEST SPEAKER, ADAM HOLLOWAY, ARAWAI, WILL SPEAK ON THE RECENT VOYAGE IN COMPANY WITH NASHIRA AND BUNDEENA TO LORD HOWE ISLAND AND RETURN. SHOULD BE REALLY INTERESTING TO HEAR IT DIRECTLY FROM THE PARTICIPANTS.

FUTURE EVENTS:

Royal Sydney Yacht Squadron – Annual Cruise

For those who missed our recent most popular Cruise to Broken Bay outside the school holidays, here is an opportunity to do it in the school holidays. The Squadron Cruise fleet of approximately 40 boats, is heading to Pittwater on Saturday 21 April and returning on Saturday 28 April.

Their Cruise Captain, Arthur Psalits and the organising committee extend an invitation to our flag officers and members who may wish to join them. It is a wonderful opportunity to cruise in company, with a choice of social activities, cruising activities or racing planned each day. The notice of cruise, online entry and other information can be found on their website. Select this link <https://www.rsys.com.au/cruise/annual-cruise>

PAST EVENTS:

Tapas Tie-up 2 December 2017

In the absence of a formal report by other participants, I can say that it was a wonderful night with much clambering across the six boats. The meal commenced on Slack-N-Off with the Skipper and Crew dressed for Master Chef and a seafood dish that would be at least a finalist standard, followed by sushi from Sisu. Next we moved to Buggalugs, on to Flemingo and then to Caviar for their contribution followed by dessert from Isobel II. Sorry this is such a short report but the memory fades after a couple of months since the event.

Cruise to Pittwater 26 February to 4 March 2018

This cruise had everything you could hope for in an enjoyable cruise in company. The sail plan was all extremely well organised by Paul, *Rapture*, but then as circumstances dictated they had to be changed and changed again.

Initially we were to leave Sunday morning, however, the gentle misty rain turned into a torrential downpour with a strong wind warning. So the two participating boats at this stage, *Rapture* and *Simply Irresistible*, hunkered down in Sugarloaf Bay, to enjoy each other's company in the cosy/dry atmosphere of our boats. Monday we were joined by John on the mighty *Flemingo*. The rain had eased along with the wind strength and height of seas so the plan was now for a Tuesday morning departure.

The swell rolling through the Heads warned us that it was still a little disturbed offshore, but the wind was in the right direction for Pittwater, southerly. *Rapture*, with just Paul on board soon had troubles with his jib fuller, mainsheet traveller and auto helm. Paul managed to sort all these out during a long leg offshore. *Simply Irresistible* goose winged and was able to manage a comfortable direct route. Meanwhile *Flemingo* had motored ahead to Castle Lagoon, where John discovered he had almost no oil pressure, not good news. Once the two yachts had anchored, Glynne and Paul went on board *Flemingo* for a bit of brainstorming regarding his engine problem. Now it turned out it was Glynne's birthday; what better presents to have than a boisterous sail offshore, followed by a 'good' engine problem. For a chap who is used to stripping down our small 18hp

engine to John's large Gardener engine, I relate it to playing with a model train then being allowed to play with the Rolls Royce of locomotives. The three engineers worked till late whilst Gill prepared a Thai Chicken curry followed by birthday cake, to keep them going.



Photo - Flemingo in the mist at Castle Lagoon, with Rapture in the background

Next morning, we awoke to a scene more like the misty hills of Scotland with boats nearby completely engulfed in mist, than sunny Pittwater. A dreadful ruckus of bird noise announced the presence of three magnificent sea eagles, two seemed to be teaching junior how to fish and this kept Gill happy. 8am found the three engineers back in the very roomy engine room again. Mid- morning *Flemingo* was ready for a

test drive under strain, definitely better but not completely back to normal pressure. The day was beautiful and the four of us were whisked over to the Cottage Point Cafe in *Flemingo's* fast tender for a stunning lunch accompanied by a crisp white wine. Our table overlooked the marina and with good company, life doesn't get much sweeter than this!



After lunch we decided to move to Refuge Bay, however, on getting updated weather information direct from Brooklyn's mobile tower, John, who had a commitment on Friday, decided to return to Sydney before the strong wind warnings of the following days. We were relieved to hear he entered The Heads at 8pm with the engine still 'almost' right.

I counted 140 empty mooring buoys in Refuge, and that was only seen from the MHYC buoy on the corner into America's Bay and Refuge! The

Figure - Flemingo after the mist

Southerly came in overnight as forecasted so we had a quiet day, apart from a dinghy exploration of America's Bay and a walk along Halletts Beach in the morning and a walk up the dry creek at low tide at the head of Refuge in the afternoon. A BarB-Q dinner on *Rapture* was followed by Paul's entertainment evening. A bottle of champagne dulled stage fright. Glynne presented his renowned 'Hole in the Bucket' skit, last performed in 1962 in the Gilbert and Ellis Islands (Kiribati and Tuvalu), Gill read the beautiful John Masefield's *Sea Fever*, followed by *Snow Fever*, a spoof appropriate to England at the moment and also Spike Milligan's version. However, we were greatly outdone by the premier performance of Paul's self- penned "The boat from Ironbark" from memory, with great passion.

It is Friday now and *Rapture* and *Simply Irresistible* are just about to motor up to Brooklyn for the cafe's usual high quality fish, chips and salad, followed by a walk round Brooklyn and to the launch ramp. Returning tomorrow looks prudent with NE'ers for the afternoon and Southerly winds and maybe rain on Sunday. Thanks Paul on rallying us to enjoy Pittwater uncongested.

Gill Attersall "*Simply Irresistible*"

From the archives: Compass Rose, August 1997

A Tale of Two Yachtsmen.

Once upon a time, Tom and Fred were sitting on the end of a wharf yarning. Their two yachts were quietly lying at anchor nearby. It was one of those sparkling warm spring days with the Nor'easter just filling in. Tom nudged Fred and said "I'll race you around the buoy off the point".

"You're on" said Fred

So they rowed out to their boats and had a great time racing to the point and back. No one remembered who won, it doesn't matter. Indeed they enjoyed it so much, that over a couple of beers back at the wharf, they decided to do it all over again next Saturday.

After a few weeks of this, some of their mates saw the great time they were having and asked if they could join in. Of course they were welcome, and the fleet grew.

Before long, the group was so large that they broke it up into divisions so the racing would be fairer. This led to a starter's boat, a starter, handicaps and all the paraphernalia.

Next they formed a club. This too was a great success, with Fred as the first commodore. Everything was fine. Then, inevitably, a few of the others felt they could run the place better than Fred and Tom. They lobbied around and got themselves elected. The new group had great visions, all in the best interests of their fellow yachtsmen, of course.

They built a clubhouse, got a licence, poker machines and the rest and the club grew and grew. The fleet became the largest in the area, with big prizes, sponsors and computerised handicaps.

With all of this, Tom and Fred found that their racing wasn't much fun anymore. So they resigned.

A few weeks later, on one of those magic spring days, with the sea breeze nicely filling in, Tom and Fred were back sitting on their old wharf. Fred turned to Tom and said, "I'll race you around the buoy and back!"

**This tale was told to me some years ago by Jim Turner, the rigger.
Some things never change, do they?**

Doug Brooker, "Touchwood"

CD Quiz – March 2018 by Phil Darling

1. You are on the outside end of one of the MHYC marina arms, and a strong NE wind is pressing you against the dock. How can you leave?
2. At night a vessel is showing on its mast an all-round green light over an all-round white light. No other lights are visible except for normal deck working lights. What is it doing?
3. What is a “Cunningham Hole” and what is it used for?
4. While navigating on fog, you hear a long blast followed by two short blasts, then soon after a long blast followed by three short blasts. What is approaching?
5. Your engine has failed and you are sailing back to the dock in your sloop on starboard tack against an ebbing tide. The dock appears on your port side (along the river bank). What sail combination should you use?
6. On entering Sydney Harbour, you sight a large vessel with two flags flying – a white and red flag (vertical halves), and a solid red flag (swallowtail). What are these flags, what do they mean, and what should you do?
7. Still on flags – you see a barge flying two flags one over the other – the top one is red with a vertical yellow cross, and the lower one is alternate red and white diagonal stripes. Again – what are these flags, what do they mean and what should you do?
8. Final flags question – you see a vessel flying two flags one over the other – the top one is blue and white checks, and the lower one is horizontal stripes – blue, then white, then red, then white, then blue. What does this mean and what are your obligations?
9. You notice on the chart that the clearance under a bridge is 17.5m, and your mast height above water is 18.0. You really wanted to get under the bridge. Is all lost?
10. After considering the tidal clearances in Q9 above, what other factors should we consider before risking our masthead instruments and aerials in crossing under the bridge?

CHEF'S CORNER

KELLY'S LEMON CURD TART



A tried and tested healthy, fructose-free Lemon Curd Tart that is easy to make onboard and will help keep Scurvy away!!!

Ingredients

Chia Seed Crust

- **1 cup** buckwheat flour.
- **1 cup** almond meal.
- **1/4 cup** chia seeds.
- **1 egg**, whisked.
- **1/2 teaspoon** sea salt.
- **30 g** butter, melted

Lemon Curd Filling

- **2** eggs.
- **2** egg yolks, at room temperature.
- **1/4 cup** rice malt syrup.
- **1/2 cup** lemon juice (about 2 large lemons worth).
- zest from 2 lemons.
- **90 g** butter, at room temperature.
- **1/4 teaspoon** sea salt.

Directions

1. Preheat oven to 180 degrees and lightly grease a 20cm round pie tin.
2. In a mixing bowl, combine the buckwheat flour, almond meal, chia seeds and sea salt. Toss to combine. Add in the whisked egg and butter and combine. Using your hands, kneed the dough until it comes together. Push into pie tin base until 0.5cm thick. Prick the base with a fork and place in the oven. Bake for 15 minutes until lightly browned. Once cooked, remove from the oven and allow to cool slightly.
3. Meanwhile, make the lemon curd. In a small pot, whisk together the eggs, rice malt syrup, lemon juice and zest and sea salt. Add butter and turn the heat on low-medium. Cook, whisking constantly until the curd thickens, this will take about 10 minutes.
4. Strain the curd through a sieve and into the cooked pie base. Let the pie cool slightly, then place into the fridge to set for at least one hour.
5. Once set, slice into 12-16 thin slices and serve.

Expired flare disposal

Roads and Maritime has launched a program to help boaters dispose of expired flares, with mobile collections set up along the NSW coastline.



Examples of hand-held flares and parachute-rockets (marine pyrotechnics) commonly returned for disposal at nominated Expired Flares collection sites

It is an offence to set off flares except in an emergency.

Flares signal that you are in trouble and provide an exact location for searching aircraft or vessels. Only ignite them when rescuers are in view and can spot your flare.

Most flares have a use-by date of three years and they must be replaced before the expiry date. Penalties apply. [More information about flares see:](#)

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

Information about expired flares collection points nearest MHYC

For locations of collection points, times and dates in your local area –

Greater Sydney Region

Location	Date	Time
Roads and Maritime Services, Rozelle	Saturday 17 February 2018	8am - 12pm
Tunks Park Boat Ramp, Cammeray	Sunday 18 February 2018	8am - 12pm 2pm - 6pm

Note: Additional collection dates for the locations listed above are currently being determined for March to May 2018, so be sure to check back online

if you've missed the collection date near you. Additional Note from Editor: Since the above dates are now past I suggest you contact Maritime on 13 12 36 to follow up future disposal dates.

CD Quiz – March 2018 – Answers

1. Motor forward against a head spring and swing out the stern (steer in towards the dock). Once the stern has swung out far enough you will be able to change to reverse gear and motor backwards out into the stream.
2. It is a fishing vessel with nets out. The lack of side or stern lights indicate it is making no way through the water at this time – however make sure you keep well clear!
3. This is a hole situated above the mainsail tack on some sailing yachts. A line through this hole can be used to pull down the lower part of the mainsail luff and give better performance to windward (we use this a lot on eXpresso).
4. This is a tug and tow. You would be advised to stand well clear until they pass.
5. I would drop the mainsail as with this up on a reach you will continue to sail on and be unable to stop. Ease the headsail sheets to reduce speed as you approach the dock, then let go the headsail completely as you reach the dock. Turning up into the wind prior to coming alongside may help to “wash off” excess speed.
6. The white and red flag is code flag H (hotel), meaning a pilot is on board. The red swallowtail is code flag B (bravo), meaning the vessel has dangerous goods are on board. Keep well clear – in Sydney Harbour the regulation is at least 500m clear of the bow and at least 50m clear of either side and the stern (I would recommend more). If there is a pilot or escort vessel do not get between that vessel and the large one.
7. This is R (romeo) over Y (yankee) and is requiring that you keep clear, pass at slow speed and make no wash. Generally this is flown from work barges or similar.
8. This is N (November) over C (Charlie), and is a distress signal. You have an obligation to give all assistance possible without putting your own vessel into danger.
9. No – we still have a good chance of getting under. Overhead clearances are always given above high tide – usually HAT (Highest Astronomical Tide) but sometimes MHWS (Mean High Water Springs) – check your chart for details. If we are confident that we have at least 0.5m or more, less tide then we may be able to get through.
10. We should also consider the current weather. A strong high pressure system will further depress the water level and give us a better chance, while a strong low pressure system will lead to higher tides than expected and give us a poorer chance. Also strong onshore and offshore winds can also have an effect in raising or lowering the water level above or below the expected levels.

PHOTO COMPETITION for 2018

MARCH WinnerPhoto of the Month is Chris Canty.

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 March is a little different, and is called 'Columbian Cruising' Taken by Chris Canty on his GoPro as a wave came aboard his boat, see the story in this edition.

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 Low CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET														
		JAN - DEC 2018											Compass	attendance	Technical	TOTAL
DATE = EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Rose	at	Corner		
ENTER CREW FOR EACH		Gosford 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	CUMUL' SEASON POINTS	
Altair	Crew											0	0	0	0	
Kieth Watson	Nights															
Nanu	Crew											0	0	0	0	
Michael	Nights															
Breeze	Crew											0	0	0	0	
Bill & Helen	Nights															
Caviar	Crew	7										2	2	0	12	
Max & Dot	Nights	1														
eXpresso	Crew											0	2	0	2	
Phil & Maralyn	Nights															
Flemingo	Crew											0	1	0	1	
John	Nights															
Kai-Lag	Crew											0	1	0	1	
John	Nights															
Sisu	Crew											0	0	0	0	
Mike & Suzanne	Nights															
Kachina	Crew											0	2	0	2	
Trevor & Lena	Nights															
Nashira	Crew											2	2	0	4	
Evan & Kelly	Nights															
Rapture	Crew											0	1	0	1	
Paul & Anne	Nights															
Simply Irresistible	Crew											0	2	0	2	
Glynne & Gill	Nights															
Slack'n'Off	Crew											2	1	0	3	
Martyn	Nights															
Tommy	Crew											0	0	0	0	
Mark & Lee	Nights															
Sanctum	Crew											0	0	0	0	
Jean & Noel	Nights															
Bloodhound	Crew											0	0	0	0	
Alex	Nights															
Buggalugs	Crew											0	2	0	2	
Jeremy & Kristin	Nights															
Tulip	Crew											0	1	0	1	
Dick	Nights															
Zingara II	Crew											0	0	0	0	
Jeff	Nights															
Zingarro II	Crew											0	0	0	0	
John	Nights															
Hunky Dory	Crew											0	2	0	2	
Aileen & Cam	Nights															
Isobel II	Crew											0	2	0	2	
Val & Des	Nights															
Galaxy III	Crew											0	0	0	0	
Chris	Nights															
No. of Boats =		1	0	0	0	0	0	0	0	0	0				Points 12	
													The Leading Boat is....		Caviar	

Calamity Corner – or how not to anchor your vessel

This story relates to an incident a few years in the past. At age 19 I was maybe a little less experienced, or maybe a little more silly, than at present – or maybe not. In either case I will disguise the location a little just in case ...

We had been spending weekends out sailing on my friend Annie's yacht – actually her father's yacht that she and we were encouraged to use. It was a 39ft steel ketch, home built, but with a number of his (her father's) own modifications to better suit his purpose. At 20 tonnes recognised displacement it was certainly sturdy, and the long keel made it somewhat slow to tack – sometimes a problem in its home area which included multiple mud and sand banks but luckily not too many rocks.

One problem, though, was that after building it her father discovered that he rather preferred the workshop to actual sailing – and that his wife was sea sick every time she stepped on board. So much for the plans for a world cruise – but a terrific opportunity for us.

The parents had retired to an island north of Sydney, with the yacht moored just off their residence. This Saturday we had made the trip up, and under the command of Captain Annie had set out on yet another good weekend voyage – we hoped!

Alas – the weather forecasts than were not quite as good as they are today – or it may have been that we had not checked them! At about midday a very strong westerly gale caught us by surprise. Surrounded by mud banks and islands – this could be dangerous. Sheets of water were being lifted off the surface and hurled at us – what could we do?

Well – obviously – as budding seamen we were prepared to sail off a lee shore and make our way to safety. Up went the main – with three reefs. Good call. Up went the storm jib, then up went the mizzen sail. Oops – bad call – it tore right out of the track. However the main and storm jib should be fine – we thought.

I was on the helm. “Bring the nose up” called Annie. I tried, but the tiny rudder hung off the back of the long keel was not up to the job. We steadfastly stayed on the same course, doing about 2kts in a diagonal direction towards the nearest island – luckily still some distance off. The wind was shrieking in the rigging – maybe laughing at our efforts?

One of the crew ran down below and turned the engine on – all 6hp of it (the design was from the period when engines were more properly referred to as “auxiliary”. I seem to recall it was a “Lister” brand but may be corrected). I revved up to full power – still no effect.

With the engine and sails proving useless and the wind increasing, my skipper made a hurried decision – “sails down, engine back off – the only chance is to anchor”. Correct, I thought.

Three of the crew hurried forward. We had one of those new-fangled CQR anchors – surely that would do the job? Anchor over, chain fed out – then suddenly everything was taught. The boat swung around, head to wind. Thank goodness – all was well – but was it? Our speed slowed somewhat – but we were definitely still under way. More action needed.

Even worse – we now seemed to be heading – stern first – directly towards the public wharf.

“Get out the stern anchor”. This puny little thing was our only remaining hope. I stood transfixed at the wheel (hoping it may do something at last) as the rest of the crew lowered it over the stern. “Is it biting?” Yes – thank goodness as the stern swung back – however our speed towards the wharf barely slowed.

We looked in dread, all hope gone, as we closed down on the wharf. At least we were in no danger ourselves as we made plans to scramble up over the structure before too much damage was done. The boat was probably OK as well – it was welded to outlast worse situations than this. But what of the timber wharf? It would be no match for our 20 tonnes of steel. We imagined trying to explain the situation to Annie’s parents, and even worse to their neighbours on the island – how we had managed to destroy their only link to the mainland.

Then – somehow – we stopped. About 2 metres clear of the wharf. Side on to the gale, and straining at both anchor lines – but definitely motionless. The anchors had worked at last.

At first we did not believe it, and kept waiting to start drifting again. But after several hours, when it was obvious we were staying put, we relaxed to the point of cooking dinner. We even managed to find a few bottles of ale down in the bilges which were cool enough to celebrate our miraculous escape – which by now had turned into a well-planned emergency action, suitably carried out.

The next morning all was fine. The wind had dropped and we were sitting snugly to our two anchors. What a feat of seamanship we said to each other. Definitely congratulations were in order.

“Now” said Annie – “The ferry service will be on again today with the wind dropped. We need to get out of here.” She got the engine on and we let off the stern anchor slightly and moved forward to lift the main anchor.

I was up the bow operating the winch – a sturdy hand-operated number. However – all was not proceeding as planned. Instead of the anchor chain coming up – the bow was dipping down and down. Not to be deterred, I winched with all my might – until something dreadful appeared.

“Annie” I called – “Come and look at this”. She rushed up, followed by all the crew. I had lifted a large, lead-lined cable of some sort – about 1 foot diameter (we used those measurements in those days).

“Oh No” she said – “The power cable to the island! We probably cut them off last night”.

A little reflection and we realised that the lights on shore had stayed on – so not all was lost.

“Can you get it a little higher – we might be able to get a line in the end of the anchor and release it”? Dutifully I winched a little more (quite an effort by now) and we managed to get a small tripping line around the anchor.

“Is anyone watching?” A quick look around and we seemed to be on our own. A pull on the tripping line and the cable disappeared from sight. All seemed well – no damage and no witnesses.

The only task remaining was to make our escape. The stern anchor was easy, and we were soon off under full motor (all 6hp) to consider how lucky we had been.

Could have been serious!

Phil Darling

From the archives: This article appeared in the Compass Rose, July 1984 and should appeal to all, given the many pleasant hours spent in that bay.

THE BATTLE OF BANTRY BAY

Charles E. McDonald

It is almost 67 years since the first shot was fired in the Battle of Bantry Bay, that quiet and secluded spot in Middle Harbour.

On 3 January 1907, the announcement was made that the Government had chosen the bay as a site for an explosives magazine. Immediately there came the first shot of opposition from the newly elected Warringah Shire Council with a letter of protest to the authorities, emphasising the need for retaining the area in its original bushland setting.

The explosives magazine at Bantry Bay was an integral part of our national history, touching defence, mining, rural and other important sections of our past.

With the establishment of the Colony in 1788, it was imperative that explosives be held under the strictest military supervision.

Two developments in the mid-1800's made it necessary for the storage and distribution of explosives to undergo some vital changes. These were the discovery and development of Dynamite based on nitro-glycerine by Alfred Nobel and the discovery of gold within the State.

Black gunpowder was dangerous enough, but dynamite was far too dangerous to be stored under ordinary conditions. This fact was brought home to one and all when, in 1866 nitro-glycerine oil stored at 17 Bridge Street, Sydney exploded.

It was then realised that some safer place for storage had to be found. Even prior to this explosion, such isolated places within the harbour such as Goat and Spectacle Islands were being used for the storage of gunpowder. In 1882, dynamite was actually stored in hulks at Pittwater as well as Middle Harbour [Ed. In what is now known as Powderhulk Bay], so it would seem that the Manly-Pittwater area was to house these reserves at both extremities.

The decision to build shore magazines at Bantry Bay having been reached, it was not until 1913 that the work was undertaken.

Just how much this was influenced by the fact that we were at war with Germany is not stated, but it may be reasonably suggested that this, in fact, was behind the move to place the explosives in strongly constructed magazines, partly underground, instead of using the hulks of ships and lighters, as had been the case up to this point.

In fact, the move to use Bantry Bay for the purpose of storage of explosives seems to be hidden under a heavy cloud of secrecy, and with the exception of the Warringah Shire Council's first objection, was generally accepted.

A very interesting fact concerning the part played by the explosives industry within the State is that during 1915 the Kurri Kurri coalfields came to a halt because of the lack of explosives. Complaints were made that although a satisfactory explosive had been developed in Australia, it was not available to the industry.

Previously the bay was known as Hulk Bay owing to its use as a floating explosives depot, well away from Sydney.

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

Cash at Bank as at 1.02.18	\$2,227.35
<i><u>Plus Receipts</u></i>	
<i>New members</i>	\$0.00
<i>Interest</i>	\$0.37
<i><u>Less Payments</u></i>	\$0.00
<i>Bottle wine guest speaker</i>	
Cash at Bank as at 28.02.18	\$2,227.72
<i><u>Outstanding Receipts</u></i>	\$0.00
<i><u>Outstanding Payments</u></i>	\$0.00
Account Balance	\$2,227.72
Signed as a true record Mike McEvoy Treasurer	

Did anyone pick up the error in last month's Treasurer's Report. I had omitted the bank interest in the opening balance? Now corrected in this month. Mike

The updated version of the Wachman Award manual (including motor boat handling) is now available from the Cruising Division at a charge of \$20.00 to cover printing and Award costs. [I have given one to my son to give him more confidence in handling my boat. Ed] Please approach the Secretary for a copy.



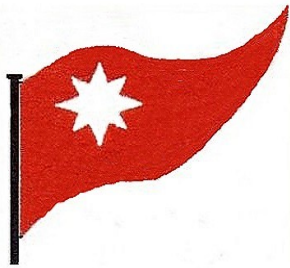
**MIDDLE HARBOUR YACHT CLUB
CRUISING DIVISION**

THE WACHMAN AWARD

**Skills for
Alternate Skippers**

**SELF ASSESSMENT
MANUAL**

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



Having fun on boats

That's what it's all about.

Taken by friends as they were dropped off at the pontoon at The Spit after a great day out on Sydney Harbour