



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 39 No. 4 May 2019

Editor: Mike McEvoy

NEXT MEETING: **MONDAY MAY 21ST 7:30 P.M.**
 B.Y.O. BBQ 6:30 P.M.



FLO

THE LATEST IN CRUISING VESSELS

CRUISING DIVISION OFFICE BEARERS – 2018 - 2019

Cruising Captain	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Mike McEvoy	9968-1777
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Mike McEvoy & Kelly Nunn-Clark	9968-1777
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Evan Hodge	0419-247-500
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge	Phil 0411-882-760
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Phil Darling, Royce Engelhardt, Evan Hodge, Mike McEvoy, Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theeboom, John Tregea,	



Editor's note:

Deadline for the next edition of the Compass Rose is **1/06/2019**

The **EDITOR** for the next Compass Rose is **Dorothy Theeboom**

Please forward contributions via email to the editor at cruising@mhyc.com.au

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

MHYC CRUISING DIVISION PROGRAM 2019		
May	12 th	MHYC Mother's Day Luncheon
	20 th	Cruising Division 7.30pm (B.Y.O. BBQ 6.30pm)
	26 th	MHYC CD Sunday Breakfast and Safety Training Workshop
June	2 nd	Cruising Division "Long Lunch"
	8 th – 10 th	Queen's Birthday long weekend raft-up
	17 th	Cruising Division AGM 7.30pm (B.Y.O. BBQ 6.30pm)
	22 nd - 23 rd	Cruising Division Get Set Safety check and Raft up.
	23 rd	MHYC CD Sunday Breakfast and Safety Training Workshop
July	15 th	Cruising Division Meeting 7.30pm (B.Y.O. BBQ 6.30pm)
	21 st	MHYC CD Sunday Breakfast and Safety Training Workshop
August	19 th	Cruising Division Meeting 7.30pm (B.Y.O. BBQ 6.30pm)
	25 th	MHYC CD Sunday Breakfast and Safety Training Workshop

NEXT MEETING:

**MONDAY MAY 21ST AT 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.**

SPEAKER:

GRAHAM NICKISSON

Westpac Rescue Helicopter (38 years' experience)



CHEESE PLATE:

PHIL AND MARALYN

CAPTAIN'S COLUMN – MAY 2019



Hi all, has there been a more beautiful Easter than the one just passed? The CD cruise to Pittwater attracted 8 vessels and was magic. What a fantastic coordinator Dallas O'Brien was, with challenges and activities aplenty. Read more on this event in Selina's article a few pages on in this edition.



ANZAC Day came close on the heels of Easter and that found Nashira with Kelly & me onboard sailing back up to Pittwater on route to Lake Macquarie. We passed through the Swansea channel on Friday, 1.5 hrs. after high tide, and had a minimum of 2.2m on the depth sounder so the channel is still quite accessible. If you haven't been there yet the lake is a fantastic place to sail and explore.

Thanks to John Eastway (MV Flemingo) for his talk at the CD meeting last month on Flemingo's voyage to Tasmania to exhibit in the Hobart Wooden Boat Festival. John combined history of Flemingo with the current trip and the challenges that a cruise to Tasmania presents whether on a sail or powered vessel. A thoroughly enjoyable evening.

Last month saw our second Sunday breakfast and first 'Safety Workshop' held at MHYC by the Cruising Division. At this workshop we discussed 'Man Overboard' procedures and how best to implement them when sailing shorthanded. At the last CD meeting it was decided that the breakfast and workshops will be held monthly on the 4th Sunday of the month so the next will be 26th May. Breakfast starts at 9am and the workshop at 10.30am.

The speaker for the next CD meeting on Monday 20th May is Graham Nickisson who has recently retired after 38 years of service on the Westpac Rescue Helicopter. This should be a very interesting evening. You are welcome to come along and join in.

Over the June long weekend (8th-10th) there will be an on-water event that will be combined with an on-land event for those interested. It will be within Sydney Harbour. More details will be provided closer to the event.

In June we also have the Cruising Division AGM. On the back of the Compass Rose is a nomination form for you to elect your committee for the next 12 months. Please take the time to complete the form and submit to cruising@mhyc.com.au before the 17th June 2019 or bring it along to the June 17th AGM meeting starting at 7.30pm.

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

Evan Hodge
Cruising Captain. *SY. Nashira*

VALE

MAX THEEBOOM



It is with great sadness that we advise members of the passing of Middle Harbour Yacht Club Member Max Theeboom on Friday 5th April 2019.

He made many friends during his time as a member of MHYC, and was a very active and staunch supporter of the Cruising Division and enjoyed many hours racing in the Twilights and Saturday afternoon social racing.

Max and wife Dorothy were also behind the organisation of last year's Make A Wish Foundation Harbour Cruise day with his fellow "Cruisers".

Max has not been well for some time, but always put on a brave face and kept sailing right up to the end.

Our sincere thoughts and condolences to his wife Dorothy and their family at this very sad time.

REMEMBER MAX, THE CHARACTER, THE TIMES OF FUN, LAUGHTER, THE CALAMITIES, THE SAILING, THE CONCERNS, THE DEBATES . . . THE MAN

Middle Harbour Yacht Club

ANNUAL PRIZE PRESENTATION

May 11th, 2019

6.30pm for 7.00pm start

Awards will be presented for all Club divisions in the
Annual Pointscore & Twilight series (1st, 2nd & 3rd)
for the 2018/19 sailing season.

\$35 per head
(inc. arrival drink & finger food)

Harbourview Bar & Bistro
Lower Parriwi Road,
Mosman NSW 2088

Please book by May 8th, 2019
Online bookings at www.mhyc.com.au
or call 02 9969 1244

80/MHYC
ANNIVERSARY

**COME ALONG AND JOIN THE CRUISING DIVISION TABLE JUST MENTION THAT WHEN
BOOKING YOUR NIGHT WITH THE CLUB**



80/MHYC
ANNIVERSARY

MOTHERS DAY

AT MIDDLE HARBOUR YACHT CLUB

Sunday 12th May

Treat mum to breakfast or lunch in our Harbourview Room overlooking the waters of Middle Harbour

Breakfast 8.30am - 11.30pm | Lunch 12.00pm - 3.00pm

Live Music from Bernie Segedin 12pm

BOOKINGS ESSENTIAL

Middle Harbour Yacht Club, Lower Parriwi Road, The Spit, Mosman 2088 | Ph: 9969-1244 | W: www.mhyc.com.au | E: info@mhyc.com.au

PAST EVENTS:

Easter Weekend in Pittwater, Broken Bay 19 to 22 April 2019

Selina O'Brien *La Madre*

Day 1

On Good Friday, at around 10:30 a.m., a flotilla of yachts assembled in Hunters Bay in preparation for departure to Pittwater. North Head was rounded by most by 11a.m.



Galaxy III under spinnaker

The flotilla comprised Delphin, Flo, Galaxy III, La Madre, Nashira, Rapture, Simply Irresistible and Tonic.

The sky was blue, the seas gentle and the winds light. And off they sailed in an Easter pilgrimage from Port Jackson to Broken Bay.

Nashira wasted no time in hoisting its pretty pink spinnaker and literally flew up the coast. Single-handedly, *Rapture's* skipper ploughed valiantly along but due to a lack of wind had to switch on the motor near Mona Vale.

Tonic had set off early, as this was her first cruise to Broken Bay.

Galaxy also rigged her spinnaker and soon sped away. Those on-board the newly launched *Flo* were enjoying a lunchtime soiree off the coast of Mona Vale and not really interested in arrival times.



Although leaving well behind the others, *Simply Irresistible*, with her striking lipstick red bimini and boom cover, made up a lot time and had a respectable finish. *La Madre* chose a sedate pace and eventually rounded Barrenjoey before the sun set - but better late than never! Supposedly I'm getting a spinnaker for Mother's Day.

Everyone settled quickly into America and Refuge Bays with a thirst that could only be quenched at sundowners on *La Madre*. The faces of the sailors were aglow with stories of dolphins and spinnaker runs.

Day 2

After a still night on the water we woke to a beautiful morning. The bay was shrouded in fog and filtered sunlight, creating gorgeous reflections on the water. After breakfast, dinghies assembled off the stern of *Nashira*, in preparation for the row to Waterfall Beach challenge. Some participants were very experienced rowers but others clearly need some lessons!

The next challenge was the waterfall. The point score challenge required the intrepid sailors to stand under the refreshing waterfall for the morning shower. The water flowed quite strongly and it was a great way to clear the head from the night before.

After lunch the flotilla sailed out towards Yeomans Bay. Anchoring required some skill to find the perfect spot in an otherwise crowded shelter.

Before we knew it the sun was setting over the yardarm and the sailors headed to *Nashira*.



We crowded in and enjoyed various beverages, cheeses, snacks and oven-roasted tomatoes. We recited poems for the next challenge.

Dallas impressed with a poem set to music and he accompanied himself on guitar.

Paul stole the show with an original poem delivered with great verve (not the champagne) & enthusiasm.

***Nashira* formed a finish line at Refuge Bay**

Manfred tried a cheeky German poem but it did not really qualify for the Australian selection. We had a wonderful evening and many stayed late, and many did not bother with dinner and went straight from dinghy to bed.

Day 3

Another foggy yet beautiful morning – though some may have needed a sleep in. A lazy breakfast and then a pick up by *Kodiak* (the new Cottage Point ferry? Every passenger was impressed by this beautiful boat!), to transfer to Cottage Point Kiosk for lunch.



Here, we were met by those members who elected to come by car for lunch. It was great to see Kristin and Jeremy from *Buggalugs*, and Aileen and Cam from *Hunky Dory*. With a few other assorted family members of boats we came to a total of 24 for lunch. What a wonderful turn out! Good food, good location and good friends.

And after this long lunch, of course, we had our final inshore challenge. Back to America Bay we headed. There was a good wind and much determination and competitiveness. Though one boat put forth a challenge all agreed it had been a very pleasant sail. Well done *Delphin!*



Heading off to lunch at Cottage Point Kiosk

Day 4

After our final radio sked at 8:45 most of the flotilla went their separate ways. To Gosford, Port Jackson or other parts of Pittwater we departed.

I think all will agree that we had a wonderful time. Pittwater is such a beautiful place, the weather was fantastic, activities enjoyable, and everyone was sociable and fun.

Thanks to Dallas for being a great trip leader and having that golden radio voice. Thanks to you all for participating and helping to make it such a memorable trip.

Cruising Division Sunday Breakfast followed by Safety Theory and Practical.

Kelly Nunn-Clark *Nashira*

We have finally made Cruising Division Sunday Breakfast a thing! Well a start of a thing! We had our second Sunday breakfast on April 14th upstairs in the Harbourview Bar and bistro.

Attended by 11 people we had a lovely time. This is a chance to catch up, socialise plus have a lovely breakfast with no dishes to do and all of this for NO REASON AT ALL except fun.

Following breakfast this time we started the CD inaugural “On Water Safety Series”, this is a theory workshop and this month was a lively discussion on Man Overboard Procedures. Particularly, how do you carry out all of the steps needed if you are sailing short-handed? We had demonstrations with Evan wearing a life jacket and trying to fit the life sling over his head.

Paul Wotherspoon gave us a lively and important safety briefing that he gives to crew aboard Rapture. We all piped in with our thoughts on how we would/could handle different situations and anecdotes from our lives. It was a thought provoking morning and lots of fun.



When the weather is right and people are interested in going out on the water we will be doing practical application of the learned theory. That’s the On Water part

So.....We have decided to make this a monthly thing. A few people at the last Cruising Division meeting asked if we can move this to the following weekend so that it does not come right before the cruising division meeting. So our next breakfast is scheduled for Sunday May 26th.

We are contemplating what the next safety topic will be. There are so many areas to consider from emergency steering to rules of the road for sail and motor boats, heaving-to in heavy wind, navigation and steerage. Information of the next topic will be sent out a little closer to the breakfast morning.

If you have a topic that you think would be good to include please shoot an email to cruising@mhyc.com.au and it will be added to the topics list.

UPCOMING EVENTS:

11th May - The Club's Presentation Night see the flyer in this edition, there will be Cruising Division Awards and Trophies, for example:

- The Navigator's Trophy (Club wide award as this is not strictly a Cruising Division trophy).
- The Yaffe Cruising Trophy – Donated by the late Sid Yaffe and his wife Elizabeth and presented to a member of the Cruising Division for a meritorious long ocean passage.
- The Cruising Division Drogue Trophy – Donated by Paul Wotherspoon and presented to a member who has demonstrated being in too much of a hurry – getting to the planned destination “too” quickly.
- Slocum Trophy – Presented by Mr John McMahon and his wife Charlotte to a member of the Cruising Division for a single-handed voyage.
- Cruising Division Crew Trophy – Presented by Bill Humel and awarded to a crew member of MHYC who makes the most significant contribution to the Cruising Division during the year.
- Trophy in memory of Cruising Division Captain – Donated in memory of Roger Lewis 19548-1987, then Captain of the Cruising Division.
- Wachman Trophy – Alternate Skipper's Plate for the event for alternate skipper's in the Cruising Division annual program.

Note: Not all these awards are made annually.

26th May 2019 Breakfast and Safety Workshop in the Harbourview Bar & Bistro to enjoy breakfast together and discuss the Rules of the Road on Water i.e. The Collision Regulations and other relevant navigation rules.

2nd June – The annual Cruising Division Long Lunch, see flyer below, to be held in



the Quarterdeck Room commencing at noon. Come along and join in with many of your fellow Cruisers for lunch. I hear that some space food will be on the menu because the theme is:

50th Anniversary of the Moon Landing. Space ephemera a must!

Those over a certain age will remember where they were that day.

17th June – Cruising Division – Annual General Meeting – see the back page to nominate for the committee. We welcome new faces on the committee. It is a great way to learn more about and shape the Division, The committee normally meets on the Monday evening following the General Meeting i.e. the fourth Monday each month.

OUT OF THIS WORLD



CRUISING DIVISION LONG LUNCH



LET'S CELEBRATE!

**50 YEAR'S SINCE THE 1ST MAN
LANDED ON THE MOON!**

SUNDAY, JUNE 2
12:00 TO 3:00 PM

MHYC
QUARTERDECK ROOM

COST
MEMBERS: \$65.00
NON MEMBERS: \$70.00

RSVP 24 MAY

24 MAY

P: 02 9969 1244

E: FUNCTIONS@MHYC.COM.AU

Please advise of any dietary requirements at
time of booking

DRESS
SMART CASUAL



CD Quiz – May 2019 by Phil Darling

1. What is MARPOL?
2. Does MARPOL apply to yachts?
3. How far from nearest land can we discharge sewage from our holding tanks?
4. What do we mean by nearest land in Australia? Is it as simple as it sounds?
5. Back to more pleasant topics. When checking your GPS – what is the Datum and why is it important?
6. What datum should your GPS be set to?
7. Do we have any indicator of how accurate the GPS system is at any particular time? How can we check this?
8. What electrical voltage do most yachts operate on?
9. You check your battery after a night at anchor and it does not read as expected. What is the “usual” voltage range you may expect for a 12V system?
10. How can you best look after your on-board batteries?



By: Alex Comino

My (new) Boat

Martyn Colebrook *Flo*

The hardest thing about buying a boat is thinking of a name. I had a long list including Crazy Horse, The Lone Ranger, Whisper, Southwinds, Never Stop, Flo,.... My loved ones were consulted on a daily basis for many weeks, if not months before a decision was made.

I like Cowboy Films, hence Crazy Horse and The Lone Ranger. I admired Crazy Horse, the North American Indian Chief, but discounted the name when I realised it is also the name of a dodgy strip Club in Adelaide. I wasn't allowed to name the boat Lone Ranger as it had connotations of me wanting to wander the ocean ranges alone. Whisper because people used to take the mickey out of me on account of my low vocal volume. This was deemed negative, so also a no.



Southwinds, after my seaside house in the UK, which is my favourite place. I changed my mind on that one as it would be confusing for me. I might decide to go to Southwinds and end up on a plane. Never Stop because I am not very good at resting and am always doing things. Flo won in the end because it is the name of my previous company's best-selling product, a computer monitor arm (Google it if you are interested) which when sold made me enough money to buy my harbour side shack (now building site) and boat. A fond reminder of an exciting chapter in my life. It is also a watery, feminine name.

So why did I decide to buy a catamaran?



I have a shopping list and the cat was on it. I am struggling to remember why, but maybe it was seeing the beautiful people sailing round the Greeks Islands in catamarans or maybe it was Waterworld. I don't know why the film was slated. I think it is great. Kevin Costner's boat was built by Jeanneau and has lots of interesting simple mechanisms for lowering and raising the sails. I liked the idea of going a bit faster to escape the bad weather and to arrive at destinations quicker, although those of you who participated in the Yeomans Bay to America Bay 'challenge' on the Easter Sunday are probably guffawing in their lattes. Early days. I hope to improve or I am sending it back.

I test drove my dream boat, an Outremer 45, a couple of years ago, but they are few and far between and very pricey. The bedroom accommodation is quite narrow and I liked the idea of being able to climb into bed from the side, being of an inflexible bodily disposition, thanks to an optimistic yoga move a few years ago. I tried the relatively new Lagoon 42S, which I think is a lovely looking craft. It is very roomy and would have fulfilled my criteria if it wasn't so slow and boring to sail.

When I was in the UK last year I chanced upon a multi hull show. I liked the sleek simple lines of the Nautitech and took it for a test sail. It is designed by Marc Lombard, well known in racing circles. It has narrow lines below the water line stepping out above the water, which provides for me beamy internal accommodation without the expense of loss of speed. The helm positions are at cockpit level, giving it the same feel as a yacht. Sail trimming is easy as main and jib tell tales are in line of sight. Main and jib sheets are within easy reach of the helm so single handed sailing is easy.

The best part of the cat is the roominess. It is called an 'Open 40' because the living area completely opens up to a lounge area between the two helm stations. The dining table seats 8 in comfort and the ride is relatively flat. As we made our way to Pittwater on Easter Friday the boat was on auto pilot as we tucked into our freshly prepared lunch.



The cockpit can be completely enclosed to provide a spacious protected living room.



The plan is to explore more of the Australian coast and maybe head to the Mediterranean, when I have plucked up the courage (and finished the house).

Have you ever been disappointed at viewing a prospective new (maybe used) boat that looked wonderful in the ads but didn't quite come up to your expectations? Read On!

My (almost) Boat, that wasn't . . .

Mike McEvoy *Sisu*

From time to time over the last almost 20 years I have written in the Compass Rose about My Boat (at the time), as have many others and it is always a pleasure to read about other people's boats. In fact, other people's boats are some of the best kind to sail on, because you don't have the expense but you can have some of the experience. So, having written about *Sisu* in 2017 you will know she is 30 feet long and, frankly, she has everything I want for my boat at this age and stage of my life. However, our Son has other ideas based on a recent day out on *Sisu* where we went out with him and his family including his three adorable children aged, 10, 8 and 2. Note I say "went out with" because he was designated Skipper for the day.

It became apparent to him that *Sisu* is a bit of a squeeze with four adults and three children, in lifejackets, aboard. So, more recently I have been emailed with suggested alternatives to *Sisu*, a maybe not so subtle ploy to convince Dad to get a bigger boat. This same Dad, me, three years ago sold the bigger boat *Jabiru* because it was too big at 34 feet and expensive to run, besides I was most often in the flybridge not enjoying the company below.

After a few of these emails sailed across my desk one finally caught my eye and, on boatsales.com, looked okay. A thorough investigation ensued, by me, to do some research on this Clem Masters 34 designed and built by the man himself. Tangent Alert: I had sailed/raced as forward hand on a Masters 33 yacht built by the man himself for the 1966 SYD to HBT yacht race, with Tony Rickards for some years until it fell off a wave off Long Reef in April 1972 but that's another story. She was a carvel planked high wooded high aspect ratio boat with a huge overlapping genoa and tiller steering. The tiller had a somewhat unique feature. The initial engine was a petrol four cylinder Morris out of a Z Van, think NRMA vintage van with a clutch lever and four on the floor gear stick which we would insert through slots cut in the cabin sole into the gearbox. A crewman always had to be down below operating the clutch and gearstick when manoeuvring under power in close quarters. We used to joke to the uninformed that we'd change gears down to go up a wave. I think it was a weight saving measure by Clem Masters. Once, on Lake Macquarie, the engine blew a welch plug. Sue had driven my Austin Healy Mk 2A Sprite up from Sydney that long weekend (took 7 hours whereas Truant took just 9 hours North Head to Moon Islet under spinnaker all the way) and there was the threat/ opportunity to remove a welch plug from my pride and joy. Instead, we used a penny and araldite, which worked really well. It was eventually replaced by a Buke diesel, weighing three times as much, again in the centre of the boat low down under the cabin sole almost on the keel. We won a lot of inshore and offshore events on her when she was known as *Truant III*.

So, my son and I decided we would go and have a look at *The Boat*, which should remain nameless, a Masters 34 on the Gold Coast. The fact that I would be spending a day with my son one-on-one potentially talking boats all day had a lot of appeal. We flew up on the Monday to Coolangatta Airport, landing at 09:10, picked up the rental car and he drove to Biggera Waters (a canal suburb) where the broker met us at the garage door of the owner of *The Boat*. She was berthed at the rear of the property on the canal, on the pontoon of the neighbour next door because the owner's new boat was berthed on his pontoon. This had immediate appeal; Thought Bubble: This guy doesn't want to be a fleet-owner for too long, could be a good negotiation.

So, we literally climbed on board *The Boat*. It was a big effort for shorty me to hoist myself from the pontoon onto the gunwale of the boat. I had come prepared with a five page spreadsheet of items to tick off that I had thought about, based on past experience of 20+ inspections of boats over the years. I didn't even take the spreadsheet printout out my bag. *The Boat* met the basic criteria that my son and I expected of a 34 footer, huge volume, bunks for four and lounge in the saloon for another, big capacity tankage, diesel engine, GPS, chat plotter, depth sounder, davits, lots of storage capacity for personal stuff, and the galley, eutectic fridge and big freezer in the middle of the cockpit (for the catch, even though we are not fishers). Yep, they were all there on a boat aged 46, built in 1972, and thrashed ever since. The current engine installed in 1980 is a Cummins V8 diesel with 220 HP with no muffler which meant that even when I took my hearing aids out it was still too LOUD. It was meant to make *The Boat* go faster but didn't having replaced the standard Perkins which weighed about half the Cummins.

After the inspection during which the brokers (two of them, must have been a slow day in the office) son and I went to Southport Yacht Club for lunch to chew it over. *The Boat* was for sale for \$69k and if it had been in better condition we might have thought about an offer somewhat below that. To top it off, I had previously said that we should have a later flight home just in case we needed more time to do the inspection or go speak to shipwrights, surveyors etc. So, we returned the rental at the airport in good time for the 18:30 flight back to SYD. Nope, the airport is closed for fear of a lightning strike. I must say the cloud formation was ominous and threatening. It remained closed for two hours while 10 aircraft landed to wait out the storm. No lightning was sighted. So, instead of getting home by 20:30 we got home at 22:30. One could take that as an omen but being the optimists we are we continued to chat about how we could bring *The Boat* up to our requirements.

The rest of the week was spent, mainly, by me checking out the various stories we had from the brokers and others as to what it would really take to get *The Boat* to the standard we wanted.

Let's just say that, after a week of discussion, between son and I, mainly in text messages about *The Boat*, I have to say that while we might have purchased her for between \$40k and \$50k we decided the \$180k to get her into reasonable condition over, say 5 years, was simply not worth the effort nor the expenditure.

Son is still looking for what, we have decided as the outcome of the exercise of taking the day trip to Biggera Waters Qld, and enduring a two hour closing of Coolangatta Airport that night is: A boat that can take 8-10 adults comfortably out for the day AND sleep 5 persons overnight for 3-5 days.

So, we decided not to proceed with *The Boat* but son will continue to find the right one. Meanwhile I remain happy with *Sisu*.

Note: This whole article talks about me not us as in, Sue and I, and I make no apology for that because it is a given that she and our daughter-in-law will have some considerable say in the outcome, whenever *That Boat* is found.



Truant III



The Boat



Massive Cummins diesel in *The Boat*

Lemon Coconut Squares



This can be made on a boat as it is a “no-bake” slice”. Biscuits can be crushed in a zip-loc bag using a bottle or rolling pin.

½ cup sweetened condensed milk
125g butter
250g milk arrowroot biscuits
1 teaspoon grated lemon rind
1 cup coconut

Icing:

1 ³/₄ cups icing sugar
3 tablespoons lemon juice
15g butter
2 tablespoons coconut.

Place condensed milk and butter in a small saucepan, stir over gentle heat until the butter has melted and mixture is combined.

Crush biscuits very finely and place in bowl. Add lemon rind and coconut and mix well. Add warm milk mixture and mix together by hand. Press into a greased 28cm x 18cm lamington tray. Refrigerate for 1 hour. Ice with lemon icing and sprinkle with coconut (optional). When the icing has set, cut into squares.

Icing:

Combine sifted icing sugar, lemon juice and soft butter in a bowl. Mix well to form a smooth icing.

CD Quiz – May 2019 – Answers

1. MARPOL (also known as MARPOL 73/78) is the International Convention for the Prevention of Pollution from Ships. It has been implemented in Australia under a number of federal acts, most specifically the Protection of the Sea (Prevention of Pollution from Ships) Act 1983 and the Navigation Act 2012, plus state acts such as the New South Wales—Marine Pollution Act 2012.
2. Definitely yes – MARPOL applies to all vessels. However the requirements for recreational vessels are generally less stringent than for those for “declared” vessels (usually commercially registered vessels).
3. This gets complicated and depends on the state you are in and the status of the sewage. For instance in Queensland waters you need to macerate the sewage by passing it through a macerator pump first. In NSW the RMS web site says: *“There are no specific requirements for recreational vessels. However, all vessel operators must ensure that they do not pollute”*. Never release sewage in inshore waters. A rule of thumb many use is to be at least 3 miles offshore from “nearest land” before dumping any sewage from your tanks. Even better – use the pump out facilities such as those on B Arm of the MHYC marina.
4. “Nearest Land” is just that – the nearest piece of land – unless you are off the Barrier Reef in Queensland when the “nearest land” is drawn from a line outside of the reef (can be quite a long way offshore in that case).
5. In GPS terms – the Datum is the model of the earth that is used to translate “real” positions on our irregular surface into flat chart co-ordinates.
6. The GPS system uses the WGS84 datum (World Geodetic System – 1984) so your GPS (and your charts) should be set to use this. If you have a different datum set your position may be quite wrong.
7. Look for a parameter called HDOP (Horizontal Dilution of Precision) which in many GPS systems is shown on the page that indicates how many satellites you are receiving from. In general the lower the number the more accurate is your calculated position. Usually figures are around 1.0 which is excellent. As the number rises so more care and checking by other means is recommended. A HDOP greater than 5 should be treated with concern. Note that this is dependent on the number and positioning of satellites which your GPS receiver can “see” – turning on another GPS (unless it has a much better aerial) will not help.
8. Most on-board electrical systems run on 12 volts. Some larger vessels also use 24 volts.

CD Quiz – May 2019 – Answers - continued

9. A “nominal 12 volt” system can be as high as 14.5V during charging. After a big night at anchor it may drop below 12 volts. Be careful however as most batteries are damaged if you discharge them too heavily. On eXpresso we have seen as low as 11 volts without serious implications.

10. This is a big topic and has been the subject of many Technical Corner talks at CD meetings. In general keep them well charged. Plug in the shore power charger if you are on a marina; invest in a solar panel to trickle charge if you are on a mooring. A good Battery Management system, although expensive, can save you the cost of replacing batteries.

Abbreviated report from the Sydney Harbour Regional Boating Advisory Group (RBAG)

Mike McEvoy

Met on 28 March 2019 at Rozelle

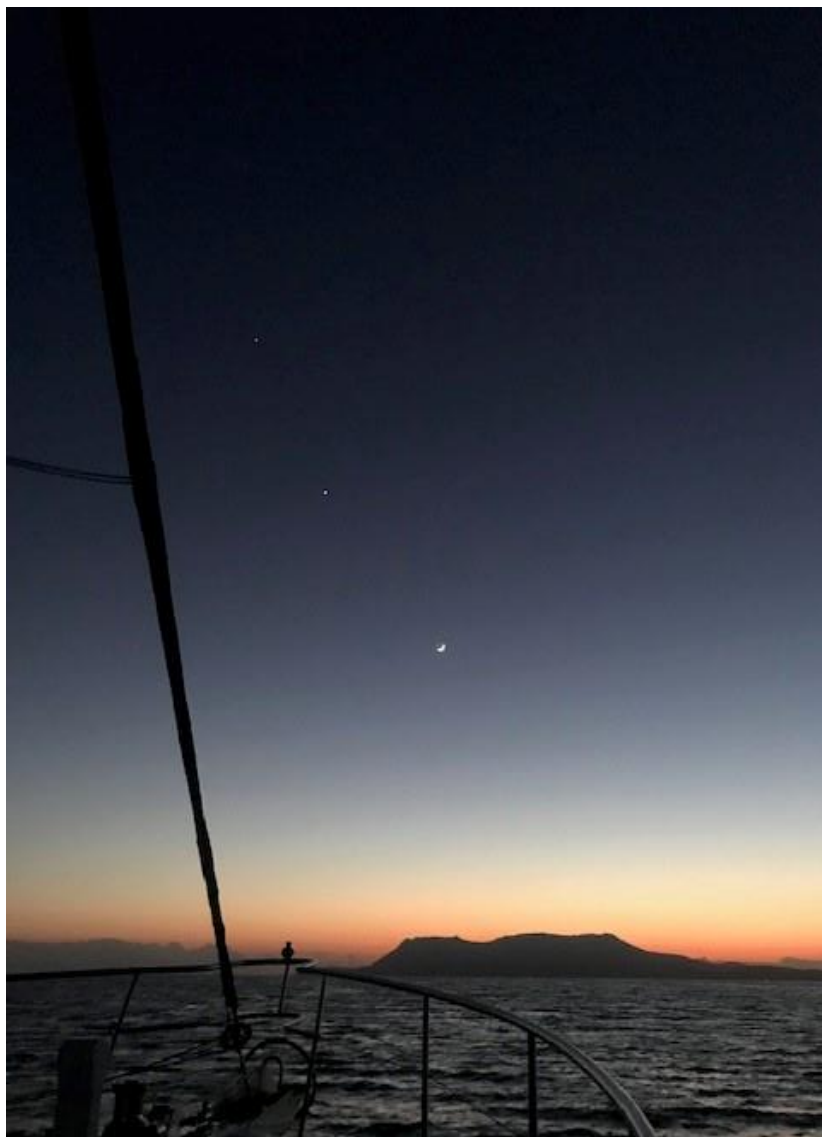
Of interest to MHYC are:

- Geotech works for the Harbour, western and Northern Beaches tunnels will continue through near Glebe Island Bridge from 9 April
- RMS were involved in the response to the grounding of the Solomon Island Trader along with the Sydney Port Authority
- Noise on the harbour. Five government agencies are affected by reports of abnormal noise i.e. 482 calls to the agencies of abnormal noise e.g. generators
- Garden Island – new wharves are being installed
- Spoil from the tunnel at Blues Point being barged twice a day to White Bay to be trucked to Eastern Creek for landfill.
- Australia Day on water celebrations to be bigger and better

Next meeting of RBAG 25 July 2019

PHOTO COMPETITION for 2019

May WinnerPhoto of the Month is Mike McEvoy



Send your photos to **Maralyn Miller** to enter into the 2019 Cruising Division Photo Competition. Each Month the best photo received will be published and, in the running, to win a new **Mystery Prize** at the end of 2019.

The winning photo for May is called 'Maria Island' with the Moon, Venus then Saturn above, and was taken by Mike McEvoy

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.

CALAMITY CORNER

101 uses for a bic biro.

Martyn Colebrook *Flo*

My new boat already has a dent. Two actually. Whilst lowering the dinghy from the davits one of the davit lines slipped off the winch. I was trying to be clever and perform a single-handed operation with the two davits and had the line at the outboard motor end at the wrong angle. The dinghy slipped, narrowly missing Anna. A 15HP4 stroke Yamaha weighs 54kg so it would have hurt. The motor chipped the resin on the corner of the bathing platform. The outboard cover popped off but no other damage. On occasion number two I did exactly the same thing. Anna had learnt her lesson, to keep out of the way when I fiddle with things, but I hadn't. Exactly the same happened and I made dent No 2. This time the outboard cover popped off and I thought that was it once I refitted it. So, we pootled off in the outboard, for about 20 metres until it cut out. There was a whiff of petrol about us. After some investigation I discovered the cast aluminium spigot which connects the fuel pipe to the petrol injector had sheared.



The tide took us back to the boat. After a while I reckoned I could fashion a new connection if I could find a pipe small enough to fit within the orifice left by the broken spigot and connect to the fuel line. I tried a floss stick. Too big. Then I tried the end of an ink tube inside a bic pen. It wasn't actually a bic, but you get the story. This was still too big, but only just. I whittled it down to size with one of the super sharp knives in my new Japanese steel knife set, bought in the kitchen shop in Stocklands, Balgowlah, reduced from \$600 to \$180. I only went there for pepper pot! The first attempt failed as I snapped the end of the pipe once it was nicely in place. It was a pity because the remaining part of the tube was full of ink. Try removing this without getting indelible ink all over your fingers. It did work, so worth it. Next, I had to remove the remaining piece of aluminium tubing from the rubber fuel hose. This was tricky as it was firmly lodged. Bending a wire coat hanger straight, which I always keep in my pocket in case of emergencies, and then making an L at the end with a pair of pliers created the requisite extraction tool. Ten minutes later, and no swearing, all was well. The motor was fit for purpose once again.

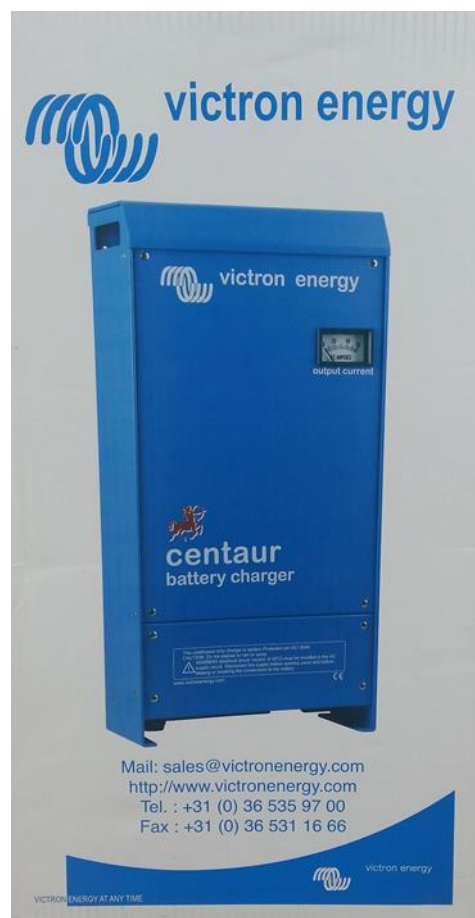
BUY, SWAP and SELL

Do you have any items that are surplus to requirements? Send your details to 'Cruising@mhyc.com.au' and advertise them in the Compass Rose for our members to buy.

SELL – Victron Centaur 12v 100amp Marine Battery Charger

Purchased but now surplus to requirements.

Brand New in unopened Box. \$1,200 ONO Queries to Trevor D'Alton.



SELL - TEXTTECH Betelon Black Mooring Lines

Also purchased new but now surplus to requirements as too long and thick for current vessel

2 x 18mm 3900kg break load, 15m long. Purchase price \$64.90 each

For sale \$65.00 for both Speak to Mike McEvoy

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

Cash at Bank as at 01.04.2019	\$2,274.31
<i><u>Plus Receipts</u></i>	
<i>Sale of x Wachman Manual</i>	\$0.00
<i>New Member –</i>	\$0.00
<i>Donation -</i>	
<i>Interest</i>	\$0.19
<i><u>Less Payments</u></i>	
	\$0.00
Cash at Bank as at 30.04.19	\$2,274.50
<i><u>Outstanding Receipts</u></i>	
	\$0.00
<i><u>Outstanding Payments</u></i>	
	\$0.00
Account Balance	\$2,274.50
Signed as a true record Mike McEvoy Treasurer	



So thought Captain Bligh



The guy in the photo caught the shark on a line in Fisher Bay in early April.

As he was reeling in the small shark, a much bigger shark swam up and chomped the small one in half. It is believed that the larger shark was a bull shark. I am now more reluctant to allow anyone to swim off my boat in Middle Harbour.

I have seen sharks along the shoreline from Castle Rock to Grotto Point, albeit not when there are dozens of boats anchored there out of the Nor'easter breezes. Editor

MIDDLE HARBOUR YACHT CLUB INVITES YOU TO

VIVID SYDNEY CRUISE



EXCLUSIVE TO MHYC MEMBERS

JOIN US FOR A WONDERFUL EVENING SEEING
THE VIVID SYDNEY SIGHTS FROM THE WATER

THURSDAY 30TH MAY 2019
6PM - 9PM

On board MV Bennelong departing MHYC Marina at 5.45pm

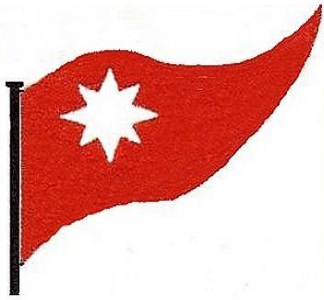
Includes drink on arrival, buffet dinner and tea & coffee

Members Tickets \$85 | Kids 14yrs or under \$45

To book call the MHYC office on 9969-1244

80/MHYC
ANNIVERSARY

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



By Alex Comino

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**So that you can tear off the last page
to register your nominee for the Committee**



**Middle Harbour Yacht Club
Cruising Division**

Annual General Meeting 2019

Nomination Form

Position on Committee:

Name of Nominee:

Name of Proposer:

Signature of Proposer:

Name of Secunder:

Signature of Secunder:

Acceptance by Nominee:

Please forward to the Secretary prior to the AGM Monday 17th June 2019 or hand in prior to commencement of the meeting.