



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 37 No. 6 August 2017

Editor: Kelly Nunn-Clark

NEXT MEETING: MONDAY AUGUST 21ST, 7:30 P.M. – B.Y.O. BBQ 6:30 P.M.

TOPIC: EMERGENCY STEERING OPTIONS

FACILITATED BY: PHIL DARLING & MIKE MCEVOY



MHYC Cruising Division Long Lunch July 30th 2017

CRUISING DIVISION OFFICE BEARERS – 2017 - 2018

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



Editor's note:

Deadline for the next edition of the Compass Rose is **Thursday 30th August 2017**

The **EDITOR** for the next Compass Rose is **Maralyn Miller**

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 2017-2018		
August	21 st	Cruising Division Meeting – Emergency Steering Options
	24 th	MHYC Skippers Briefing
	26 th	On Water - Drogue Practical
September	2 nd	Club Opening Day and Sail past – Theme ‘Favourite Music or Band’
	16 th & 17 th	090, Safety Exercise plus Sugarloaf Raft-up
	18 th	Cruising Division Meeting
October	Sept 29 th – Oct 3 rd	Oct LWE Cruise to Lake Macquarie (Tides OK)
	5 th	MHYC Twilight racing starts
	16 th	Cruising Division Meeting
November	18 th & 19 th	Emergency Tiller Obstacle Course & Progressive Formal Dinner & Raft-up
	20 st	Cruising Division Meeting
December	TBC	Club Christmas Party (replaces December meeting)
January 2018	5 th – 19 th provisional	Lord Howe Island Rendezvous
	13 th	January Cup & 2 Handed Race – MHYC Feature Event
	15 th	Post New Year BBQ and get together.
	20 th	Chaos and Bedlam Point Cup – MHYC Feature Event
	26 th – 28 th	MHYC Gosford Challenge
February	TBC	Barefoot Ball
	19 th	Cruising Division Meeting
	26 th – 3 rd	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.

CAPTAIN'S COLUMN – AUGUST 2017



Well I cannot believe it is August already. The end of July saw an unseasonally warm 25+ degree day for the Cruising Divisions Long Lunch. 30 members attended the lunch which was a great turn out given there were at least 10 regulars unable to attend. See below for photos and a great description of the day.



We have several new members who have joined the cruising division as word of what a wonderful group we are, providing members with a great mix of informative talks, education, both theory and practical, and adventure, comradery and fun events both on and off the water.

Kelly and I gave a talk this week as part of the CYCA Spirit of Cruising series with the subject being our Sail to Tasmania earlier this year. Particular focus was on the preparation and planning we undertook as relative newcomers to cruising followed by the cruise itself and our adventures. It was well received and many of the attendees were also relatively new to cruising and experiencing the similar anxieties as Kelly and I. This reminded us once again how much support, encouragement and learning we personally have experienced from the MHYC Cruising Division.

I for one am looking forward to the next CD meeting on the 21st August when we will be discussing the theory behind options for emergency steering. We may see a few new members and visitors as this topic peaked an enormous amount of interest amongst our audience at the CYCA.

Be sure to visit the Members' Cruising Section below for terrific updates on the whereabouts of 'Simply Irresistible', 'Caviar' and 'Galaxy III'. It was good to see that Chris & Ben Canty on Galaxy III reached the Maldives on schedule on their "Are-we-there-yet" circumnavigation of the globe.

Please take a look at the CD Calendar of upcoming events and start planning to share in the adventures of our planned cruises. Over the October long weekend we are off to Lake Macquarie, in January we are in the planning stages for a cruise out to Lord Howe Island and Easter we will be cruising down to Jervis Bay. As well as these longer cruises there will of course be various harbour and Pittwater events.

I look forward to catching up with you on the water or at the club.

Evan Hodge
Cruising Captain. *SY. Nashira*

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

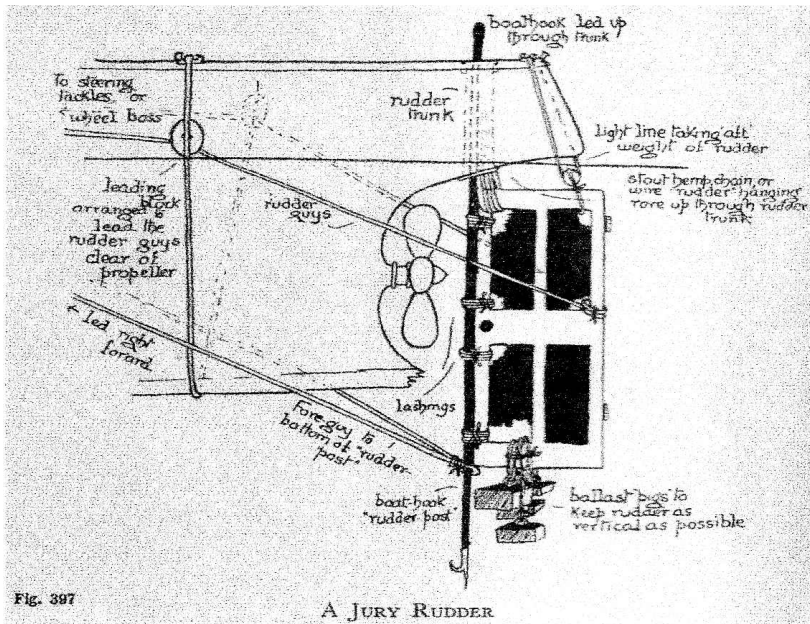
FACILITATED BY: MIKE MCEVOY & PHIL DARLING

PRESENTATION: EMERGENCY STEERING OPTIONS

Ever wondered what happens if your steering fails? What if the rudder breaks or falls off? It has happened to a few boats including some from Middle Harbour.

Most of us these days carry a drogue, to be deployed over the stern – but will it work?

Starting the discussion is a video from US Sailing, where one of their safety inspectors actually has the rudder taken off, then motors and sails around under drogue control only. View this and discover what works for him – and what does not. What may he (and us) learn from this?



Mike and Phil will then facilitate the discussion on what works for us, and what may not. Come prepared.

And then – the following Saturday 26th August – we will go out and try it with our own boats.

ref: Afloat Magazine

CHEESE PLATE AUGUST MEETING:

MARALYN MILLER

ENVELOPING AUGUST COMPASS ROSE:

MARALYN MILLER

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**SEPTEMBER MEETING: MONDAY SEPTEMBER 18<sup>TH</sup>**

**GUEST SPEAKER: PHIL YEOMANS**

**TOPIC: DECK HARDWARE UPDATE ON ALL THE LATEST DECK HARDWARE FOR YOUR BOAT.**

## FUTURE EVENTS:

### **Water Safety Event – Emergency Steering - Sat 26<sup>th</sup> August (optional raft up and de-brief later at Sugarloaf)**

This will be an opportunity to put the theory into practice. Is your emergency tiller easy to use? Does the rudder-replacement work? What can be adjusted? We will most likely be going offshore (weather permitting) to give us room in case our steering is not as accurate as we might hope!



Co-ordinator: Phil Darling “eXpresso”

### **MHYC Opening Day – September 2<sup>nd</sup> Come join us and celebrate the start of the 2017-18 Sailing Season!**



Make sure you save the date - Saturday 2nd September! We always have a fun theme that you need to use to decorate your boat or dress up your crew. This year we are going with "Favourite Music or Bands"! Think along the lines of the Beach Boys (a nice easy one with everyone in Hawaiian shirts) or Bay City Rollers and everyone in kilts - just to give you a couple of ideas.

We have just confirmed a new sponsorship with radio station smoothfm so a music theme is very appropriate. Great prizes to be won!

Starting off with a champagne brunch, followed by a colourful and exciting boat parade, the Commodore's "Front Up" Cup race, and then back to the Clubhouse for entertainment, volunteer and prize presentations!

A great opportunity to dress up your boat and have fun.

### **ATTN Cruising Members: MHYC Yacht Register - Get your boat on the MHYC Register.**

Our Mike McEvoy has been volunteering his time to help the club update the yacht register. If you have recently acquired a new boat, disposed of one, or think that you may not be on the register and should be, or indeed if you have long disposed of a boat which still appears on the register. Please email [sailing.manager@mhyc.com.au](mailto:sailing.manager@mhyc.com.au) with boat name, sail number, owners names.

## PAST EVENTS:

### “Aprés Sail” Winter Long Lunch

The Cruising Division Annual long lunch, in the beautiful Quarterdeck Room, was attended by 30 members, partners and friends for a meal which was organised around the theme of winter – not quite as suitable as we thought once the temperature decided to rise to a fabulous but entirely unseasonable 26 degrees!



Ignoring the warm weather, we had a delicious winter mulled wine to give us a nice buzz to start the day.

Evan had set up a slide show of photos from the various activities of the Cruisers during the year, which ran on the big screen in the background throughout the lunch and reminded us to get back out on the water.

It was lovely to see the Commodore Peter Lewis join us for lunch, as well as those members we haven't seen for a while such as Tig Thomas, Wendy Bates, and Andy and Jenny Brennan. Peter had some very nice words to say about the Cruising Division, and introduced himself to a number of the members. It was also great to see some of our new members at the lunch.



Entertainment was provided by Mike McEvoy who gave us a special 'Tech. Corner' to show us how to set up an anchor snubber with a device that will not stretch, and will hold well.

Lunch was a tasty pumpkin soup followed by roast lamb and a keenly awaited sticky date pudding.

There was lots of conversation all day around the large table, and once the meal was finished people were circulating, and chatting continued for quite some time into the afternoon.

Special thanks go to Karen for putting together the table and the lunch menu.

Overall, another Long Lunch success and a good time was had by all.

Maralyn Darling



## MEMBERS' CRUISING - UPDATE:

### 'Simply Irresistible' – Gill and Glynne Attersall

What do I call this article?

One dirty and one Embarrassing Story, or

What can go wrong - will go wrong, or

If we had our time again we would make a different lot of mistakes! or

Definition of Cruising: Fixing your boat in exotic locations!

We had been landlocked, happily so, since 'Simply Irresistible' got struck by lightning back in Nov. 2014 (Guy Fawkes Night). Glynne has been involved in so many little jobs preparing the boat, despite the fact she is 'basically ready to go'. So we were surprisingly rusty though excited hitting the open sea outside Sydney Heads.



At Able Point Marina

So lovely to see the first graceful gannet skimming across the waves, the thrill of having a pod of dolphins play off your bow

for ages, whales performing well for the tourists off Port Stephens, sun rises and sets. Frustratingly, the moon has been too bright to exercise our hopefully new found skills of identifying stars, thanks to Alex. Usually I love the companionship of the moon but now she is the enemy of the star watcher!

We got stuck in Laurieton with gale force winds. We had missed out on either of the two courtesy buoys and so anchored with the strong river currents, howling west winds and occasional bullets from around Middle Brother laying us over. Mind you if you are stuck somewhere you can't pick a nicer place than Laurieton. The shops, hardware, launderette and Services Club are all easy walking distance. Not to mention the Fishermen's Cooperative with great fish and chips. The locals extremely friendly. Also Debbie and Greg Cockle in their new boat 'Parhelion', were there so we also had good company. Another bonus is water on the jetty.

It was here the macerator decided to part company. The 3 components were held together with 4 rods and there must have been a small seal leak as one rod corroded its bolt off, snapping another in the body of the macerator. So we had 'you-know-what' under the floor of the heads. Glynne had our old macerator on-board so was able, with a lot of verbal persuasion, to replace the rods. Off I went to Coles for disinfectant and Nilodor. Fixing the macerator and washing everything all took a good day.



We overnighted at Trial Bay, then fast tracked through to Southport. The wind initially was great, but died out at mid-day. On with the engine, with a top-up of our spare Diesel, but with currents and no wind we did something which we have never managed before - ran out of fuel. Our engine needs to be 'choked' to stop, which is a short hold. On hearing the engine splutter I gave her the usual choke, but I think because she was in full ahead she started again before I could choke her properly, and of course, sucked in air.

On enquiring of Marine Rescue, who will only tow in and not deliver fuel, the charge would be approximately upwards of \$400. We were 4 nm off the very tall Q1 building or 8nm south east of the Seaway. As no-one's life was in danger (apart from Glynne kicking himself to death), we decided on an anchor in 40m of water for the night then sail to the Seaway in the morning and Glynne go ashore in our inflatable for Diesel. Only problem, no wind and our inflatable, acting as a tug, could only move 'S.I.' at 2knots.

Luckily a friend living in Southport with a very large JetSki came to our rescue. Relatively quickly, well his JetSki did register 110 kph at one time! Diesel delivered, she wouldn't start so then came the game of find the air block. Once at Southport Yacht Club we fuelled up, had a shower and treated our rescuer and wife (Glynne's god daughter) to a lovely lunch. And for the old members in the Club, we caught up with Warwick Wood "Ambiance" (and Maryon) for dinner. Both looking terrific.

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The above was written a month ago, since then the poor macerator's main bearing finally expired. It started leaking again so a whole new macerator was purchased at Bundaberg and Glynne installed a sea cock on the tank in order to be able to work on it without dumping the contents of the tank into the boat. Nice step!



Maxi is Hammer - w/ Debbie Damage 1

It took us 4 weeks to get to The Whitsundays, we had again broken the golden rule of having a schedule to meet, we had to be at Hamilton Island to greet overseas visitors. We had enquired if we could get accommodation for them if we were held up and got a firm "NO". Apparently when Cyclone Debbie roared through Hamilton Island 20 vessels in the marina were sunk and to quote a Manager "they weren't cheap ones either!" The piles have been replaced and

they will be set for the usual number of yachts for Hammo Race week, however, they lost so much accommodation that they are short of shore based beds for the yachts' crews. Shute Harbour lost over 60 boats, you can see masts sticking out of the

mangroves all over the bay. 20 still haven't been found and yellow buoys mark where boats have sunk and not been able to be raised yet.

Makes you sad to think a good number of the boats would have been owned by live-aboards, who not being in a marina would not have been covered for insurance purposes. In Sydney we have forgotten Debbie but up here houses haven't been pulled down yet, let alone rebuilt. Shops facing the sea are mostly still empty, mainly due to the torrential rain that followed Debbie. A great number aren't reopening.

At Able Point Marina A-arm carried away and on another arm which carried away a lot of the Maxi yachts still carry bad scars, after smashing into each other. The boatyard workers still feel they are in a war zone, trying to get on top off all the boat work caused by the cyclone. The foreshore swimming lagoon was so full of sand, boats and debris that they decided to empty it and give it a complete overhaul whilst they could. It is supposed to be reopening end of August, but it is such a big job we would be very surprised. Stories of heroism abound. The SES, police, army, neighbour helping neighbour. Local doctors set up their own makeshift emergency department until the road could be cleared to Proserpine's Hospital. Catering companies delivered food to inaccessible areas which didn't have electricity for over 2 weeks.

Debbie was so destructive as she threatened to hit Sunday finally getting to land Tuesday with 280 kph winds. Whole hillsides of trees were shredded so now they look like a bad bushfire what trees are left have all limbs gone and the trunks are now covered in a leafy fuss. Needless to say a lot of people still feel traumatised. The flooding was widespread. I have a magazine which shows about 10 cars flooded up to their roofs in Robina (near Southport) car park. In all about 12 people died, mainly due to the flooding which followed Debbie.

Many resorts haven't reopened Daydream, Long Island, South Mole, and rumour has it if you have a cool \$130 million you can buy Hayman, but you will need an extra \$80million to do it up. Of course this impacts staffing, and all support catering and transport in the area greatly impacting the economy.



Hill Inlet, just North end of Whitehaven 1

Now it is heartening to hear many different languages in town from tourists, Whitehaven Beach now looks the same but I won't comment in print on the state of the coral and, therefore, tropical fish. The retired thoroughbreds of racing Drumbeat, Samurai, Boomerang, Apollo, Ragamuffin II and III are still heading off each day with their backpacking bikini clad clientele. Life is returning. It is still an exciting and very scenic place - with temperatures 14 to 27oC each day.

Ashore, a tremendous job has been done tidying up the town and the neat and tidy tropical gardens belie the horrific tempest that was Debbie. Overall, it's still a great place to visit.

Gill Attersall
"Simply Irresistible"

“CAVIAR” – Max & Dorothy Theeboom

Well our first cruise is about to start. Dorothy is going back and forth to the boat at Castlecrag and stowing goods in lockers. The boys are finishing off work on the boat in order to make her sea worthy.

It is the first of July and all is in readiness for our departure. Dick Williams one of the cruising division members has asked to come with us till the Gold Coast. At 5.30am July 1st I started the motor and we cast off from MHYC heading to our first port of call, Newcastle. We had a nice southerly wind, about 15 knots for the first few hours and then it died and so we motored the rest of the way and arrived in Newcastle around 3pm that afternoon.

The next morning we left Newcastle at 10.45 for Port Stephens. Unlike last time we sailed this stretch of water, the wind died so we motored the rest of the way to Port Stephens arriving around 2.30pm. The next day is when I thought the trip was over. To this day I do not know what happened but I was getting off Caviar on the sugar scoop and landed on the pier breaking one rib in two places, cracking another and twisting my knee which resulted in three days in hospital on morphine.

Dick went home on the bus as he knew it would take some time to get going again if at all and he had things to do in Sydney. A crew member of mine offered to drive up and take us home leaving Caviar at Nelson Bay as Peter Lewis and Jeremy Clark offered to bring her home. I thanked Peter but decided to leave the boat there and continue the journey at a later date.

After a good rest at home in my own bed I was ready to resume our trip. Dorothy and I caught the bus back to Nelson Bay (a worse trip I have never had). The following day we set off for Foster but somewhere along the way the flush button for the toilet gave up so we had to put two wires together every time we wanted to flush. We spent two nights in Foster, got the toilet button fixed and then on to Camden Haven where we were only going to stay one day but, due to bad southerly winds, we ended staying four days. From Camden Haven we came straight to Coffs Harbour where we are now



waiting for a part for the radio as it is playing up. Upon arrival at Coffs I tripped over a mooring rope and managed to hurt my other knee and now have two bad knees, just what I (k)need.



Underway again on an overnighter to Yamba. We left at 1730 (after the Bold and the Beautiful) and we were off Yamba at 0400, much quicker than we thought. Thank goodness for our AIS as there was a slow moving tug dead ahead of us which we were catching. He couldn't see us and when we radioed it turned out that he was towing a barge 200m astern. Crossed the bar after sunrise and made our way to Yamba marina where we spent two nights. Left Yamba at 0800 heading for the

Gold Coast. Once again a quicker trip than expected despite the poor winds. Saw quite a few dolphins beside the boat and a whale only 100m away, our closest sighting yet. That evening we received a radio call from Border Patrol asking for our identification and if we had seen any suspicious activity to which we answered "no". Later on we wondered as there was a boat showing on the AIS very close to us but we never saw it and it kept on disappearing and reappearing on AIS.

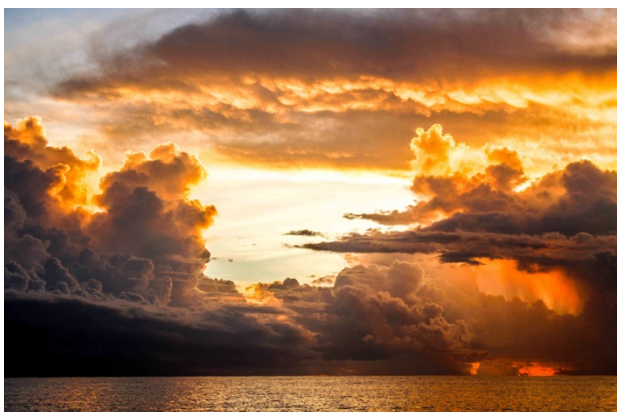
Arrived at the Gold Coast about 0400 and sat off till sunrise allowed us to find our way easily. We are berthed at Marina Mirage and living the life style of the rich and famous.

Galaxy III – Chris and Ben Canty

EXTRACT FROM THEIR BLOG: "ARE-WE-THERE-YET.COM.AU"

Indonesia to the Maldives - Illusions and hallucinations

"Isolation causes an activation of the unconscious, and this produces something similar to the illusions and hallucinations that beset lonely wanderers in the desert, seafarers and saints." Carl Jung



With the required documentation completed, the Harbour Master signed and stamped the port clearance [1] allowing Galaxy III to depart Padang on Wednesday 28th June, bound over 1,600 nm west for the Maldives. After a few days surfing in the Mentawai Islands 90nm from Padang, we began our passage across the expanse of the Indian Ocean.

Our latitude was around 2° S, which is the northern most limit of the Intertropical Convergence Zone (ITCZ) in the southern hemisphere winter, a.k.a. the Doldrums. So, the plan is to motor sail SW to 6°S to pick up the SE trade winds and then west with 10-15kts on a broad reach. The wind forecasts and routing software on PredictWind confirmed this was a sound plan and so, what could possibly go wrong? Over eons the doldrums have becalmed ships and sent sailors crazy – Galaxy was not about to be let off lightly on this passage.

The Indian Ocean has several swells running in different directions at the same time, creating a confused sea state. When swells travelling in opposite directions cross over, the respective heights are added, creating a peak – imagine a backwash wave at the beach, except it is 5,000m deep, so they don't break. The crisscrossing swells roll the boat constantly with the mast and keel swinging like a pendulum. If there's enough wind to fill the sails, it spills when the boat rolls and fills again as the sail flogs back into shape – the forces then transfer to the rigging causing the whole boat to clang and shudder. Thwump, clang, thwump, clang – sometimes the rigging sounds like human voices, other than Ben. It's a weird feeling when you realise your mind can mess with your head like that. Spend enough time in the doldrums and jumping into the sea after a mermaid seems a perfectly reasonable thing to do.



Morning bath in the Indian Ocean

With little or no boat speed, for a few days it became the morning routine to jump off the back with a rope in hand to wash off the salt, sweat and sunscreen. The water is a beautiful crystal-clear indigo and has a quality beyond colour and clarity that eludes any attempt to capture a photo – almost like an electric glow. The bioluminescence at night is beautiful as well.

Our morale would rise and fall with every puff of wind, electrical storm or rain squall – each time setting the sails thinking the SE trades had arrived, only to take them down again after an hour or several hours, when the wind died. With lows, there are also highs and one of these was a broad reach with the cutter rig, where Galaxy comfortably sustained 8-9kts for a few hours. It felt like a different boat in that sweet spot.

Each day I would download the wind forecast and each day it more or less said, not much wind today and tomorrow looks like 15kts. After a week of false hope, I began to wise up – it was a bit like Groundhog Day as I wondered how I needed to change for the wind to start.

I'm feeling buggered and a study of the 2006-7 Velux 5 Oceans round-the-world race suggests why: *“All skippers stated that poor yacht performance in light winds was one of the most difficult stressors to deal with. skippers would spend a lot of time*

and energy trying to find wind to get the yacht moving. These efforts would subsequently result in less sleep, greater physical exhaustion and emotional instability.”



18+ KG Mahi Mahi

The supermarket in Padang had a limited range of groceries and we bought some fresh fruit & vegetables, rice and a chicken. So, our provisions were tight from the start and Ben instituted rationing within a week of leaving Padang. The plan to fill the gap with fish didn't play out too well – we hooked eight and landed two, one of which was a 1.3m mahi mahi estimated to weigh over 18kg.

The beer also ran dry before long and with a diet primarily of rice, lentils and canned food, there was no need to run the fridge any longer. We both lost some weight.

We also have a deadline to be in the Maldives by 22nd July – Ben has booked a surf charter and I am meeting Deanne for a few weeks together. We allowed 3 weeks for a 2-week trip and thought a 1 week contingency buffer would be plenty. Each day we whittle away the buffer and there's a running tally of calculations – distance to go, fuel remaining, average sailing speed required to make 22nd July etc. We use $\frac{3}{4}$ of our fuel in the first half of the passage – so to keep 30 hrs motoring in hand we have no option but to sit and wait for wind – 2 kts of speed over the ground feels like progress and other days we heave-to and go backwards in circles, with 1 to 1 $\frac{1}{2}$ knots of Equatorial Counter Current against us.

Constantly evaluating scenarios, I considered diverting from Male down to Cocos Keeling (Australian Territory) and settled on the Port of Gan on the southernmost Addoo Atoll, which is 0°41' S. This shaved a few hundred nm from the passage and



saved having to cross the doldrums again to Male at 4° N – we could fly from Gan to Male. The math still looks OK, IF the wind shows up.

We sighted just one ship in the first week before crossing the shipping lane during the second week. At the end of the second week, on Saturday night, we came across a fishing vessel which was well lit and without AIS. At the end of the long lines of several kilometres they placed flashing red, blue & green LEDs and so we were keeping a keen watch to avoid tangling the lines.

The fishing boat decided to pay us a visit and waved us down with a whistle and lights. Whether they heard my radio call or not I'll never know. We were a long way from anywhere – 600nm south of Sri Lanka and 500nm east of Maldives. The moon had yet to rise and it was pitch dark. We felt vulnerable if they had malicious intent – it turns out they were from Sri Lanka and simply wanted to barter fish for food, beer and cigarettes. Couldn't help them with beer or cigarettes and traded a sailfish for some canned food from our meagre rations as well as some colouring pencils and a deck of uno cards. Passing the goods between boats in a rolling sea takes some doing and once they had the bag that's where their attention went, so we moved on beyond the long lines. While the sailfish was over a metre long, the fillet was quite thin and we'll only get two meals from it – I overpaid for this one.



Relief as the port officials depart. Note the police and coast guard launches in the background.

The wind remained inconsistent for several more days and we continue with the run rate calculations for our deadline. On the last day, the SE trade wind finally settled in for a downwind run to the Port of Gan, arriving first light on Thursday 20th July. After some back and forth to find an anchorage, a boatload of 6 officials boarded to complete the clearing in formalities in an hour or so. The Maldives became independent from British rule in 1965 and the requirement for 12 documents to clear into port gives the British a clear lead over the Dutch in Indonesia, though the process itself was much faster. Note to self – remember to get

a boat stamp made up; so far I have improvised using my fingerprint – it worked in Indonesia and also here in the Maldives.

Over 20 days since leaving the Mentawai Islands, we completed the longest passage so far and also made our deadline – there were several days I thought we wouldn't make it on time. After three months apart, the prospect of Deanne drinking cocktails at the resort on her own wasn't a good one.

[\[i\]](#) The documents required to be signed and stamped for Port Clearance include, crew list, customs declaration, quarantine clearance, ship sanitation control exemption certificate, ship's medical chest certificate, certificate of water quality at port, airport and ground-crossing for conveyance and ships health book.

CD Quiz – August 2017 by Phil Darling

1. A cold front is approaching the NSW coast and you are sailing along merrily in a NW wind. After the front passes, from what direction do we expect the wind to come from?
2. Is this wind change regarded as “backing” or “veering”?
3. You decide to heave to. On which tack is it best to heave to?
4. You buy a new radio, which is marked “DSC equipped”. What do these letters stand for?
5. When measuring distance on a chart, why is it good practice to always use the scale at the same latitude as your chartwork?
6. What type of navigation marker has the light characteristics Fl(2)??
7. What is the difference between a ketch and a yawl?
8. When varnishing, what is a “holiday”?
9. What is the name of a line led forward from the main boom and secured to a strong point to prevent an accidental gybe?
10. What is the term given to a vessel which goes aground at the top of a spring tide, and has to wait for two weeks to get off at the next spring tide?

MHYC CRUISING MEMBER – PROFILE

“Zingara 2” - Jeff and Fiona Wille

We have been members of MHYC for about 15 years+. We know quite a few fellow members, but as we have often been away (or rebuilding boats) we are not regular attendees at meetings. Newer members will not know us..... I take this as a sign of healthy membership renewal!

Our previous vessel was a Citation 34 called Osprey. We lived on board for nearly 3 years and cruised up and down the coast. I'm afraid we never got further north than Morton Bay! We do know most of the bars and anchorages quite well and have made as many classic mistakes as we could manage.

We bought Zingara 2 about 3 years ago in Brunswick Heads. She is a 38 ft, 1979 Hans Christian Mark 2. Heavy old time boat, but ideal for bluewater sailing. We are now retired and living in Fairlight. We are fond of Zingara 2 but have not really sailed her in heavy weather or for long distances.



We have had Zingara for nearly 3 years, and yes time does fly. The last couple of months we have been up in Newcastle Cruising yacht club trying to “get the boat finished”.

Earlier this year we installed a new anchor winch, and new electronics, AIS, VHF radio etc and a CourseMaster Auto pilot. We used Sparkys (Simon) for the installation and a good job was done. Our insistence on using a P.C. based virtual chart plotter called “Software on Board” , inflicted delay and confusion on all involved. It is a non-traditional solution with which no one is familiar. I had to roll my sleeves up and teach myself how to install and use it. The jury is out on how effective it will be. It seems to do a good job and will now talk to the auto-pilot.

If anybody is interested please feel free to come on board and look at our new bits of kit.

By the middle of June this year, with the boat due for an anti-foul we decided to bite the bullet and book into Mid Coast Slipways in Newcastle (old Noakes) to get some serious work done. As usual they have been friendly and efficient and bent over backwards to provide a whole range of services. Whilst I think on average they could be more cost effective then in Sydney, we have nevertheless chewed our way through an impressive amount of money! We do intend on going “offshore” so this is a good excuse for spending the hard earned.

On the voyage up to Newcastle we very nearly “cooked” our engine. I am ashamed to admit that I pushed the engine too far with a fouled prop , dirty hull and neglected engine servicing! Our trusty marine mechanic (arranged through Mid-Coast) was reasonably polite about this, and set about refurbishing and replacing the whole raw water cooling system, the heat exchanger, oil cooler. I was able to work with him which cut back the costs.



Once we got to sea trials in Newcastle harbour, it became evident that the gearbox was “knackered” (good technical term that.) We have just had it rebuilt by a chap in Mount Kuringai and when it is all reinstalled we should be seaworthy again.

I can commend Newcastle as a great place to get stuff done. For example, they have an in-house welder who gives great service. Very much a quality boat in her day, but like most vessels of her vintage had become a “project” boat.

Happy Sailing!! Jeff Wille

CALAMITY CORNER

I am sure we all have many stories of disasters and near disasters. Some are caused by the elements, some by ignorance, some by lack of knowledge or just plain stupidity.

My view is that if we learn from our errors, however they are caused, it doesn't really matter, so long as no one is injured. It is usually only the pocket that hurts.

I thought it might be interesting to hear other people's stories of their misadventures, not necessarily so we can have a laugh but to learn from others experiences.

This is a new corner for the Compass Rose, so any participation would be welcome. Confess. There is no need to be shy.

Something seems to go wrong or break every time I take my boat out.

Martyn Colebrook – Slac-n-Off

Calamity #1

Back in 1968, a mate and I sailed up to Port Stephens to spend a couple of weeks exploring. Having checked out most of the waterways, we decided to go up the Myall River. We headed up the mouth of the Myall River, where it enters Port Stephens, towards Tea Gardens. Off course we strayed outside the channel on an outgoing tide. By the time help arrived, in the form of an oyster farmer in his tinny, the boat, a Daydream 28 footer, was on its side in the mud with the low tide. The oyster farmer reckoned the tide would be high enough to get off in enough time to motor to the Tea Gardens wharf to make it to the Bowling Club for a few drinks before it closed. He was right. If only we had followed the channel markers?

'SISU' - Mike McEvoy

Calamity #2

A couple of blokes were away up north and had been on board the yacht for more than 10 days without a shower. It was decided to have a bath in the dinghy by dipping the side (of the dinghy) into the bay and filling the dinghy with seawater. The quandary was, what would dilute the seawater to make the "bath" actually clean the skin and remove the pong? It was decided to try some washing up detergent. Unfortunately, the bottle selected was degreaser so the poor bugger in the bath got well and truly cleaned. The upshot was that he had to plunge into the bay to rid himself of the effects of the degreaser. Might as well have had the bath in seawater in the first place.

'Anonymous'

CHEF'S CORNER

There is in my humble opinion nothing more satisfying on board than a beautiful **Massaman beef curry**.

My recipe is a simple one to allow for the limitations of ingredients on board.

Firstly, I take a table spoon of Massaman curry paste and mix it with two cans of light coconut milk using a wooden spoon in a large cooking pot.

I then slowly bring to the boil on a low flame. Never letting the mixture boil violently as it will separate.

Simultaneously (who said man can't do two things at once) brown 1 kg of premium chopped beef, this can be done a little earlier if you prefer.

Next the beef is placed in the pot with the curry mixture and again returned to the boil but remember not violently. It's now time to add 2 chopped onions, 2 chopped potatoes, two tea spoons of cinnamon and cardamom if you have it and please keep this to yourself 2 table spoons of sugar (can be palm sugar) Again bring to a gentle boil .

Time to check how the boat is sailing or put your feet up and let the mixture simmer for 20 to thirty minutes.

You can serve with rice, pea mash, sweet potato mash or on its own.

A lovely salad is always a great idea. This will serve 4 people with enough for seconds.

Happy Days!

This is a secret recipe so never share this with anyone!

Happy Sailing 🚢



Peter Lewis

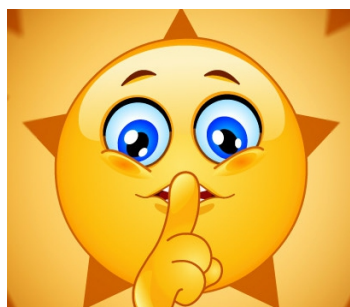


Image remixed from Shutterstock



DRIFTWOOD

"WHAT WOULD YOU NEVER GO TO SEA WITHOUT"

In the spirit of Cruising lets put our heads together and create a comprehensive list of handy hints. Starting this month your hints will be added to a database of hints and they will be made available to our cruising community. Your hints may make all the difference to someone.

This is your chance to contribute.

Send your thoughts and ideas to cruising@mhyc.com.au

Gill Attersall. "SV Simply Irresistible"

1. Our brilliant binoculars with compass reading
2. Pocket radio for those boring night watches, or iPod with podcasts to listen to.
3. 1 week of emergency tinned food and 1 week of dried food. Touch wood we have never used either.
4. My seasickness pills from N.Z., which do the job even though you might already be feeling queasy.
5. Personal EPIRB
6. Bird and Coral Reef Field Guides
7. And, of course, a cabbage. Which can be used for veg or as coleslaw.
8. Finally, I suppose I wouldn't go without Glynne, who would say he wouldn't go to sea without home made fruit cake!

Kelly Nunn-Clark "SV Nashira" – Handy Hints

1. Store eggs below the water line increases life
2. Sealed blocks of cheese, like big Coles blocks will store for months in the bilge.
3. Love our Dream Pot, thermal cooker.
4. Invest in a food vacuum sealer from Kmart or Target for about \$70
5. Zip lock sandwich bags are a must, so many uses.
6. Flour! I love Flour now, a bit of yeast and you have bread, or eggs & milk and you have pancakes, pike-lets etc.
7. Powdered milk or long life milk really comes in handy.

CRUISING GRAB BAG/BUG OUT BAG – WHAT'S IN YOURS?

One aspect of our boat we didn't put together before we left home, was our good old Grab Bag. Now Glynne and I are inclined to go a little over the top as far as some things are concerned going by the principle of being prepared for the worst/expect the best.

I think I wrote a list of grab bag contents for the Cruising Division Handbook, but of course it's not on-board, so here is a list that we personally feel we might need in case of the worst at this present time. I will give an explanation of why we feel we need some of the items. And every boat will feel they have different needs.

To start with the obvious, the grab bag should be very sturdy and preferably waterproof. We have a life jacket tether attached, which can be clipped into our life raft as it gets launched. Actually, our life raft is 'Bob', our Aquapro rubber ducky. We don't really have room or money for a real life raft.

- Flares (we keep our old ones in the grab bag, but have to check that they are allowed into Queensland)
- V-Sheet
- Air Horn
- Wind-up torch
- Mirror
- Mobile Phone or Satellite Phone
- EPIRB - Throw in at the 11th hour
- Set of old Prescription glasses and sunglasses
- Hat and long sleeve shirt each, we use Glynne's old business shirts.
- Sunscreen
- Seasick tablets
- Painkilling tablets
- Glucose sweets
- Muesli bars
- Water in sturdy container
- A set of credit cards and some money
- A small telephone list

All this adds up to a bit of weight so we have an empty bottle attached which we hope will make it all float. Some people put in fishing lines, etc. but I'm hoping to be saved before it comes to that.

Now the war stories. The glasses and credit cards are because we had some friends who unfortunately sank their boat on Port Macquarie bar. They were fished out of the water but lost everything. Ending up in hospital they couldn't see the doctors talking to them as they'd lost their glasses in the water, didn't have mobile phones

to ring anyone, any money to make a phone call or phone numbers. Plus, no money to buy extra clothes, etc.

Second war story; we were anchored outside 1770 happily listening to Macca on the radio when we heard on the VHF, a multihull coming in from Vanuatu, which was de-laminating. They were putting Round Hill on alert if they needed help. Round Hill suggested they make for Bundaberg, but the skipper said the boat wouldn't make it. After a while he reported the crew of 3 had taken to their life raft. A helicopter was dispatched from Bundaberg. By now the sea was flat calm, clear blue sky, but the helicopter couldn't find them! They could see the helicopter and although their hand held VHF was losing power, they managed to get in touch with the helicopter and tell him when to turn in order to put him overhead. A mirror or V-sheet might have helped.

The interesting thing was that the pilot would not let them take up any bags with them in the sling. These bags contained passports, money, so perish the thought this happens to you, but if it does, stuff what you want in your undies. Then the pilot asked if they had anything to declare like firearms, plant life, which gave us yachties a bit of a laugh.

The tourist boat going to Lady Musgrave picked up the life raft position, collected their bags out of it and the local police took it from 1770 to Bundaberg, where the helicopter had taken the crew.

On another topic, as we sailed along passed the ships waiting outside Newcastle, I had a thought about AIS. Would be nice to have but the things I fear don't have AIS, like rocks/reefs, Johnno in his tinny, fishing pots, so if you are lucky enough to have one, make sure you don't become too reliant on it. A bit like GPS.

Gill Attersall
'Simply Irresistible'

Origin of "Driftwood". Ever had a good idea or a bit of useful information that you'd like to pass on to fellow members, but didn't want to write a whole article about it? Well "Driftwood" could just be what you need to share these with others. Just email them to the next editor, who will love them as a great way to fill up the unwanted space at the bottom of a page! Not to every editor's taste, but I had some influence on this one to give it a go. See what you think.

TECH CORNER

MIKE MCEVOY – ‘SISU’

Snubber - new ways

The most recent issue of Cruising Helmsman had an article about snubbers. Previously I had used the usual SS hook on the end of a nylon rope but it frequently fell off the anchor chain, defeating the purpose.



The solution is a Dyneema rope loop soft shackle to make the link to the chain. Here are a couple of the photos of the setup on SISU, albeit that the snubber has not been deployed.



CD Quiz – August 2017 – Answers

1. We would expect the wind to change to the west and then the south west or south as the front crosses.
2. The wind is “backing” as it is moving against the compass direction.
3. Starboard tack – so that you still have priority over sailing vessels on the other (port) tack.
4. Digital Select Calling.
5. Because on a chart the latitude scale at the top of the chart is different to the latitude at the bottom - this is a distortion resulting from the projection used. It is most marked on charts covering a large area (ie a small scale chart).
6. An Isolated Danger mark.
7. Both are two masted vessels with a smaller (mizzen) mast aft of the main mast. A ketch has the mizzen mast forward of the rudder post while a yawl has the mizzen aft of the rudder.
8. A holiday is an area unintentionally left unvarnished.
9. A Gybe Preventer, or more usually just a Preventer.
10. Neaped.

PHOTO COMPETITION for 2017

JULY WinnerPhoto of the Month

Send your photos to **Maralyn Darling** to enter into the 2017 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 2017.

A few beautiful photos were received this month, please keep your photos coming and see them published in the Compass Rose.



The winning photo for July is called 'Rugged Tasman Peninsula'
By Kelly Nunn-Clark

This photo was taken at the South-East Corner of Tasmania
on the way to Hobart.

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.

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET										
		JAN - DEC 2017						10-12 June	Compass Rose	Attendance at	Technical Corner	TOTAL
DATE =		1st	2nd	3rd	4th	5th	6th					
EVENT =		Gosford Cruise	Late Summer Cruise	Harbour Night Sail	Easter Cruise	Maritime Museum	Check Safety	Feature Articles Points	Monthly Meeting Points	Projects complt'd Points	CUMUL' SEASON POINTS	
ENTER CREW FOR EACH YACHT		No. Nights	2	1	0	1	1	1	2	1	3	
Altair	Crew					1		2	5	0	9	
	Kieth Watson	Nights				1						
Bliss	Crew							2	5	0	7	
		Nights										
Breeze	Crew							6	5	0	11	
	Bill & Helen	Nights										
Caviar	Crew							2	4	9	0	
	Max & Dot Theeboom	Nights						2				
eXpresso	Crew			2		2	1	2	11	0	23	
	Phil & Maralyn	Nights		1		1	2					
Flemingo	Crew			2				1	2	4	0	
	John Eastway	Nights		1				2				
Galaxy 3	Crew							4	1	0	5	
	Chris & Diane	Nights										
Sisu	Crew							4	6	0	10	
	Mike & Suzanne	Nights										
Kachina	Crew							2	2	10	0	
	Trevor & Lena	Nights						2				
Nashira	Crew					2	2	2	8	0	19	
	Evan & Kelly	Nights				1	2					
Rapture	Crew							0	3	0	3	
	Paul & Anne	Nights										
Simply Irresistible	Crew							4	7	0	11	
	Glynne & Gill	Nights										
Slack'n'Off	Crew							2	4	0	6	
	Martyn	Nights										
Tommy	Crew							0	4	0	4	
	Mark & Lee	Nights										
Sanctum	Crew							0	5	0	5	
	Jean & Noel	Nights										
Bloodhound	Crew							0	4	0	4	
	Alex	Nights										
Buggalugs	Crew							0	9	0	9	
	Jeremy & Kristin	Nights										
Tulip	Crew							0	4	0	4	
	Dick	Nights										
Zingara II	Crew							0	2	0	2	
	Jeff	Nights										
Zingarro II	Crew							10	3	0	13	
	John	Nights										
Hunky Dory	Crew							0	2	0	2	
	Aileen & Cam	Nights										
								0	0	0	0	
											=====	
No. of Boats =		0	0	2	0	3	5				Points 23	
								The Leading Boat is....				
								eXpresso				

BUY, SWAP and SELL

SELL - COMFORT SEAT – Classic blue, 14 position support for comfort in the cockpit or on the foredeck. (new reduced RRP \$113.00) For sale \$50.00 **Contact** Mike McEvoy on mmcevoy@bigpond.net.au or 0418 489 703

SELL - Minnow Canoe (blue and white) Rotationally moulded linear polyethylene. Fixed contour moulded seat with backrest. Adjustable footrests. Moulded flotation 25Kg plus for extra safety Length 290cm Weight 17 Kg Cockpit 100 x 45cm. Comes with canvas cover to protect it from the elements on deck, paddle, sprayskirt to stop splash coming into cockpit. Seen previously on the foredeck of Jabiru. RRP \$980.00 For sale at \$400.00 **Contact** Mike McEvoy on mmcevoy@bigpond.net.au or 0418 489 703

Free to a good home – Barge Board, 1970mm long with strong lanyards attached. Furniture grade timber, originally off Plum Crazy. Given to me, I will expect good evidence of it's future use and care before passing it on. **Contact:** Phil Darling on darlingp@ozemail.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. **Danforth Anchor 24kg (52lb) heavy gal.** \$60 **Contact:** Noel Parker on jnparker@live.com.au

Free to a good home - GME VHF Aerial, 1800mm high, with pedestal base, 3 metres of cable and screw connector attached. Approx 4 years old. Just been removed from service- superseded. **Contact:** Jeff Wille 0417 064 352

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 31st July 2017**

Cash at Bank as at 31.07.17	\$1,965.83
<i>Plus Receipts</i>	
<i>New members Cam Wayland & Aileen Paterson</i>	\$50.00
<i>Interest</i>	\$0.47
<i>Less Payments</i>	\$0.00
Cash at Bank as at 31.07.17	\$2,016.30
<i>Outstanding Receipts</i>	\$0.00
<i>Outstanding Payments</i>	\$0.00
Account Balance	\$2,016.30

Signed as a true record
Mike McEvoy
Treasurer

MEMBERS ARE INVITED TO SUBMIT ARTICLES OF APPROXIMATELY 800 - 900 WORDS ON SUBJECTS WITH A SAILING THEME, INCLUDING PERSONAL SAILING ADVENTURES, BOOK REVIEWS, SKETCHES, JOKES, AND SO ON. WRITE YOUR ARTICLE WITH TITLE, YOUR NAME AND BOAT NAME, AND EMAIL TO THE EDITOR.



The Cruising Division of MHYC meets on the 3rd Monday of each month, and uses as its sailing pennant a flag with a white compass rose on a red background.

MHYC Cruising Division members invite a raft-up or cruise in company whenever they fly our pennant, which we refer to as 'the compass rose'.

The Cruising Division newsletter is titled 'The Compass Rose Cruising Log' and is published monthly. The newsletter is also available through the MHYC web-site at www.mhyc.com.au



**MIDDLE HARBOUR YACHT CLUB
CRUISING DIVISION**

THE WACHMAN AWARD

**Skills for
Alternate Skippers**

**SELF ASSESSMENT
MANUAL**

**GET YOUR COPY TODAY!
FROM THE CRUISING DIVISION FOR \$20**

FOR INFORMATION EMAIL: CRUISING@MHYC.COM.AU

Stanley Wachman was always concerned that in the event of the regular Skipper becoming unwell or unconscious, the wife or partner be able to take over and bring the boat to safety unassisted. From these beginnings the Wachman Award was born

This Manual sets out a minimum set of skills to be achieved and so earn a Wachman Award Plaque attesting to the achievement of a level of competence in pursuit of his admirable aspiration