



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 37 No. 6 July 2017

Editor: Phil Darling

NEXT MEETING: MONDAY JULY 17TH, 7:30 P.M. B.Y.O. BBQ 6:30 P.M.
GUEST SPEAKER: JOHN TREGEA
RESTORATION OF A TORRES STRAIT GAFF CUTTER



Early Morning in Sugarloaf Bay - John Eastway – June 2017
starring Kachina, Nashira and Caviar

BUMPER WINTER EDITION

- GALAXY III IN INDONESIA (LATEST NEWS)
- CRUISING IN THAILAND AND MALAYSIA IN A FARR 40 (JULIE HODDER)
- JOHN HOWARD'S LIFETIME OF BOATS (PART V)
- UPCOMING DIESEL ENGINE MAINTENANCE COURSE

PLUS ALL THE USUAL NEWS, COMING EVENTS AND REPORTS

DON'T MISS THE LONG LUNCH – JULY 30 AT THE CLUB

CRUISING DIVISION OFFICE BEARERS – 2017 - 2018

Cruising Captain	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Michael Mulholland-Licht	0418-476-216
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Treasurer	Mike McEvoy	9968-1777
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Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Waterways User 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	Evan Hodge, Phil Darling, Kelly Nunn-Clark	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 **Wednesday 2nd August 2017**

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 PROGRAM 2017		
July	17 th	Cruising Division Meeting
	20 th	Club AGM
	30 th	Long Lunch
August	2 nd	Sail Trim Seminar
	10 th	Literary Lunch
	21 st	Cruising Division Meeting
	tba	Diesel maintenance course
	24 th	Skippers Briefing
	26 th	On water safety briefing – steering failure
September	2 nd	Club Opening Day and Sailpast
	16 th & 17 th	090, safety exercise plus Sugarloaf Raftup
	18 th	Cruising Division Meeting
October	Sept 30 th to Oct 2 nd	Oct LWE Cruise to Lake Macquarie (Tides OK)
	5 th	Twilight racing starts
	16 th	Cruising Division Meeting
November	18 th & 19 th	On Water Event (TBA)
	20 st	Cruising Division Meeting
December 2017	TBC	Club Christmas Party (replaces December meeting)

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MHYC MEMBER AND CRUISING DIVISION NEWBIE

PRESENTATION: RESTORATION OF A TORRES STRAIT GAFF CUTTER

Captain's Column – Captain's Log Star Date -306498.63



Well here we go off into the unknown with a new captain at the helm. It is with a degree of apprehension and trepidation that I take on this role so early in my cruising career but am looking forward to the challenge.



Kelly and I have learned a lot from the Cruising Division and that reinforces the

reason we joined in the first place. To learn as much as possible from those that have practical knowledge and experience regarding seamanship and the skills required for safe and enjoyable passages.

I was reminded at the Commodore's Black Tie Dinner of the skills and training Frank Likely promoted some years ago and how aligned the Cruising Division is with these. To educate those who wish to participate in boating pursuits in seamanship, navigation, engine maintenance, sailing etc while providing a safe environment in which to learn by organizing talks, cruises-in-company, other on-water and on land events.

I can honestly say that without the transfer of knowledge from you in the Cruising Division, Nashira, with Kelly and I aboard, would not have had as wonderful a sail to Tasmania as we had earlier this year. This knowledge and experience cannot be gained overnight and it took us 2 ½ years to build up the necessary skills before we felt ready to embark on this cruise in a safe and prepared way.

For my term as captain my aim is to continue this tradition of learning and development so others can share the benefits the Cruising Division has given to us. We will continue to provide planned cruises that showcase what a great part of the world we live in. The CD will continue to collaborate with other clubs enabling us to bring a wider variety of events and provide some enjoyable challenges along the way.

There is a regeneration going on quietly in the division with a mix of longer term members and "newbies" setting off on longer cruises such as Galaxy III (circumnavigation), Caviar & Simply Irresistible (both heading to Queensland).

We have started to see some new members coming into the Cruising Division and we need to continue this trend by spreading the word on what the Cruising Division has to offer ie a platform for members to participate in creating their own dreams in a warm, friendly and giving environment, keeping safety and seamanship front mind whilst having fun and enjoyment from all that boating has to offer.

Now buckle up and get ready to cruise where others have cruised before.

Live long and prosper.

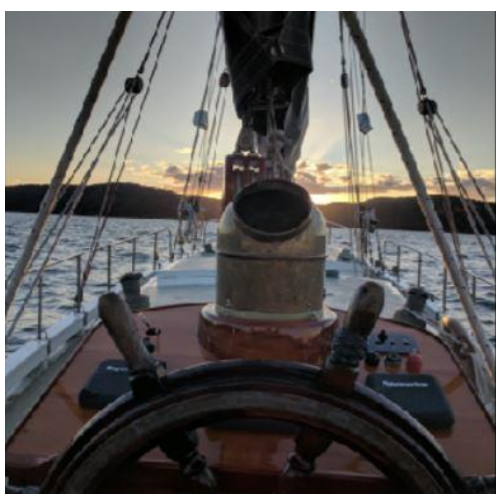
Evan Hodge, Nashira - Cruising Captain

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MHYC MEMBER AND CRUISING DIVISION NEWBIE

PRESENTATION: RESTORATION OF A TORRES STRAIT GAFF CUTTER

In 2015 John was keen to buy a yacht for cruising. With a background in Carpentry and Joinery, he thought buying a wooden boat was the logical choice. Armed with a web browser and some crewing experience on a 40ft wooden Ketch out of Singapore, John searched for timber hulled boats more than 50 years old. He was hoping to find a Huon Pine hulled vessel, but alas that was not to be.



At that time, one boat stood out. She was a 40ft Gaff cutter, built on Thursday Island in the Torres Strait in 1933 and now for sale in Pittwater. Advertised as a Pearling Lugger, it later became apparent that this, along with many other things were not as advertised.

Following twelve months of rebuilding, John now has a vessel that (he hopes) will allow him to cruise to France for the Fetes Maritimes Brest 2020 (Maritime Festival, Brest, France, 2020).

This talk discusses the restoration of the vessel and the relatively unobtrusive integration of modern safety and navigation technologies. The restoration is not quite complete but to date has included new wiring, motor, helm station, nav table, electronics and lighting. Still to come is new rigging and a new deck.

CHEESE PLATE JULY MEETING: JEAN PARKER

ENVELOPING AUGUST COMPASS ROSE: MARALYN MILLER

AUGUST MEETING: MONDAY AUGUST 21ST
GUEST SPEAKER: VARIOUS CD MEMBERS

TOPIC: "EMERGENCY STEERING – WILL YOURS WORK?"

In preparation for the on-water safety event (Sat 26th August) we will have a "full and frank" discussion on emergency steering. Wheel steering failure is relatively simple – emergency tillers or even using the autohelm are the usual solution. But what if your rudder breaks or falls off? Options presented usually range from drogues astern to other, more radical options. Does yours work? Have you tested it?

FUTURE EVENTS:

CD APRES SAIL LONG LUNCH - SUN 30TH JULY

Its nearly that time of year again where we celebrate our Cruising Members with a wonderful Long Lunch. It's a time to catch up, renew friendships, share stories and enjoy a long relaxing afternoon. Rumour has it the Sticky Date Pudding is on again for dessert!



*Middle Harbour Yacht Club's
Cruising Division
Après Sail
Winter Long Lunch
Sunday 30th July, 2017
12 noon
\$55 MHYC Members/\$60 non members
(includes canapes & drink on arrival,
2 course lunch)*

Book online at www.mhyc.com.au

Middle Harbour Yacht Club
Lower Parriwi Road, The Spit, Mosman NSW 2088
Ph: 02 9969 1244 E: info@mhyc.com.au W: www.mhyc.com.au



WATER SAFETY EVENT — EMERGENCY STEERING - SAT 26TH 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”

OPENING DAY SAIL PAST - SAT 2ND SEPTEMBER

The Cruising Division traditionally leads the parade (well – after the retired Commodores). An opportunity to dress up your boat and have fun.

DIESEL ENGINE MAINTENANCE COURSE

Date to be announced – this is a special course put on by Flying Fish for Cruising Division members. The course gives you an overall awareness of the main systems of a marine diesel engine. It will teach you how to take simple measures to prevent mechanical breakdown at sea and to rectify defects which do not require workshop support.

At the end of the day you will be able to perform simple engine maintenance tasks, helping to extend the life and preserve the condition of your engine.

The day will cover:

- The principles of diesel engine operation
- The systems and parts of the engine
- Fault finding
- Rectification of common problems
- Bleeding the fuel system
- Changing the impeller
- Routine maintenance
- Winter lay up procedures



Cost: We have been given a 20% discount subject to getting at least 5 members – usually \$350 – Cruising Division price \$280 pp

Includes: RYA Handbook & Certificate

Contact Phil Darling for details and to register your interest.

PAST EVENTS:

SAFETY WEEKEND - JUNE 10TH – 12TH – SUGARLOAF BAY



This was an opportunity to raft up in company, enjoy mid-winter in a quiet location – and incidentally to get some of the safety inspections completed.

Nashira arrived first, soon accompanied by Caviar on Saturday morning. Kachina and eXpresso came through the 11.30 bridge, then Flemingo and finally, late afternoon, Slac-n-Off. In the group we had three safety auditors (Evan, Trevor and Phil), and four boats requiring inspection - Caviar, Kachina and Nashira needed a Cat 4 for offshore cruising, and Slac-n-Off Cat 7 for in-harbour racing and cruising.

The afternoon unfolded pleasantly, with much discussion about the new regulations and forms, plus general chit-chat aboard Nashira as the host boat. We even completed a few inspections! Then a relaxed evening, a quiet if somewhat chilly night, and back to complete the inspections on Sunday morning.

Much more relaxed and calm than the club inspections the next weekend where over 50 boats were inspected – although many of the faces were familiar as over half the club auditors come from the Cruising Division.

And what about eXpresso you say? Well I had been too busy to get ready for our weekend (at least that is my excuse) – however the following weekend I put in for a spot in the general club inspections and drew one of the tougher safety auditors – no less than Trevor from the Cruising Division!

*Phil Darling, “eXpresso”
MHYC Chief Safety Auditor*

CD Quiz – July 2017 by Phil Darling

1. What is Leeway?
2. How is Leeway usually estimated??
3. If your Course to Steer is 090 degrees magnetic, and you estimate leeway to be 10 degrees resulting from a strong NNE breeze – what should the adjusted Course to Steer be??
4. What is a Strum Box, and where is it found?
5. Cat 4 safety requires you to carry 2 white flares. What are these used for?
6. What is a Williamson Turn, and when would you use it?
7. According to the rules (ie the CollRegs), when is a vessel deemed to be overtaking?
8. Did we say something about “22.5 degrees” in the last answer? How does this relate to the old terminology of “points of the compass”?
9. How many points of the compass are there? How many can you recite (this used to be a standard test for newbies in the windjammer days)?
10. A yacht skipper wants to be seen and switches on the masthead tricolour, the steaming light and the pulpit bicolour light. From the starboard bow he is now showing the lights of which vessel?

COMMODORE'S BLACK TIE DINNER - SATURDAY JUNE 16TH

A few of the Cruising Division members attended the Commodore's dinner. Dorothy, Max, Kelly, Evan, Dick, Lale, Royce, Peter, Phillipa, Anna and Martyn. I hope I haven't left anybody out.

Dress code was black tie and cocktail, which led to a certain amount of panic and confusion. Some of us don't have dinner suits, or they are hanging in overseas wardrobes. After a flurry of phone calls it was decided that those that didn't possess a DJ would wear their best suits and a black tie. No names mentioned, Evan, Royce and Martyn, but every one of those people arrived in a DJ! The ladies looked very dashing and the men looked pretty good too.

We are looking for other dress up events so our new outfits are put to use more often, thus depriving the moths of a nice feast.

The purpose of the Dinner was to raise funds for Youth Sailing and the Frank Likely Trust. They need a new safety boat. There was a raffle, auction, with some generously donated items, and entertainment

Peter Lewis must have been a very good salesman in a previous life. If you made the mistake of taking a large denomination note from your pocket in return for a raffle ticket expecting change you would have been disappointed. You were given the requisite number of tickets to match the amount Peter accepted as being proffered. Well done to Peter as this tactic worked very well and large sums were raised.

Mike Logan, the auctioneer for the night created a competitive and pocket lightening atmosphere. The auction worked well with lots of bidding and outbidding. Rob from Kayimai earned himself the nickname of the Reverend. I am sure \$500 for a bottle of wine is good value. How much was that 'blow up' stand up paddle board Evan? I was glad to hear it is getting good use. Kelly, Evan and Max, the doggie, not Theboom, are now all able to paddle in unison. Value for money wasn't the point, of course. It was all for a worthy cause. Total money raised was over \$15,000.

The entertainment was really good. Shirley Bassey and Lisa Minelli put on convincing performances. Shirley's vocals were quite outstanding.

There was a modicum of dancing. Kerry (Rumba) led the way with a solo, while a number of others, including Karen, demonstrated a convincing dance routine.

The club catering team performed very well. The food was really quite good, especially considering the number of people they had to cater for. The veggies were looked after very well too.

For those that missed out I thoroughly recommend attending next year.

Martyn Colebrook – "Slac-n-Off"

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

Readers and members will know that Chris Canty and son Ben are on a circumnavigation in their S&S 39 "Galaxy III". This month they are in Indonesia sailing, surfing, and otherwise enjoying themselves after last month's difficulties.

DIFFERENT SEAS, DIFFERENT FISH – BY CHRIS ON JUNE 7, 2017



*Different fields, different grasshoppers; different seas, different fish.
~ Indonesian Proverb.*

Colonial rule of the Dutch East Indies ended in 1945 when Indonesia declared independence. The harbour rules devised by the Dutch to make life hard for competitors to bring in cargo ships and fill them with spices have stood the test of time and continue to baffle and confuse all concerned, often including the officials themselves. Across an archipelago of some 18,000 islands, interpretation of the regulations can also vary from harbour to harbour.

Keen to attract foreign visitors, in 2016 new legislation was passed to introduce "YachtERS (Yacht's Electronic Registration System) for Yacht foreigners who will visit the territorial waters of the Republic of Indonesia." However, implementation of a new system can be a bit hit and miss, so just in case, I made contact with a clearing agent, Napa, before leaving Darwin.

Napa crisscrossed Kupang, from the port to the airport, to deliver the four signed and stamped documents we needed; port clearance, customs clearance, visas and quarantine clearance – with each document originating from separate departments. He would have got it done in a day except I left some documents on board and made an entry error on the YachtERS system. Ironically, the only piece of paper that wasn't signed and stamped was the form generated from the YachtERS system! Could be an opportunity here for a change management consultant.

There were several other Australian yachts who ignored the proverb and took the DIY path – they arrived four days before us and were still there as Galaxy departed for Rote. Clearing agents like Napa are like a local project manager to keep the process moving along and overcome any glitches along the way

The customs officers who inspected Galaxy, remained in good spirits after I soaked them in my tiny dinghy and made a point of mentioning they do not charge for their services, perhaps inferring the services of an agent are unnecessary. Maybe for customs, though the combination of four departments makes it time-consuming for a foreigner to navigate a process difficult by design. I'm sure we'll also encounter the process design legacy of English, Spanish & Portuguese colonists before we get back home. We added some Spanish Mackerel to Napa's modest fee and bid our farewell with a photo ceremony.



Navigating Indonesian waters also has some special challenges. Firstly, charts and electronic maps are either based on Netherlands Government Surveys of 1904 or have not been surveyed.



From British Admiralty Pilots; "Many of the areas on this chart have not been systematically surveyed. Depths in these areas are from miscellaneous lines of passage soundings or old lead line surveys. Uncharted dangers may exist" This means navigating reefs & approaching anchorages in daylight with a good pair of Polaroid sunnies. And a good cruising guide.

I have already seen the charts can be out by hundreds of meters with locations and depths rough approximations to where they really are.

Secondly, travelling at night when the wooden fishing boats are out can be hazardous – most have no or poor lighting, let alone AIS. In addition, there is floating debris and numerous FADs (Fish Attracting Devices), mostly less than 2nm from shore, that you have no chance of seeing at night. And another thing – diesel is often decanted many times from refinery to the end user – so contamination and dirty containers can wreak havoc on fuel filters. Pirates are reportedly a non-issue in Indonesia,



except curious fishermen sometimes wear balaclavas to protect themselves from the fierce sun! Forewarned is forearmed, I suppose.

Tarimbang, Sumba



On our way to Rote, we made good time overnight and decided to hove-to to wait for daylight before navigating past several islands. We needed a couple of attempts for the anchor to hold in the strong trade wind and with no surf, we spent the day on board contemplating our next move. Not wanting to mix it at night with the fishing

fleet, we waited until next morning – there was modest 2ft surf with 25 or so surfers burning each other for a wave – we couldn't get excited about that, so we weighed anchor and headed west for Tarimbang, Sumba.



Along the way, the spinnaker pole snapped as a wave and wind gust combined to round Galaxy up sharply – luckily I had plenty of fibreglass supplies on board to make the repair.

We anchored Galaxy in 10m water to paddle across to this lefthander

Tarimbang is very remote with a postcard vista of rainforest spilling onto white sand and turquoise water. The presence of nearby villages was revealed by woodsmoke rising above the jungle. Ben & I surfed on a lefthander breaking into the bay and anticipated a rising swell, which didn't eventuate. Spearfishing was also fruitless – the reef was decimated with very little coral or fish life and brought home the reality of population pressure, as sparse as it appeared above water.

We weighed anchor on Sunday for Lombok & Bali in search of waves and our next stop to victual Galaxy.

A LIFETIME OF PLEASURE WITH BOATS BY JOHN HOWARD

This is the fifth in an occasional series about boats that have brought a lifetime of pleasure and education into my life. These are “Var Flicka”, “Dynamite”, “Ishkoodah”, “Pampero”, “Melite”, “Sana”, “Plum Crazy”, “Kubba-Kubba” and “Zingarro II”.

Wedding bells and the pitter-patter of little feet curtailed time available for ocean racing, or at least that was my excuse. To be truthful, I was a bit over racing as my time in the late 70’s and early 80’s was consumed with family and business matters. But the call of the sea persisted, and as the kids entered their teens I thought again about getting a boat; just something simple like a soling or maybe a J24.

One lunchtime I headed over to Neutral Bay to look at just such a boat when to my delight I first set eyes on “Sana”. A finer timber cruising yacht I had not seen and yes she had just been listed for sale. At 38 ft., she had been built by Carl Fristrom in Caloundra, launched into the Pumicestone Passage and sailed throughout the Pacific Islands. A second owner had taken her on but got a fright when sailing two up to Lord Howe Island and decided to sell. I forgot about the soling, and made an offer.

“Sana” was built to cruise anywhere. She was strip planked, meaning she has the strength of a giant laminated beam. Her fastenings were Monel and the nuts on the keel bolts were the size of a fist. I noticed there was dust in the bilge. An interesting feature was her rig; she was a “wishbone ketch”.

The beautiful hull of “Sana” was designed by Edward Webber, and the design was published in “The Rudder” magazine in about 1951. Ed worked with Sparkman & Stephens for a while, and then went on to become chief naval architect for Esso where he oversaw design of the giant LNG supertankers.



38 ft. WISHBONE KETCH “SANA”

He later retired and ran a boat yard in Maine, then in his 90's retired again to take up watercolour painting.

I had a very enjoyable correspondence with Ed and although he had never seen his design in the flesh, he was kind enough to send me no less than three watercolour paintings of "Sana" as well as a complete set of plans. He had a delightful sense of humour, and told me he had a number of letters from past clients, including one from a farmer's wife in Kansas. She wrote "Dear Mr Webber. You may recall that you sold plans for a yacht to my husband. Well, sure enough he built that yacht, and went off sailing, and I am wondering if you ever heard from him or know of his whereabouts, as I sure would like to get my hands on him!" Ed reminded me that there are many reasons men go to sea!



HARRY AND OCEANA NEWTON-SCOTT

The wishbone rig was designed by a fellow named Frits Fenger. A naval architect and graduate of Cornell and MIT, Fenger was interested in rigs suitable for shorthanded sailing. As you will see from the photo the mizzen is on a conventional boom and the three other sails have wishbones (just like a windsurfer). There are no winches and the rig is entirely self-tacking. All one does to go about is move the tiller and because the sails are triangulated there is no flapping ! A Sydneysider, Harry Newton-Scott used such a rig on "New Silver Gull" and just after WWII sailed with his wife, Oceana, to the USA where they visited Fenger

before returning to Sydney. Occie as she was known, made headlines after sailing home from Vanuatu with Harry confined to his bunk with heart problems.

With her long keel and weighing over 12 tonnes, "Sana" was not best suited to Harbour racing. We did, however, enter her in a race held to mark the opening of the Maritime Museum at Darling Harbour. As luck would have it, the wind was blowing about 25kts and the legs were all reaching. The main trysail pulled like a mule that day and we won easily. We were presented by Bill Gale with a print of Jack Earle's painting of Kathleen Gillett under single reefed main and storm spinnaker, clearing Cape St. Francis, South Africa. The original was to hang in the boardroom of the new museum.

Over a period of 12 years, we had many adventures cruising the NSW and Queensland coasts and enjoyed the company of wonderful shipmates along the way. I particularly remember a passage from Southport to Port Stevens when it rained so heavily I couldn't read the compass. We made that trip in 36 hours under foresail alone. At the height of the storm my mobile phone rang....it was the Maritime Services Board (as it then was) ringing to say my mooring had been vacant for too long and would I be returning soon?

Part of the fun with “Sana” was getting to know the experts who so well helped me look after her. Ken and Colin Beashell, Geoff Tyers, Dieter at the CYC, Brian Shilland and Kendal Barry-Cotter, Herman (the German), there is a long list. There was a revolving list of maintenance items that had to be done at various intervals. The result was that about every four years things came to a crescendo and the boat was in absolutely perfect shape. When reaching one of these points I decided to pass the baton onto another custodian. I was delighted that my good friend David Mathlin, who had sailed with me to the Whitsundays and back, wanted to purchase “Sana” and as far as I know he still owns her today and takes even better care of her than I did.

So, I was once again without a boat, and started thinking again about buying something simple, possibly a soling or maybe a J24.

CAPTAIN CALAMITY

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.

My latest misadventure is as follows....

At the last cruising club meeting we were made aware of the Wachman Award, which is basically about having a capable second in command. My son William agreed to come with me to move my boat from its Seaforth mooring to MHC in readiness for Saturday's race. We were aiming for the 1030 Spit Bridge opening. When we realised it wasn't going to open at 1030, having hung around patiently for a few minutes after the designated time, William pointed out that on Saturdays the opening is 10.00. No real problem as the next opening was 11.30, so we would still be in time for the 11.55 race start.

So, an opportunity arose to top up the fuel tank, having almost run out the previous week end, which entailed the purchase of a couple of 20 litres cans and a visit to the petrol station from a mooring in Manly. That's another story.

There was time to show William how to berth at D'Alborra. The nice marina man's offer to take our lines was declined as we were practising. Three attempts later we

were berthed and refuelling. Running water and fuel pumps often make me want to visit the gentlemen's facilities, as it did on this occasion, so I handed the pump to William to complete the fill, only to realise I had just put 40 litres of unleaded in my diesel tank. I was upset, but not a single swear word was uttered.

Now what? I knew not to start the engine, so didn't.

The marina didn't have any pump out facilities and the on site mechanics couldn't help on Saturday so the marina man suggested a trip to Whitworth to buy a fuel extractor pump, which we did. I also bought a few more 20 litre containers (half the price in Bunnings). We bought some additional hose as the pipe, which came with the pump looked too short.

Obviously we missed the race start and the crew arrived to assist. We tried pumping the fuel out. Nothing happened. The 3m of additional hose should have been long enough. We were about to give up when we thought we should investigate the location of the fuel tank. It was under the rear starboard bunk. I could see why the fuel wouldn't pump out as the inlet pipe was about 5m long and the hose was nowhere near long enough.

The solution was to undo the fuel gauge cap, remove the fuel gauge and use the aperture to fit the hose and pump out the fuel. I turned off the engine supply tap first so as not to destroy the vacuum. I don't understand the technicalities. Joost, it was his first day of crewing, told me to do it.

We refilled with diesel and the engine fired up first time. Relief.

We missed the race but had a great afternoon practising spinnakering in the sunshine.

What did I learn from this mistake?

- I could have accepted the assistance from the marina man in taking our mooring lines as he would have been on hand to help with the fuel pump, but William wouldn't have learnt anything.
- Obviously I should have been more vigilant in selecting the correct pump.
- I now know more about the location of the fuel tank, where the inlet and outlet pipes are, and where the fuel gauge is.
- I know how to empty a fuel tank.
- I hope I won't do it again.

Any offers for 85 litres of petrodiesel?

Martyn Colebrook – Slac-n-Off

SISU - BY MIKE MCEVOY

Last month My (new) Boat featured in the Compass Rose but was nameless. Last weekend the naming ceremony was conducted on board at Sugarloaf with Evan and Kelly as witnesses.



My new boat is called “Sisu” and means:

SISU

Sisu is a Finnish concept and cultural construct that is described through a combination of various English terms, including stoic determination, grit, bravery resilience and hardiness and is held by Finns themselves to

express their national character. It is generally considered to not have a literal equivalent in English.

Sisu is a grim, gritty, white-knuckle form of courage that is typically presented in situations where success is against the odds. It expresses itself in taking action against the odds and displaying courage and resoluteness in the face of adversity, in other words, deciding on a course of action and then sticking to that decision even despite repeated failures. It is in some ways similar to equanimity, with the addition of a grim kind of stress management.

A typically Finnish term, meaning strength, perseverance and resilience. Could be taken as similar in meaning to the English saying, 'Just do it.'

(It is not Spanish for “Yes Sue”)

The words “grim kind of stress management” was appropriate for the delivery trip from Bobbin Head to Middle Harbour on Wednesday 21 June which took five hours, averaged seven knots into a SE breeze of 12 to 15 knots and swell of 1 to 2 metres.

CRUISING ON A FARR 40 - BY JULIE HODDER

MHYC members Gordon Ketelbey, Craig Douglas, Peter Sorensen and Tony Brown bought a Farr 40 in Hong Kong earlier on in the year. It needed to be taken to Phuket near where we do most of our racing

In the middle of January this year, Gordon, Jenny Rezek, Tony and delivered it to Subic Bay (Philippines) for the Subic Bay to Boracay Race and Boracay Regatta. The four-day delivery (can't call it a cruise) was a rough and wet and we couldn't cook anything. At least we did not have a typhoon like the first time we planned to go as Mike McEvoy reported in an earlier Compass Rose.

After the racing in the Philippines, a few of were supposed to take the boat to Koh Samui in Thailand, but I for one feared the recent pirate reports. We had to plan to stop in Kota Kinabalu (Borneo) at the Anambas Island (Indonesia), but were advised not to by many of the delivery skippers in Asia. Recently a couple lost their lives in the Sulu Sea. The wife was killed instantly by the Pirates and the husband was taken hostage, but beheaded a couple of months later!

So, Gordon, along with the infamous Chas from Tas and 2 Philippine lads delivered the boat from Subic Bay around the bottom of Vietnam to Ko Samui in Thailand, an epic non-stop trip of 1300 miles. I reported the weather each day by satellite from the comfort of my home.

Gordon said that it was extremely hot and they had very little wind so had to motored most of the way. The only real trouble they had was that they ran into was a fishing net at the bottom of Vietnam and Gordon had to jump over to cut it off.

They took over 25 drums of fuel and had very little left at the end. There were similar number drums of water. No beer as no ice, but luckily for them they found a bottle of rum hidden away half way through the trip.



A Farr 40 does not have very good cooking or storage facilities. There is an icebox (not much use on this trip) and just a portable gas stove, but the 2 Philipinos were good cooks so Gordon said they ate well even though he lost weight.

The racing in Koh Samui was fun, both sailing and social wise. After each day racing, we went back to the bar, then a massage to get ready for the nights social event. We had a great crew, but did not come good until the end. We are now looking at the rating.

CRUISING FROM KO SAMUI (THAILAND) TO SEBANA COVE IN MALAYSIA.

Koh Samui is on the eastern side of Thailand and Ramrod will live on the western side. So,



Gordon, Jennifer Rezek, Tony Brown, Geoff Stevenson and myself delivered it to the bottom of Malaysia (half way). Another deliver crew sailed it to Phuket – Gordon had enough of deliveries by then.



This was what I call a cruise. The wind (when there was wind) was on the nose, but that made it a little cooler. Sailing dead downwind would have been very hot.

We generally planned to sail at night and stop during the day at an island. This is what we did, except for the first 280 mile hop to Redang Island.

The trip was a little bumpy in parts when the wind was up and there was the occasional shower of rain. We avoided having to cook as we bought some roast chicken. And we had cold beers as we stacked the fridge full of ice.

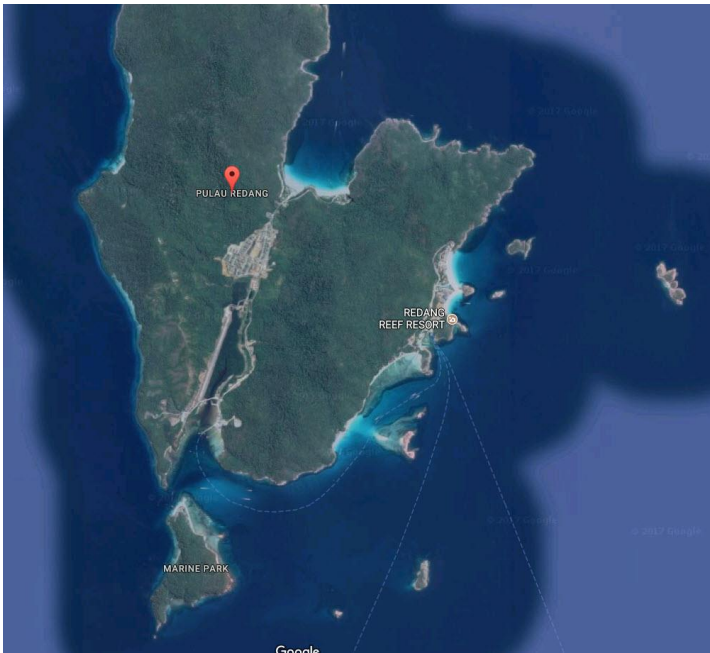
PULAU REDANG

Basically, Redang Island is a scuba diving and snorkelling island.

We went snorkelling in their beautiful Marine Park just south of the bay. It had heaps of coral and fish and special buoys to tie up to that were very close to the shore.

They are taking their management of the marine environment very seriously and there were so many Asian divers.





Then we motored to the port where they have a jetty. When motoring up to have a look we noticed that all the fishermen were yelling at us. Then one jumped into his boat. We soon found out why when we heard a bump and stopped abruptly. Yes, he guessed what was going to happen and came straight over to give us a tow. We were too far to the left of the bay.

You can get onto the jetty, but with all the boats coming and going you cannot stay there. So, we had to anchor off and row our very tiny

dinghy (no engine) in.

The locals were very friendly and it seemed like the whole village came down to see what we were up to. They were extremely friendly and helpful.

Dinner that night was a bit challenging as it was Ramadan and so not a lot was open in the small village. The island had no ATM machines and we only had 150 ringgits between 5 of us, enough we were told for some fried rice. When leaving Thailand, we never thought about getting Malaysian ringgits. Luckily, with the help of friendly locals we found a resort that exchanged AUD, so had a nice dinner at a local fish restaurant in town.



PALAU TENGGOL

Next stop was a short 70 m hop overnight to Tenggol Island. We had a bit of 12+ knots on the nose and a couple of rain storms.

Lovely island with good snorkelling, lots of divers again and we stopped for a tourist style lunch on the beach - it was very expensive for Malaysia. We hung lazing around for the day and took off in the afternoon.

PULAU TIOMAN



Overnight trip to Tioman was quite good, but hot.

At Tioman we checked into Malaysian customs and immigration – yes I know what you are thinking. We left the boat for a night on the Marina and ventured over the steep high hill and stayed in a hotel near the Jura Turtle hatchery. Sleeping in a Queen size bed that did not move and did not have a hot sweaty body in it 5 mins before was sheer luxury.



Tioman was beautiful with lovely beaches and again had a lot of snorkelling and diving. We went to visit the turtle hatchery - they were very proud of their conservation efforts and seem to be making a difference.

TIOMAN TO SEBANA COVE

Left Tioman at about 2 so we could get to Sebana Cove at high tide. Great plan until I asked THE BOSS (no names) if he had my power cord I lent him. He went pale as he realized he left it plugged into his precious iPad on the other side of the island.

So after a 3 hour motor around the top of the island, back to our hotel.



Then a swim in from boat to shore with a dry bag, he eventually came back and with 10 cold beers. Could not get ice on island.

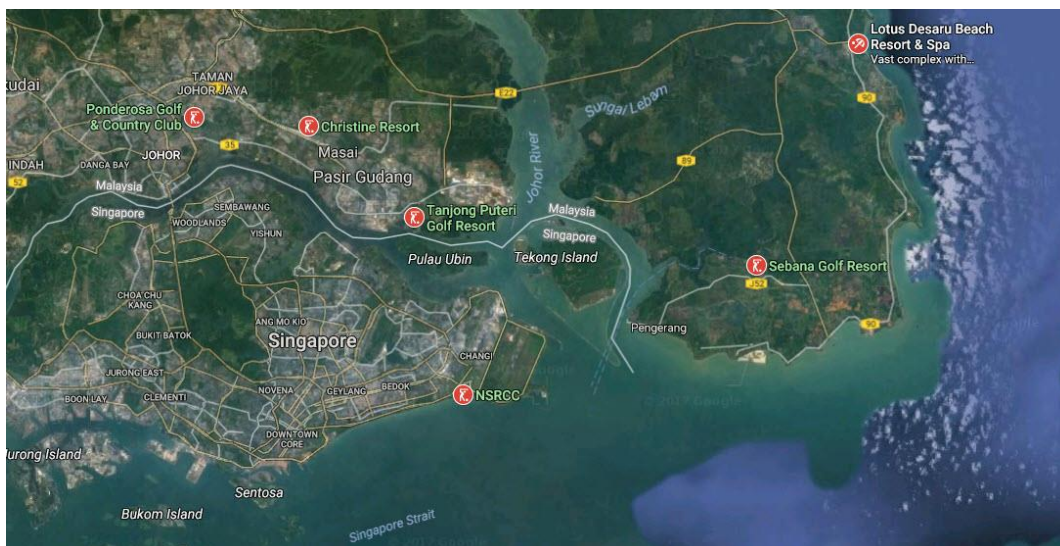
If you look closely you can see him swimming back, also with some cold beers.

SEBANA COVE



Sebana is a great alternate port to stay call into instead of Singapore, which is expensive and you need to go through a lot of red tape.

If you have not done so already, you can clear customs at Pengerang and the Sebana Cove Golf Resort has a marina (needs a bit of repair), accommodation, good food and a nice swimming pool. You can catch the bum boat to Singapore if you want to visit or fly in or out.



After our delay, we still arrived at the mouth of the river to Sebana Cove just after high tide. You must motor for about an hour up a fairly substantial river and near high tide and stay on the outside of bends. We did not hit bottom and any power lines so that was great.

It was another great adventure sailing with some wonderful friends. This cruising ain't half bad.

CHEF'S CORNER



Mike McEvoy's **Creamy White Wine and Mushroom Pasta**

One of my favourites and probably cooked by me once a month at home. It really suits being prepared and cooked on board. Simple and quick to prepare and cook with minimum use of energy to do so.

Ingredients

Serves 6

- 375 g dry fettuccine or tagliatelle
- Salt and olive oil for pasta
- 1 tablespoon of butter
- 120 medium sized mushrooms
- 1 clove of garlic crushed
- 1 tablespoon dried Italian herbs or Oregano
- 1 teaspoon salt
- ½ cup white wine, and a nice glass for the rest of the contents of the botte to enjoy while cooking
- 1 cup chicken stock
- ½ cup sour cream
- 1 tablespoon cornflour
- Parmesan cheese to serve

Preparation takes about 5 minutes and cooks in about 15 minutes

1. Bring a large pot of lightly salted water to a boil (but just enough to cover the pasta). Add pasta and olive oil. Cook for 8-9 minutes, or until tender. Drain.
2. Meanwhile, melt butter in a frying pan or saucepan over a low heat. Add the mushrooms and cook until soft and dark. Stir in the garlic, herbs, salt, white wine and chicken stock. Increase the heat to medium and cook, stirring constantly for about 5 minutes.
3. Reduce heat to low and stir on the sour cream until smooth. Stir in cornflour and simmer for a minute to thicken. Stir in pasta or spoon sauce over pasta in the individual bowls. Serve with grated parmesan cheese.

Enjoy! Maybe another bottle of white wine might help it down?

CD Quiz by Phil Darling – July 2017– Answers

1. Leeway is the amount a vessel is blown off-course by the wind. It applies both to sailing and power vessels.
2. Leeway is usually estimated by looking back along a vessel's wake and estimating the angle between "straight astern" and the wake. It is usually estimated to about the closest 5 degrees.
3. The wind will tend to be pushing you further south than you wish – so apply Leeway by taking the 10 degrees off the course – new (adjusted) CTS is 080 magnetic.
4. A Strum Box is a strainer on the end of a bilge pump suction line, to ensure the bilge pump continues to work and does not get clogged with debris. They are found in the bilge, of course.
5. White flares are not for distress – they are for collision avoidance in the event another ship is on a collision course and does not appear to have seen you.
6. A Williamson Turn is a method of turning the vessel so that it goes almost exactly back along it's previous water track. It is a power vessel manoeuvre especially useful in the event of a man overboard.
7. "When coming up to another vessel from more than 22.5 degrees abaft her beam".
8. 22.5 degrees is two points of the compass.
9. There are 32 points of the compass (in the traditional European system), each $10\frac{1}{4}$ degrees in the "new" 360 degree terminology that we use. Starting from North, they are: North, North by E (N by E), NNE, NE by N, NE, NE by E, ENE, East by N, East and so on. Some version of the compass used to have only 16 points, and other maritime traditions (such as the Chinese) used other methods.
10. A vessel engaged in trawling.

PHOTO CORNER COMPETITION 2017

June Winner.....Photo of the Month..

Send your photos to **Maralyn Miller** 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 June is called 'Raising steam before breakfast'
by John Eastway.

This photo was taken at the 2017 Wooden Boat Show

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.

BUY, SWAP and SELL

SELL - Stainless steel wind vane steering system. \$5000 ONO. **Contact** Dot on 0409 030 984 or Max on 0432 713 793 for more information.

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.

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

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

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

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

SELL - Danforth Anchor 24kg (52lb) heavy gal. \$60 **Contact:** Noel Parker on jnparker@live.com.au

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

SALE postponed – I was hopeful of clearing out the attic of lots of gear from *Jabiru*, at least that's what Sue expected, but it's not surprising that most of the gear that we took off *Jabiru* looks like being useful on the new boat. Such is boating that everything does seem to find a home. Problem is that the new boat does not have quite as much storage space as did *Jabiru*. Maybe next month, when I've had a chance to store the goodies destined for the new boat. Mike McEvoy

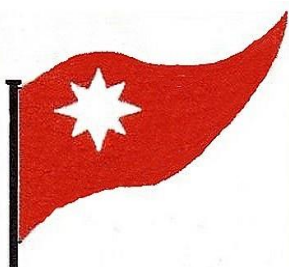
Free to a good home – Barge Board, 1970mm long with strong lanyards attached. Furniture grade timber, originally off Plum Crazy. Given to me, I will expect good evidence of it's future use and care before passing it on. **Contact:** Phil Darling on darlingp@ozemail.com.au

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 30th June 2017**

Cash at Bank as at 31.05.17	\$1,905.83
<i>Plus Receipts</i>	
<i>Wachman Award Manuals sold x3</i>	\$60.00
<i>Less Payments</i>	\$0.00
Cash at Bank as at 28.04.17	\$1,965.83
<i>Outstanding Receipts</i>	\$0.00
<i>Outstanding Payments</i>	\$0.00
Account Balance	\$1,965.83

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