



**MIDDLE HARBOUR YACHT CLUB**  
**THE COMPASS ROSE CRUISING LOG**

Volume No. 39 No. 8 September 2019

Editor: Kelly Nunn-Clark

**Next Meeting:** **Monday September 16th 7:30 p.m.**  
**B.Y.O. BBQ 6:30 p.m.**

**Speaker:** **Paul Wotherspoon will share his DIY HOLDING TANK DESIGN with World's Best Practice & Guaranteed No Smells.**



**Extraordinary evening, Dinner Noir – August 10<sup>th</sup> 2019**

## CRUISING DIVISION OFFICE BEARERS – 2019 - 2020

<b>Cruising Captain</b>	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 & Kimberley Pratt	9968-1777
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Dallas O'brien, Phil Darling	0404 892 077
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge and CD members	Phil 0411-882-760
On Land Events Coordinators	Committee Members	
Committee Members	Martyn Colebrook, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge, Mike McEvoy, Dallas O'Brien, Jeremy Clarke, Sabiene Heindl	



### Editor's note:

**Deadline** for the next edition of the Compass Rose is **2<sup>nd</sup> October 2019**

The **EDITOR** for the next Compass Rose is **Martyn Colebrook**

Please forward contributions via email to the editor at [cruising@mhyc.com.au](mailto: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 2019-2020

Saturday, 7 September 2019	MHYC Season Opening Day & Commodore's Front Up Cup
Sunday, 8 September 2019	MHYC Get Checked Day – Final free day for safety inspection
Friday, 13 September 2019	MHYC Trivia Night - @7pm Harbourview Bistro – Free to play
Sunday, 15 September 2019	CD field trip to NSW Water Police Area Command base
Monday, 16 September 2019	Cruising Division Meeting
Thursday, 19 September 2019	MHYC Annual Skipper Briefing
Sunday, 22 September 2019	CD Sunday Breakfast, Safety Training Workshop
Thursday, 26 September 2019	MHYC Skipper & Crew Meet and Greet Night
Friday, 27 September 2019	MHYC Trivia Night - @7pm Harbourview Bistro – Free to play
Sat, Sun & Mon 5 – 7 Oct 2019	CD Long Weekend Cruise to Pittwater, incorporating an 090 event & Safety Practical
Monday, 21 October 2019	Cruising Division Meeting
Sunday, 27 October 2019	CD Make-a-Wish Foundation Charity Sailing Day
Sat & Sun, 9-10 November 2019	CD Tapas Tie-Up
Monday, 18 November 2019	Cruising Division Meeting & <b>Flare Practice</b>
Sunday, 24 November 2019	CD Sunday Breakfast and Safety Training Workshop
TBC	MHYC Xmas Party

**Next Meeting:** **Monday September 16th 7:30 p.m.**  
**B.Y.O. BBQ 6:30 p.m.**

**Speaker:** **Paul Wotherspoon**  
**Topic:** **DIY HOLDING TANK DESIGN with World's Best Practice & Guaranteed No Smells.**

**Sunday September 22<sup>nd</sup> is our Safety Breakfast/workshop** - This month will another in a series of workshops on **Navigation and Pilotage**. This will be led by Phil Darling and Glynne Attersall.

## CAPTAIN'S COLUMN – SEPTEMBER 2019



With the end of August comes the first hint of warmer weather with the last 2 weekends having absolutely beautiful sunny winter days with light variable winds.

Sad news this month with the passing of Noel Parker. Noel and his wife Jean are strong supporters of the

MHYC Cruising Division and were part of the reason Kelly and I joined after buying Nashira. I first met Jean whilst walking along c-arm at MHYC with Max (our dog) and she offered him a doggie life jacket if we needed one. We met Noel the night we went to pick up the jacket. Noel was very welcoming of newcomers and was keen to see us get involved in the Cruising Division pointing out that education and knowledge transfer were key aspects of the group. How right he was. Vale Noel Parker!

Quite a few of our members headed north this year to both cruise and compete at Hamilton Island. Martyn Colebrook has introduced Flo (his catamaran) to Hamilton Island Race week and I'll bet the conditions at Hammo were an improvement on his recent Fastnet experience. Read about the latter in his article in this edition of the Compass Rose.

A big thank you to Manfred and Dallas for the brilliant experience of Dinner Noir. It was a fantastic addition to MHYC events and after the success of this first one I expect there will be another sometime next year. It is amazing how our other senses step up a notch when sight is taken away.

Saturday 7<sup>th</sup> Sept is MHYC Season Opening Day with this years theme being Rolling Back the Years so come along and join the Opening Day celebrations starting with a champagne breakfast starting at 10am. The Sailpast is at 11.30am. For those that have not had their safety inspections this Sunday 8<sup>th</sup> September is the last of the free inspection days arranged by the club. Contact the sailing office for bookings.

Coming up on the 15<sup>th</sup> September is the CD On-Land visit to the NSW Water Police Area Command base. It should be quite an eye opener. See details in this edition.

The next away event is the October 5-7 Long weekend. Depending on the weather it may be to Pittwater (preferred) or Port Hacking so pencil it in your diary.

Coming up soon is our Make-A-Wish Sailing Day on 27<sup>th</sup> October, where we take families out for a sail for a few hours and then back to the club for sausage sizzle lunch. Organisers would welcome donations of sausages, cakes, slices etc. or your time to assist on the day. If you wish to contribute to this day, please drop us a line at [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au)

Until next time enjoy spring and the coming sailing season.

Evan Hodge

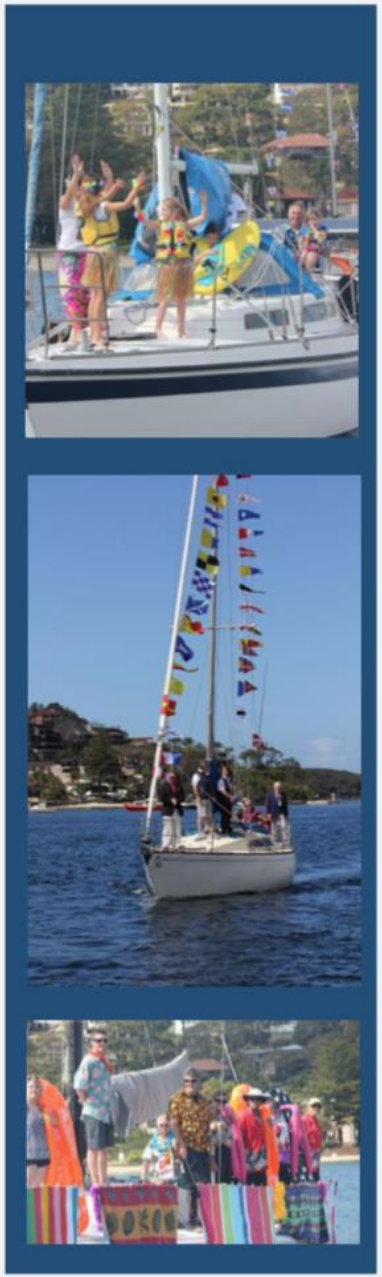
Cruising Captain. *SY. Nashira*





**2019-2020 OPENING DAY & SAIL PAST**

**SATURDAY 7<sup>TH</sup> SEPTEMBER**



10.00am	Champagne Brunch in the Harbourview Room – All MHYC Members & VIP Guests welcome
10.30am	Commodore's Welcome & thank you to volunteers, followed by Official Opening & Champagne toast to launch the 2018/19 Season
11.30am	MHYC yachts & Visiting Vessels assemble at Wyargine Point to commence Sail Past with all MHYC yachts, power boats and visiting boats from Royal Australian Navy, Marine Rescue and Roads & Maritime Services!
<p><b><u>SAIL PAST THEME TO DRESS YOUR BOAT &amp; CREW:</u></b>  <b>"ROLLING BACK THE YEARS"</b>  <b>TRY SOMETHING FROM THE 40'S, 50'S, 60'S</b>  <b>OR 70'S</b></p>	
12.30 pm	Commodore's "Front Up" Cup race commences with a Club-house start
3.00 pm	Special Snack Menu with SUPER flavours Live Music till 6.30pm
5.00 pm	Keelboat Race Presentations Prizes for Best Dressed Boat & Crew Membership Renewal Draw for Hamilton Island Holiday prize Membership Renewal Draw for Robert Oatley Wine prize

**CALL TO REGISTER YOUR ATTENDANCE – COME ALONG AND JOIN IN THE FUN!**

**MIDDLE HARBOUR YACHT CLUB**  
 LOWER PARRIWI ROAD, THE SPIT, MOSMAN NSW 2088  
 PH: 02 9969 1244 E: INFO@MHYC.COM.AU W: MHYC.COM.AU





VALE

# NOEL VINCENT PARKER

(1946 - 2019)



*Noel with wife Jean at a Cruising Div Long Lunch*

It is with great sadness that we advise members of the passing of Noel Vincent Parker on Tuesday 20<sup>th</sup> August 2019.

Noel joined Middle Harbour Yacht Club in 2004 and with wife Jean were great supporters of the Club and particularly the Cruising Division.

Noel is survived by wife Jean and family including son Greg, daughter Nikki and brother John.

As well as an active member of MHYC, Noel was also a Life Member of Mosman Rugby Club, Ex-club Captain of Cammeray Golf Club and Captain (Master V) of the seven seas.

As per Noel's instructions, there will be a private cremation service but a Celebration of his Life will be held on 23<sup>rd</sup> November – location and details to be advised in due course.

Our sincere thoughts and condolences to Jean and Family at this very sad time.



## **UPCOMING EVENTS:**

September is shaping up to be a very busy month both for the cruising division and the club as a whole. Check out the **Calendar** on Page 3.

### **Sunday, September 8<sup>th</sup> – Safety get checked final day**

Just a reminder – all last year's safety compliance forms have now expired so if you have not been re-inspected yet – it is time to prepare. We expect Cruising Division yachts to be in Category 7 for Harbour events and Category 4 for offshore events. For those few of us looking to go further afield then a higher level may be suitable.

The next (and final) day for this year is on Sunday September 8<sup>th</sup> – the day after the club opening. So, if you are not yet passed – get ready and come on that day. Of course if you miss out, we will still (grudgingly) check you outside of these times – but it will cost you a fee so please book and come on the day of you can.

### **Sunday, September 15<sup>th</sup> – CD Field trip to NSW Water Police Command Base**

Coordinating this event is Mike McEvoy. Mike has managed to get us invited to visit the command base to gain a firsthand look at the operations and what they do as well as an overview of the operations radio room. This site is also the site of the NSW emergency centre for any state emergency.

**WHEN/WHERE:** It is envisioned that we will meet at the centre at 11:00 hours. As this is an on-land event we will arrive by car at Cameron's Cove, Balmain. Afterwards we can move on to lunch somewhere e.g. Woolwich Pier Hotel or back at the club.

**RSVP** – Please let Mike know that you are interested in attending as he has a cap of 20 people to attend. You can RSVP to [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au)

### **Sunday, September 22<sup>nd</sup> – Cruising Division Meeting with our own Paul Wotherspoon to give a presentation**

**SPEAKER THIS MONTH**  
Monday 16<sup>TH</sup> SEPTEMBER  
**HOLDING TANK DESIGN**  
DIY with World's Best Practice  
Guaranteed No Smells!  
.....Paul Wotherspoon.

## Sunday, September 22<sup>nd</sup> – Breakfast and Safety workshop –

This month will another in a series of workshops on **Navigation and Pilotage**. This will again be led by Phil Darling (See article on page 10)

## SHOUT OUT!

### Sea Survival Course – survivors wanted!

Fellow sailors, ahoy! I'm interested in doing a sea survival course over the next 6 months and keen to survive in company. If anybody is interested in attending a course this side of Christmas, please let me know – [sabiene heindl@outlook.com](mailto:sabiene_heindl@outlook.com)

## SAIL TO COFFS HARBOUR

The Cruisers are planning to sail to Coffs Harbour in February 2020 to see Elton John perform in concert.

### Details are:

There are several options to choose from....

- Option 1: Sail your boat to Coffs to see the show
- Option 2: Crew for another boat and see the show
- Option 3: Show only, make your own way there
- Option 4: Do the cruise and skip the concert
- Option 5: A sail to Lord Howe after Coffs

**WHEN:** We will target Wednesday Feb 26 (note this is his 2<sup>nd</sup> concert in Coffs).

A loose itinerary might be:

- Feb 20: Depart Sydney Harbour
- Feb 20: Overnight in Pittwater
- Feb 21: Overnight in Newcastle
- Feb 22: overnight in Port Stephens
- Feb 23: Overnight in Camden Haven
- Feb 24: Arrive at Coffs

Here is a sample.....

<https://www.youtube.com/watch?v=djbYnvpvWso>

We will meet and discuss the itinerary as we get closer to the event.





## PAST EVENTS:

### MHYC Cruising Division's premier sensory dining experience.

Reporter: Kelly Nunn-Clark, *Nashira*



What a night it was!!

Initiated by Manfred Fahr of *Tonic* and on-the-ground organiser, Dallas O'Brien of *Le Madre* and their competent alternate skippers Sabiene and Selina. This night was unlike any dining experience I have ever attended.

The event was sold out, the Harbourview Bar/Bistro upstairs was filled with people both nervous and excited. The one thing they all had in common was their black attire. With no idea what to expect.

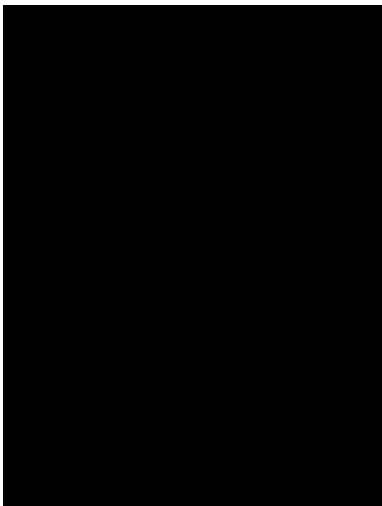
At 7:00 pm the gong sounded and an announcement that people were to make their way to the quarterdeck foyer, but first, turn off your phones, remove your watches and anything else that glows. There is to be nothing that emits light at all allowed in the room.

At the entrance to the foyer Nathan and his team served drinks and canapes. The area is dark, lit only by candles to help accustom you to the dark in a gentle way.

At 7:30 pm we are lead into the quarterdeck, 2 at a time, via a curtain airlock of a sort. Two curtains, the first of which you walk through and let it fall back into place, you are now in a tiny dark room 1x1 metre at the most. The second curtain is then held aside and you are lead into a totally, completely black room, devoid of ANY light at all. Our host guided us to the head of a table and oriented our hands so we were touching the table and a chair. We were told to make our way down the table and find a seat. This is done by feel alone. I can hear people around me laughing nervously, I'm thinking wow this is fun! We worked our way to the very end of a long table and located two empty seats. I enjoy sitting back and listening as dozens of people are filing in, laughing and talking, before exploring what is in front of me. Someone finally announces, "*Hey we have bread rolls!*" as people are exploring their tables. "*I have butter*", someone else exclaims. "*where's my butter?*" someone else chimes in. We are having the BEST time feeling around our tables and finding what is there. Is this what it is like to be blind? Hmm... Interesting.

I notice that the volume of voices is SO LOUD! As if people are compensating for not being able to see by yelling instead.

Dinner is served, with special meals to cater for dietary requirements out first. What a skill to find the right people in the dark. Getting your meal is one thing,



A lively night at Dinner Noir

working out how to eat it another! Again we learn new skills in the dark. Perhaps it helps that we cannot see each other eat.

Dessert follows, That was my favourite as I gave up eating socially correctly and just did what was needed to get the food to my mouth. I won't go into details.

Dallas is our compare, our 'Voice' for the night. He takes us on an extraordinary journey with sounds. We take a sailing journey and visit a Buddhist monastery. We are serenaded by our very own MHYC Saxophonist, Monty and then on an amazing flight with Manfred who excels in masterfully playing the digeridoo. We got to sing and dance (well some of us danced) and had a wonderful time. At the end of the evening we filed out of the dark room back into the bar area and as a reflection on the success of the evening most people stayed and talked and laughed for another hour or two before heading home.



I am not going to go into detail on what food was served or what we found on our tables. That's to keep a bit of mystery as I am so looking forward to the next Dinner Noir.

I can say that I do know the effort that was required to set up the room. It took a few hours a day over two days, by a team of people, to block the light from the immense number of windows in the quarterdeck. It is amazing how a tiny amount of light becomes bright in that darkness. I understand the difficulties that the team faced in handling the event with NO light i.e., How do you start and stop the sound media in the dark? A challenge. But they pulled it off beautifully.

I'm looking forward to the next Dinner Noir and will book early as I believe it will sell out fast.

## **AUGUST 25<sup>th</sup> - Club Sunday Breakfast followed by a Safety Workshop on Navigation, starting off with 'Where am I?'**

This month's Sunday breakfast was lovely. It is growing with more MHYC members starting to come along. Let's support our club and fill the place!! Remember it is on the 4<sup>th</sup> Sunday of the month, upstairs in the Harbourview bistro, and starts at 9am till 11am. It would be great to see you there.

Afterwards we have a safety workshop for those who are interested in keeping their skills up on various topics.



This month we kicked-off a series of workshops on **Navigation and Pilotage**. This first was led Phil Darling with Glynne Attersalls' assisted content. It was called "Where am I?" and looked at multiple ways to work out and get a fix on where you are. We talked about proximity and various ways to

work out position lines. We even learned about getting a 'running fix' which is something I have heard about but never fully understood how to implement.



We also looked at charts and picked up lots of little tips which will come in handy in the future.

SO.....Come along to our next in the series, The topic will be "How do I get to where I am going?" Followed by "How do I miss all the hazards on the way?" which is expected to be run in November.

Be sure and let us know you're planning on coming along by dropping an email to [cruising@mhy.com.au](mailto:cruising@mhy.com.au)

You will learn some fantastic basic skills and tips that skilled sailors know and employ.

**NEXT SAFETY WORKSHOP** - Sunday 22<sup>nd</sup> September  
Kelly Nunn-Clark *Nashira*



Which James Bond movie was the final one to feature Sean Connery in the role of Bond?



*Middle Harbour Yacht Club*

# TRIVIA

7:00PM FRIDAY 13TH SEPTEMBER



Free to play + Great Prizes  
Bring your mates!



Be the first to answer our weekly facebook questions online at: [www.facebook.com/SydneyTrivia](http://www.facebook.com/SydneyTrivia) and get yourself a free drink when you come to trivia at the Middle Harbour Yacht Club.

SydneyTrivia

## **FEATURE ARTICLES:**

### **Fastnet 2019 to the bitter end** By Martyn Colebrook *'Flo & Slac-n-Off'*

The build up is tense. One day to go and there I was at midnight trying to complete my tax return. It's not that I don't think I will return from the big race and feel I ought to put affairs in order. Cowes Week is immediately after Fastnet and that, for me, is curtailed by a mid week flight to Sydney to arrive in time for the flight to Hamilton Island and Race Week. This year is one for box ticking.



Predicted ETA in Plymouth, the Fastnet finishing line, is 0230 Wednesday morning. Two days before it was 1230, Thursday morning, so who knows? This year there was a record breaking rush for the limited number of 340 entries. It is the world's largest offshore yacht race. All IRC places were snapped up in 4 mins 37 seconds. Ultimately 440 boats entered from 25 countries. It is the 40th anniversary of the 1979 disaster when 19 people lost their lives. Survival preparation is a prerequisite for entering this race. 50% of the crew have to have competed in a minimum of two long distance offshore boat races. 50% is possibly not enough because sea sickness is a major factor and half the crew could be debilitated. In our case it was 30%. The full force of the Atlantic Ocean funnels through the channel between southern Ireland and northern France and although weather forecasting is vastly better than in 1979 the winds can be unpredictable. As it happens nothing too serious happened this year although there were a couple of dismastings. There was a Mayday call to the coast guard. After some 'on air' discussion the emergency turned out to be a broken finger, which I am sure was painful, but.... The coast guard was very patient in persuading the caller to reduce the emergency to a Pan Pan and then to cancel the request altogether.

On race morning I receive a message from my son William saying he has something

important to tell me. Worried, I return the call. Maybe he expected to say his last good bye. As it happens he wanted me to know that he proposed to his lovely Emma.



The gun goes off for our class at 1340 and we set off on a reach, from Cowes to the Needles, the winds picking up to 20 knots once we are out of the shelter of the Isle of Wight.



We headed further south in anticipation of the predicted south easterly wind, which would allow us to sail on a run to the Rock. Others took the more northerly route, so for us it was a decision with some risk. The tide turned to our advantage around 2000 and we were surfing the waves at up to 11 knots. The expected lull in the wind

arrived around midnight. We were completely becalmed and even managed an inadvertent 360 in the tide, with no steerage, and with a French fishing boat bearing down on us. It seemed like they hadn't seen us so shining a light on our sail soon alerted them. We received a "merci". I could mention Brexit. They won't be in 'our' waters much longer if Boris has his way!

By 0400 the wind was with us and by 1400 we were 60 miles from Lands End. The choice was to take the channel east, in time for the tidal gate, or carry on and head west of the Scilly Isles before turning north. We took the former, even though we missed the 'gate', and were pounding into heavy seas. We were slowly picking off boats, one by one, and finally rounded the Rock at 2100, with the residue of the day's light so it was good to have actually seen it. Building a stone lighthouse on a rock in the middle of savage seas in the 19th century, before the advent of modern technology, never ceases to amaze me. The sight was awe inspiring.



We managed to gain a couple more places as we rounded the lighthouse fairly close, but safely so. We saw the moon for the first time. Just a slither of a crescent which soon disappeared as we raced through the waves to the Scilly Isles whilst avoiding the Transit Shipping Zone. There were 3 TSZ's we had to clear. The

English Channel is a busy shipping lane. The race is monitored by AIS so any deviation, intended or otherwise, would have been noted and penalties applied. The asymmetric spinnaker was hoisted at the turning point for the islands. Average speed was around 9kts with 30 miles to Lands and then another 60 to Plymouth. Next day the sun was shining so wet sleeping bags, hats, gloves and anything else, could be hung up to dry.

There were 10 of us on board. Lars, the 'person in charge' skippered a race boat a few years ago with a crew averaging the age of 19. All had to sleep on the rail. Our average age was rather higher and we were allowed berths, although the cushions had been removed 'to save weight'. Not sure it made that much difference. We operated a three on, three off watch, which worked well. Time enough for a reasonable sleep, which came easily, and not too much time for boredom. Night sailing was quite special with clear, starry, skies, plenty of shooting stars and eerie phosphorescence abound. During the day we were accompanied by pods of dolphins on eight different occasions. There is so much life in the chilly British waters. After two days of sleeping in a damp sleeping bag I gave up undressing and kept on all but the outer layer of my six layers. I opted for the fore cabin where the sails were stowed

and learnt how to remain asleep whilst being levitated as we hit each big wave. Ear plugs helped drown the noise.

ETA at Plymouth was 0200 which turned out to be optimistic as the wind dropped at Start Point, with about 30 miles to go. We had a deeper approach from the south west than some of the fleet so it was frustrating to lose some of the gains we made previously. The tide was slightly more favourable further north. Two hours to go and the word beer kept being mentioned. Strange thought at 0401, when we eventually received our finishing horn from the Race Committee, stationed on the sea wall by the lighthouse, at the entrance to Plymouth harbour. By 0500, safely berthed we were in the 24 hour beer tent having that pint.



Apart from Lars, our PIC, who said he loved every minute, all resolved never to do it again. So, at the time of writing, a few days later, we are planning for the next race in 2021.....

This was my first long distance off shore race apart from the qualifying Myth of Malham in

May. Four and a half nights at sea in winds gusting up to 25 knots against the tide. Nothing scary, but uncomfortable. The Solaris 44 is a tough, well-built boat, not a racer, but relatively quick. I learnt how much punishment boats can take.

There was never a cross word. It was only when we had trouble dropping the asymmetric, a couple of hours from the finish, that the 'no shouting' rule had to be reiterated.

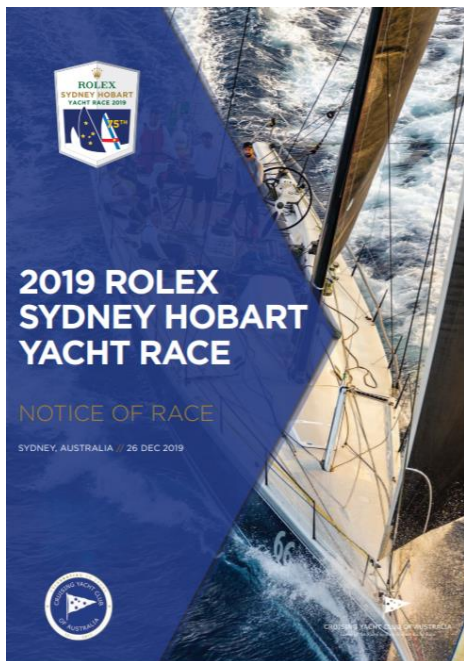
The best moments were the start line, passing the Needles, the tall stacks of white chalk rock at the western point of the Isle of Wight, watching the dolphins show off their jumping skills, rounding Fastnet Rock, surfing the waves in phosphorescent water at night, almost seeing the Isles of Scilly and finally, stepping ashore. Oh, and that pint of proper, luke warm, British bitter.



## I Need A Project by Chris Canty, Galaxy III

**Question:** What do you do after a circumnavigation?

**Answer:** 2019 Sydney Hobart Yacht Race!



The Sydney–Hobart Yacht Race, arguably the world's greatest ocean race, began when Jack Earl, a marine artist, planned a cruise from Sydney to Hobart on the family ketch, leaving on Boxing Day, 1945. Friends decided to make a race of it, and eventually nine yachts took part. The winner of both handicap and line honours, John Illingworth's Rani, took 6 days, 14 hours, 22 minutes, while Peter Luke's Wayfarer still holds the record for the slowest time: 11 days, 6 hours, 20 minutes.

Galaxy III is a Sparkman & Stephens 39 that was built in 1983 with a history of ocean racing, including four Sydney Hobart Yacht Races. 2019 is the 75<sup>th</sup> Anniversary Hobart, so why not?

In 1984, a fleet of 150 yachts started, but 104 retired in the face of 'strong to gale force' southerly winds that battered the fleet. Galaxy III placed 39<sup>th</sup> Line Honours with a time of 6 days, 18hrs, 38 minutes. Galaxy III was one of sixteen yachts that retired from the fleet of 122 in 1986. In 1988, her time as 6 days 13 hours 27 minutes and placed 72<sup>nd</sup> Line Honours from 81 finishers and 38 retired yachts. Her most recent Hobart was the 50<sup>th</sup> Anniversary in 1994, where she placed 176 Line Honours from a field of 371 yachts, with a time of 4 days 8 hours 46 minutes.

So, I read Notice of Race <sup>i</sup> with a myriad of rules and eligibility requirements for the boat and six crew. It takes some digesting and a 'to-do' list eventually emerged. I had heard the insurance was exorbitant, so I began there – it turned out to be pretty straight forward with a reasonable extra premium of c\$1,000. Tick.

Encouraged, I proceeded to complete the online entry for boat and crew on [topyacht.com.au](http://topyacht.com.au) and upload the multitude of supporting documents.

Next was the boat eligibility, specifically Australian Sailing Special Regulations Part 1 for Race Category 1<sup>ii</sup>, which covers structural features and stability. Being a veteran of four Hobarts, surely Galaxy III would be eligible. The sailing office at CYCA were helpful, sympathetic even and politely advised while they had records of her previous Hobarts & she met the structural criteria, it has been 25 years and a current stability certificate was needed. This led me to the dark arts of ratings systems – in her day

Galaxy was IOR (International Offshore Rule) and now there is IRC (International Rating Certificate) and ORC (Offshore Racing Congress) and a rich history of how the systems evolved. Not to mention SA (Sailing Australia), ISAF (now World Sailing) and PHS (Performance Handicap System).

An IRC rating is an expensive exercise that includes hauling out Galaxy to weigh her. Eventually, some clarity emerged as I understood that I could separate the race category from the stability certificate. So, I entered in PHS and arranged for ORC Stability and Hydrostatic Datasheet. This required an overnight trip Woolwich Dock for the measurements, which required Galaxy be empty.

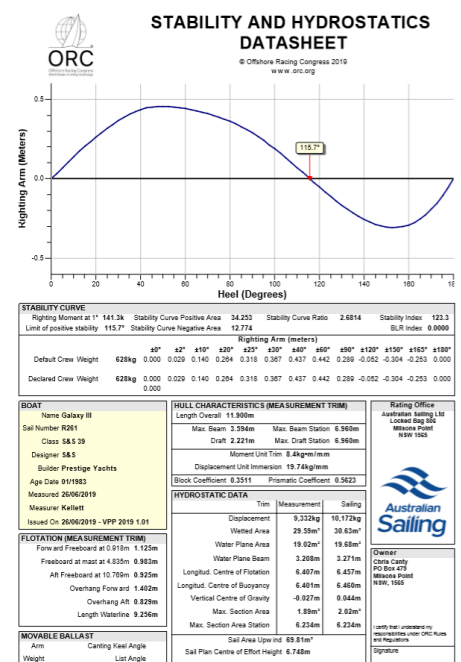


All the clutter on board from a circumnavigation, safety gear, sails, anchor & chain, fuel, water – everrythingg! Dallas O'Brien generously agreed to help with the unloading and reloading, without, I suspect, realising just how much stuff can fit on a boat.

After several hours unloading in intermittent rain, the measuring began, including hanging 80kg water off the beam on a spinnaker pole to determine the righting moment. It seemed kind of tame relative to the forces encountered at sea and I was thinking to myself – "I know she is stable after being knocked over off the coast of Colombia." I needed to remind myself, no certificate, no race.

After paying a fee to AS, I received the certificate.

Tick.



The ‘showstopper’ requirements have been met and there are still many items on the list to complete over the next few months, including a Cat1 Audit, the 175nm Cabbage Tree Island race (Cat 2) on 8 November and probably a Cat 1 passage to qualify some of the crew.

Stability Criteria	Yes	
Insurance	Yes	Paintaeneus
Class	PHS	
Qualifying Race	Friday, 11 October 2019	Newcastle Bass Island Yacht Race 215nm
	Friday, 8 November 2019	Cabbage Tree Island Race 175nm
		Ocean passage >150nm >24hrs
Initial Documentation	Friday, 25 October 2019	
Verification of stability - ORCi Certificate	Yes	
Verification of hull construction	n/a	
Declaration of Crew Experience		
Hull Identification Number	HP81387U923282M	
Colour photograph under sail	Yes	
Final Documentation	Friday, 6 December 2019	
Cat 1 Safety Audit		
Inflatable life jacket certificates		
Life Raft Inspection Certificate	Yes	
CYCA radio inspection certificate		
406 EPIRB proof of registration	Yes	
Class rating certificate	Yes	
Insurance certificate of currency		
Verification of ocean race or qualifying passage		
Safety & Sea Survival Course Certificates	Yes	
First Aid Certificates	Yes	
Copies LROCP	Yes	
Crew List online entry	\$ 1,500	
Disclaimer & acknowledgement of rights form signed by each crew member		
Entry Fees		
Satellite phone text +61 408 566 696 between 14 Dec & 23 Dec		
HF Frequencies 4125, 6215, 8291, 4483 & 6516 radio check with Marine Rescue Lake Macquarie between 1 December & 22 December		
AIS Transponder	Yes	
AIS MOB	1	
Paper charts		

	Crew
Cat 1 or Cat 0 race or equivalent passage	50%
Safety & Sea Survival Course	50%
Senior First Aid Certificate	2
Long Range Marine Radio Operators Certificate (LROCP or MROCP)	2
Offshore Skipper Certification	

The Sydney to Hobart requires at least six crew and with a six-person life raft it is also the maximum for Galaxy III. The motley crew is made up of myself, David James, Ben Canty, Nick Hocking, Manfred Fahr & Greg Canty. David’s experience as an elite sailor & rigger knocks us out of the Corinthian category and our plan is to race with 2 watches with 3hrs at night and 4hrs during the day.

It’s unlikely we’ll threaten any of the handicap contenders - I’m looking forward to some ocean time again and conditions allowing, celebrating New Year’s Eve on Constitution Dock in Hobart.

**Editor Note:** Well done on your efforts so far, keep it up! We with you all the way!

References:

[https://www.utas.edu.au/library/companion\\_to\\_tasmanian\\_history/S/Sydney%20Hobart.htm](https://www.utas.edu.au/library/companion_to_tasmanian_history/S/Sydney%20Hobart.htm)  
[https://dictionaryofsydney.org/entry/sydney\\_to\\_hobart\\_yacht\\_race](https://dictionaryofsydney.org/entry/sydney_to_hobart_yacht_race)  
<http://www.rolexsydneyhobart.com/competitors/notice-of-race-entry/>  
<https://s3-ap-southeast-2.amazonaws.com/piano.revolutionise.com.au/site/ktmozlorqr6lh9ta.pdf>  
 Category 1 is defined as “Offshore races of long distance and well offshore, where boats must be self-sufficient for extended periods of time, capable of withstanding heavy storms and prepared to meet serious emergencies without the expectation of outside assistance.”  
<https://www.orc.org/index.asp?id=65>

## **The Grey Nomad Skipper**, or as Jan describes it, My so-called "**Adventure before/or with Dementia**"

Intro by Gill Attersall, *Simply Irresistible* and Jan Banks



Some people have a dream to climb Mount Everest, some a dream to support their partners on a long distance sail with the fear that they might have to take charge of their vessel in the event of something happening to their skipper. You have to take off your hats to

those who overcome their fears and make their dreams come true.

Jan Banks had a dream to tour country Australia, however Frank didn't feel he was up to a long distance road trip. So Jan found and bought an A-line caravan which Frank repaired quite extensively for her. With no history of trailing a van she drove from Kettering, Tasmania to the ferry at Devonport to Melbourne. She was used to driving off the ferry in a car and found her way out of the city. North of Melbourne she met up quite coincidentally with friends from Hobart. So luckily she has found someone to drive in tandem with. I caught up with her in Darwin, and to say she was on a high is an understatement. Hats off to you Jan!

Gill Attersall

---

My so-called "Adventure before/or with Dementia" now finds me in the very attractive city of Darwin after leaving Tassie on 22nd June.

The scenery along the way is even more spectacular than I ever imagined - from the Red Centre with Uluru, Kings Canyon, gorges, chasms and the rocky red escarpments to the birdlife, wetlands, rock art and indigenous history of Kakadu - not forgetting the crocs of course!! Who knows where to next?

P.S. I have mastered hitching and unhitching the camper trailer but reversing is still a challenge!!

**Update 4/9/2019:** I have arrived in Geraldton in time to assist my daughter and family's move to a larger rental accommodation, after which I will be on the long trek home to be back in Tas by the 23<sup>rd</sup> of September.

Regards to all

Jan Banks

M.V. "Banksialady" (sorry Jan too tempting not to call your trailer that)

## **A cruise north with Glynne and Gill - Simply Irresistible!**

Dallas O'Brien *La Madre*

I had the opportunity to sail north in August with Glynne and Gill Attersall. I thought the invitation to crew and to learn from these two experienced sailors was an opportunity too good to miss.

I wanted to build my sea miles and learn how to navigate entry to various ports along the NSW coast.

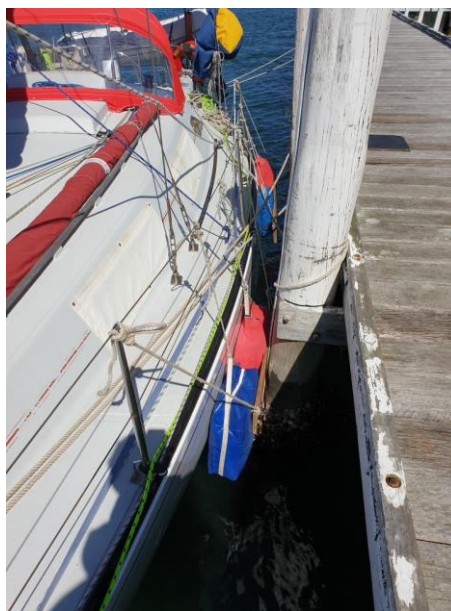
We sailed into Pittwater, Newcastle, Port Stephens and Laurieton. Time constraints meant that I jumped ship at Laurieton, but Glynne and Gill have continued to sail north to their favourite destination Lady Musgrave Island.

If I could summarize 3 learnings from this trip, they would be

1. I was impressed with the discipline aboard to ensure
  - a. all lines and sheets are secured in their correct place immediately, in preparation for the next tack.
  - b. Tethers and lifejackets were religiously used
2. I learned to allow the diesel engine to continue running for longer than I have done before, to ensure that the engine really does cool sufficiently.



3. I learned about the use of barge boards to allow the boat to safely moor against wharves not designed to receive yachts.



Glynne and Gill, Thank you so much for the camaraderie and the experience.

## CD Quiz – September 2019 by Phil Darling

1. What is meant by the term “in irons”?
2. What is the difference between a “sailors” bowline and a “cowboys” bowline (sometimes called a “dutch” bowline)?
3. You see a pillar coloured (from top to bottom) Black/Yellow/Black. What is this and what does it mean?
4. You are close reaching with the wind from your starboard side and another yacht, under sail, approaches on a collision course. It is broad reaching also with the wind from the starboard side. What are your obligations under the coll regs?
5. You are looking to buy some lifejackets suitable for use offshore. What buoyancy level should you get?
6. A sailing vessel is overtaking a power vessel. Which vessel has to give way?
7. You are motoring up the Brisbane River and arrive at the Gateway Marina, and wish to come into a marina berth. You radioed in and the marina management said there were “several berths available – choose the one which suits you best”. The wind is blowing from the east (astern) at 20kts, and you notice the tide is flowing out at 5kts. What sort of berth would you choose and in which direction is it best to approach - heading upstream or heading downstream?
8. What times of the lunar month would you expect to have Spring tides?
9. You note that High Tide today is just after 1pm. What time would you expect it be tomorrow?
10. Chart AUS200 shows the Grotto Point light (the one near to the entrance to Middle Harbour) as Oc(4)WRG 15s 12/9M. What does this mean?

## PHOTO COMPETITION for 2019

September Winner .....Photo of the Month is Selina O'Brian

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



The winning photo for August is called 'Night watch'  
and was taken by Selina O'Brien.

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](mailto:darling.maralyn@ozemail.com.au). Good Shooting ...!! Maralyn.

# **Cheese and Bacon Cob Loaf**

Submitted by Kelly Nunn-Clark

<https://www.taste.com.au/recipes/cheese-bacon-cob-loaf/4f21cd3e-5cc0-4d80-bcb6-8a2f322987c0>



I made this for a lunch with friends and I have to say we were not disappointed. It is SUPER EASY to make and absolutely delicious.

### **INGREDIENTS**

- 500g cob loaf
- 1 tablespoon olive oil
- 1 small onion, finely chopped
- 200g shortcut bacon rashers, diced
- 2 tablespoons chopped chives, plus extra to serve
- 250g block cream cheese, softened
- 2/3 cup (160ml) cream
- 2/3 cup sour cream
- 1 1/2 cups grated cheddar cheese
- 1 French stick or baguette, sliced

### **METHOD**

- ⇒ Preheat oven to 180C/160C fan-forced. Line a large baking tray with baking paper.
- ⇒ Cut 4cm o24 top of cob loaf to form lid. Scoop bread from centre of loaf, leaving 1.5cm edge. Tear or roughly chop bread pieces.
- ⇒ Heat oil in a large frying pan over medium heat. Add onion and bacon. Cook, stirring, for 5 minutes or until bacon is browned and onion has softened. Remove from heat.
- ⇒ Add chives to bacon mixture. Stir in creamed cheese. Mix until combined. Add cream, sour cream and grated cheese. Season with salt and pepper.
- ⇒ Spoon mixture into loaf. Arrange lid, bread pieces and sliced baguette in a single layer around loaf. Bake for 20 minutes or until lightly toasted.
- ⇒ Sprinkle top of dip with extra chives. Serve warm.



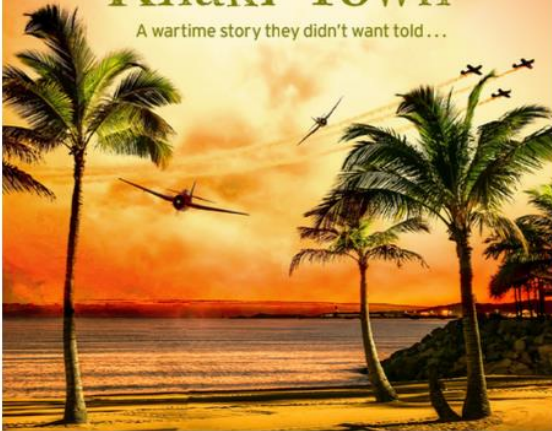
# MIDDLE HARBOUR YACHT CLUB

THE NUMBER ONE BESTSELLING AUTHOR

# JUDY NUNN

## Khaki Town

A wartime story they didn't want told...



## LITERARY LUNCH JUDY NUNN

Judy Nunn's new bestseller is a breathtaking historical novel set in Queensland during World War II.

Khaki Town, Judy Nunn's exciting new novel, is inspired by a true wartime story that has remained a well-kept secret for over seventy years.

**2 COURSE LUNCH**

12:00 - 3:00 PM

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Middle Harbour Yacht Club

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\$60 Members | \$65 Non Members



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or by calling the office on 9969 1244

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USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET																
		JAN - DEC 2019													Compass	attendance	Technical	TOTAL
DATE =		Feb 26- Mar4	Mar 10-11	Apr 19- 22	8-10 June	16-17 June	Jun-19	1-Aug	TBA	30-Oct	17-18 Nov	Rose	at	Corner				
EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Feature	Monthly	Project				
ENTER CREW FOR EACH		Gooford Challenge	Late Summer Cruise	Harbour Night Sail, Trivia Quiz & Raftup	Easter Cruise - Pittwater	June long weekend	Get Check Safety & Raftup	Long Lunch	On Land Event - TBA	090 and Safety Exercise	Pittwater Cruise	Fiesta Mediterra nea	Articles Points	Meeting Points	s compl'd Points	CUMUL* SEASON POINTS		
YACHT	No. Nights	1	8	1	3	2	1	1	1	4	1	2	1	3				
<b>Altair</b>	Crew											0	4	0		4		
	Keith																	
<b>Breeze</b>	Crew					1		2				2	2	0		7		
	Bill & Helen						1	1										
<b>Caviar</b>	Crew					2	1	1				0	8	0		14		
	Max & Dot						2	1	1									
<b>eXpresso</b>	Crew							1	2			2	12	0		17		
	Phil & Maralyn							1	1									
<b>Flemingo</b>	Crew					1						2	6	0		10		
	John							2										
<b>Tonic</b>	Crew				2	2	2	2				2	5	0		21		
	Manfred & Sebiene				3	2	1	1										
<b>Sisu</b>	Crew						1	2				6	3	0		12		
	Mike & Suzanne							1	1									
<b>Nashira</b>	Crew				2	2	2	2				6	13	0		33		
	Evan & Kelly				3	2	1	1										
<b>Rapture</b>	Crew		1	1	1	1	1	1				2	7	0		17		
	Paul & Anne			1	3	2	1	1										
<b>Simply Irresistible</b>	Crew				2	2	1	2				4	9	0		24		
	Glynnne & Gill				3	1	1	1										
<b>Slack'n'Off &amp; Flo</b>	Crew											2	2	0		4		
	Martyn																	
<b>Galaxy III</b>	Crew				2	2	1					0	3	0		12		
	Chris				3	1	1											
<b>Sanctum</b>	Crew											0	2	0		2		
	Jean & Noel																	
<b>Bloodhound</b>	Crew							2				4	5	0		11		
	Alex								1									
<b>Buggalugs</b>	Crew					2		2				0	6	0		10		
	Jeremy & Kristin					1		1										
<b>Tulip</b>	Crew											0	2	0		2		
	Dick																	
<b>Zingarro II</b>	Crew							2				0	1	0		3		
	John								1									
<b>Delphin</b>	Crew				2	5						0	14	0		30		
	Simon & Gavin				3	2												
<b>Hunky Dory</b>	Crew							2				2	14	0		18		
	Aileen & Cam								1									
<b>Isobel II</b>	Crew											0	3	0		3		
	Val & Des																	
<b>La Madre</b>	Crew				2	2	1	2				4	8	0		25		
	Selina & Dallas				3	2	1	1										
<b>Nautilee</b>	Crew											0	5	0		5		
	Lee																	
<b>No. of Boats =</b>		0	0	1	7	11	9	13	0	0	0					POINTS 33		
															<b>The Leading Boat is....</b>		<b>Nashira</b>	

## CD Quiz – September 2019 ANSWERS

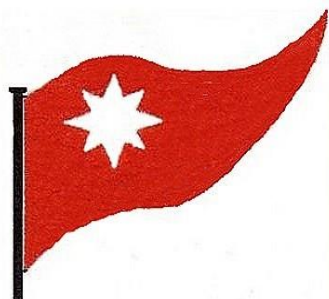
1. A vessel is “in irons” when it is stationary head to the wind and unable to pay off on either tack.
2. They are both strong knots; however the Sailors bowline has the tail inside the loop while the Cowboys (or Dutch) bowline has the tail outside of the loop and probably more likely to catch on obstacles.
3. This is an East Cardinal marker. It signifies safe water is to the east of the marker (but best to check your chart to get the full story).
4. Although you are both on the same tack, the other vessel is further off the wind (and hence to windward) of you so they are the give-way vessel. Your obligation is to first hold your course to allow them to give way, then in the event they do not give way, to take all necessary action to avoid a collision.
5. The current “Blue Book” recommends at least 150N buoyancy (this should be marked on the jacket). In currently available jackets this most likely means an inflatable.
6. The sailing vessel (overtaking vessel gives way – rule 13 of the ColRegs).
7. I would choose a berth allowing an upstream final approach. Heading upstream puts your bow into the tidal flow and gives you much better control. A downstream approach would give you very little control and would (I suspect) end in a collision with the marina.
8. Spring tides occur when the moon and sun are more-or-less in line – ie at the times of full moon and no moon (usually a day or two after in fact as there is a lag).
9. Diurnal tides (the type we have in Sydney) are approximately one hour later each day, so we would expect tomorrows high at about 2pm. Of course there will be another high tonight at about 1.30am as well.
10. It is an Occulting light (ie more light than dark) showing either White, Red or Green colour (depending where on the field of view you are – check the chart for this one) with 4 flashes every 15 seconds. It is visible in good conditions for either 12 nautical miles or 9 nautical miles (we can guess that the white light is for 12 and the red or green probably for 9).

## Middle Harbour Yacht Club - Cruising Division Treasurer's Report As at 1 September 2019

<b>Cash at Bank as at 01.08.2019</b>	<b>\$2,355.12</b>
 <i><u>Plus Receipts</u></i>	
<i>Sale of</i>	<b>\$0.00</b>
<i>Donation</i>	<b>\$0.00</b>
<i>Interest</i>	<b>\$0.19</b>
 <i><u>Less Payments</u></i>	
	<b>\$0.00</b>
<b>Cash at Bank as at 31.07.19</b>	<b>\$2,355.31</b>
 <i><u>Outstanding Receipts</u></i>	
	<b>\$0.00</b>
 <i><u>Outstanding Payments</u></i>	
	<b>\$0.00</b>
<b>Account Balance</b>	<b>\$2,355.31</b>

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 3<sup>rd</sup> 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](http://www.mhyc.com.au)