



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

Volume No. 39 No. 11 December 2019

Editor: Mike McEvoy

**This is our final issue for 2019
Cruising Division Christmas Party Friday 6 December at the Club**



Garry's anchorage on the southern side of Fraser Island taken by Selina O'Brien

CRUISING DIVISION OFFICE BEARERS – 2019 - 2020

Cruising Captain	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Mike McEvoy	9968-1777
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Kimberley Pratt Mike McEvoy	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 01/02/2020

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

Please forward contributions via email to the editor:
cruising@mhyc.com.au or
darling.maralyn@ozemail.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

Captain's Column – December 2019



The year is almost over and November has seen the eastern seaboard under intense fire smoke. Kelly and I flew to Coffs Harbour mid month to help Frank bring Bundeena back to Sydney. We flew through thick smoke on entry to Coffs and there was no respite once we were out to sea. Visibility was down to about 1/3 of a nautical mile with some ships using their fog horns.



We did not see anything, except red sun then red moon, until we rounded Broughton Island and were immediately in bright clear air with beautiful views as we entered Port Stephens. It did not last though as about 4 hours later we were anchored in Shoal Bay when the smoke drifted southwards to engulf us again.

Our thoughts go out to the communities and fire fighters caught up in these fires. Let's hope we get some good soaking rains soon to quell the fires and wash the smoke and dust out of the air.

Early in November we had the Tapas Tie-Up in Sugarloaf with 7 vessels rafted up in groups for Entres, Mains and Desserts. The theme this year had a European Twist so we had a culinary journey through Spain, France, Sweden, Italy, Portugal, Germany. It was a fun night and as always Sugarloaf provided a very comfortable resting place.

Mid November saw CD member Dallas O'Brien debut his band The Rockets at MHYC. It was a fun night with plenty of dancing and yahooing around the dance floor. Thanks Dallas for donating the band and giving us an excuse to let our hair down.

The last CD meeting for 2019 was a flare practice night on the beach and quite a number of members had flares for practicing. Even a few of the racers came along. Thanks go to Kelly for getting the necessary approvals and to Phil and Royce for overseeing the night and giving those that needed it a guiding hand.

Meanwhile out on the water my spies tell me that the Swansea Channel into Lake Macquarie has been dredged again and although varying reports it is somewhere around 3 meters deep at it's shallowest point. That means unless it silts up in the next 3 ½ weeks the Xmas New Year Cruise will be going to Lake Macquarie as planned. That is of course dependant as always on the weather. Current plan is to leave MHYC 27/12 and return 4/1/2020.

Wishing you all the best for the festive season and if you do not participate in the Lake Macquarie cruise we will catch up next year.

Evan Hodge
Cruising Captain. *SY. Nashira*

MHYC CRUISING DIVISION ANNUAL PROGRAM 2019-2020	
Friday, 6 December	MHYC Xmas Party instead of CD meeting.
Sun to Sat Dec 27 th ? to January 5 th	CD New Year Cruise to Lake Macquarie
Monday, 20 January 2020	CD BBQ – No Meeting
Sat – Mon, 25 – 27 January 2020	Australia Day Holiday Weekend – TBC probably in Harbour
Monday, 17 February 2020	Cruising Division Meeting
February 20 th 2020	Sail to Coffs Harbour to see Elton John in Concert.
23 February – 29 February 2020	Late Summer Cruise to Pittwater
Sat & Sun, 7 – 8 March 2020	Harbour Night Sail and Raft-up
Monday, 16 March 2020	Cruising Division Meeting
Sunday, 22 March 2020	MHYC CD Sunday Breakfast and Safety Training Workshop

REMINDER

**Next Formal Meeting:
Monday FEBRUARY 17, 7:30 pm**

BYO BBQ 6:30 pm

However, there is an informal gathering at the Club on Monday January 20th

BYO BBQ 6:30 pm

UPCOMING EVENTS:

The below event replaces the MHYC Christmas Dinner previously advertised in the Compass Rose

The Cruising Division invites all Members of MHYC and their Guests to join them for....

Christmas Dinner

*\$5 dollar
Secret Santa!!*

**Friday the 6th
of December
@ 6:30pm**

*Bring a
Christmas
Decoration*



6.30pm at the Harbourview Bar & Bistro. The Bar will be open.



Bring a plate to share 1. entree 2. salad
3. main 4 dessert



(You will be given a number above or you let us (know your choice when you RSVP)



Bring a \$5.00 Secret Santa Gift



Bring along a Christmas Decoration.
or dress Christmassy

To book.....

Reply to this email, or contact
cruising@mhyc.com.au



New Year Cruise to Lake Macquarie – Dec 27 – Jan 4 2020



**Slac-n-off, Buggalugs and Nashira
on Lake Macquarie Oct 2017**

The calendar had the New Year Cruise originally scheduled for 5-11 January but there has been some interest to move it into the Xmas /New Year holiday break period as some members are already off work for this period.

After consultation the cruise date has now been set to start Friday 27th December 2019 returning Saturday 4th January 2020.

Those that cannot make that start date are welcome to join at any time throughout the week.

New Year Cruise to Lake Macquarie:

Lake Macquarie is a fantastic destination for cruising with plenty to see and do. There are many places to shelter from prevailing winds whatever the direction. Facilities for fuel, food and water are easily accessible and the sailing is wonderful.

The MHYC last went to Lake Macquarie in Oct 2017, now the stars have aligned and we are set to make a return.

Draft program depending on weather:

It is a 9-10 hour passage from MHYC to the Swansea Bridge hence the idea of breaking up the passage by overnighing in Pittwater. This makes the sail to Swansea about 7 hours duration.

Friday - **Depart MHYC to Pittwater**
To make a more relaxing week a stop at Pittwater is suggested.

Saturday – **Pittwater to Lake Macquarie Yacht Club** via Swansea Channel

High tide in the lake is 1.30pm so we would aim to get a 1pm bridge.
Therefore we would need to be departing Pittwater by 6am.

Sunday) Cruise Lake Macquarie various destinations depending on
Monday) wind direction and weather
Tuesday) NYE – possibly Trinity Point
Wednesday)
Thursday)

Friday – **depart lake and sail to Pittwater** – The Basin
Some may choose to sail straight through to MHYC.

Saturday – **Pittwater to MHYC** - Enjoy a lazy morning and then head back to MHYC.

Backup Destination

- if weather not favourable for Northern destination: Jervis Bay

Please contact Evan if you are interested in participating.
Editor’s note: see Bill Humel’s article in this edition for towing
information in the Lake.





2019 CHRISTMAS CUP

INCORPORATING THE VETERANS' CUP
Sponsored by Rob & Tony Reynolds "Exile"
in memory of Gordon Reynolds

**Join us for a special recognition event for
MHYC Boats & Crews to celebrate the
75th Anniversary of the Rolex Sydney-
Hobart Yacht Race**

SATURDAY 21ST DECEMBER 2019

As part of the 75th Anniversary of the iconic Rolex Sydney to Hobart Yacht Race, MHYC is hosting a special send-off for MHYC members sailing MHYC boats in the 2019/20 race & celebrating the Club's past achievements. Skippers and crews wishing to attend, please register with the MHYC office prior to the evening.

*Harbourview Bar & Bistro will be open from 5.00pm
for drinks & cocktail food*

LOWER PARRIWI ROAD, MOSMAN

Contact 9969 1244 or info@mhyc.com.au



Sail to Coffs Harbour – February 2020



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....

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

WHEN: We will target Wednesday Feb 26 (note this is his 2nd concert in Coffs). A loose itinerary might be:

Option 1: Option 2: Option 3: Option 4: Option 5:

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:

The Rockets debut at MHYC

In scenes reminiscent of the old school dance days, the atmosphere was electric as more than 100 live music fans filed into the Harbourview Room one sultry Saturday night in November to see The Rockets play their set of high-energy dance music covers.

It was great to see guests, racers and cruisers bop till they dropped as the band which featured Cruising Division member Dallas O'Brien, belted out classics from Blondie, The Angels, Midnight Oil, The Rolling Stones, The Beatles and even Nancy Sinatra!

On a night when the club would have been closed, the dance floor was full from the get-go till the encore, showing that the club really has a pent-up demand for nights like this.

As the crowd yelled for more, one thing is for certain, and that is that Dallas' band The Rockets will return in 2020 to do it again!

Another successful event at MHYC. The Cruising Division is really gaining a reputation for its ability to run outstanding events.



MHYC Flare Practice on the Beach – November 18th

Kelly Nunn-Clark, *S.V. Nashira*



The Cruising Division hosted their yearly flare practice on Monday evening. This was attended by both cruisers and racers alike firing off flares on the beach in front of the Clubhouse.

Special thanks goes to Phil Darling for overseeing the event and helping people who required assistance with their flares. We even had a visit by Marine Rescue who motored up toward the beach to make sure that everything was under control.

The night was a success with many people getting the chance to learn about flares first hand.

This exercise is always highly recommended for skippers and crew members who have never ignited a flare in an emergency situation or otherwise. As flares are an essential (and required) safety feature on all boats we believe it is optimum to learn how to use them safely and effectively in a controlled situation. Much better than fumbling around trying to learn how to use them in an emergency.

Disposal of expired flares

You can dispose of expired flares, especially rockets, at RMS Boat Ramps on 7th December as listed below at the times shown:

Tunks Park, Northbridge	07:30 to 09:30
RMS HQ at 33 James Craig Road, Rozelle	10:30 to 12:30
Rose Bay	14:30 to 17:30

TAPAS TIEUP 9 – 10 November in Sugarloaf Bay

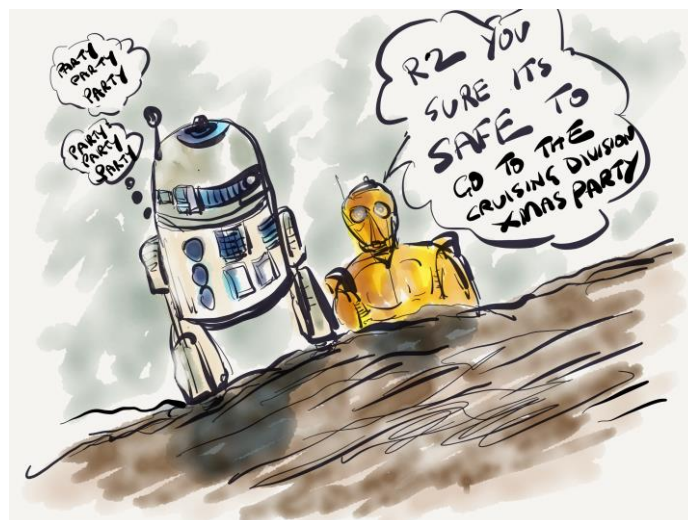
by Mike McEvoy *M.V. Sisu*

Sabeine was the Organiser for a very successful European themed Tapas Tieup. The following boats in three rafts each provided a country choice of foods to complete a meal from Nibbles, Entrée to Mains and Dessert:

- Spain: *Sisu* with various nibbles among which the wood-smoked sardines and warm chorizo were hits along with Spanish Tempranillo wine
 - France: *Isobel II* with French onion soup served, of course, in paper recycle cups
-
- Italy: *Nashira* vegetable medley on cous cous base
 - Sweden: *RaRa* meatballs and fruit juice with or without vodka
 - Portugal: Buggalugs Portugese chicken, peaches and feta salad
-
- Germany: *Tonic* wonderful desserts such as chocolate cake (Manfred's Birthday cake) and various biscuits and cakes

Travel between the rafts was by various inflatable dinghies with different means of propulsion e.g. electric and petrol outboards and even those quaint things called oars. Amazing the amount of traffic in Sugarloaf Bay at 22:30 on a Saturday night.

All up, a great night with thanks to our hosts representing various European countries.



BY ALEX COMINO

MOVIE REVIEW: 'Maiden'



Submitted by Sabiene Heindle, *S.V. Tonic*

On the recommendation of one of our cruisers, a group of us went to the Cremorne Orpheum to see the movie "Maiden".

"Maiden is the story of how Tracy Edwards, a 24-year-old cook in charter boats, became the skipper of the first ever all-female crew to enter the Whitbread Round the World in 1989. Tracy's inspirational dream was opposed on all sides: her male competitors thought an all-women crew would never make it, the chauvinistic yachting press took bets on her failure, and potential sponsors rejected her, fearing they would die at sea and generate bad publicity. But Tracy refused to give up: she re-mortgaged her home and

bought a second-hand boat, putting everything on the line to ensure the team made it to the start line. Although blessed with tremendous self-belief, Tracy was also beset by crippling doubts and was only able to make it through with the support of her remarkable crew. With their help, she went on to shock the sailing world and prove that women are very much the equal of men." – Rotten Tomatoes

A fantastic and inspiring film for both women and men alike. Reminding us all that anything is possible when we put our minds to it!

The advertisement features a photograph of several sailboats on a body of water with houses in the background. The text 'SUMMER HOLIDAY SAILING CAMPS' is prominently displayed at the top. Below the photo, the logo for 'MHYC DISCOVER SAILING CENTRE' is shown, along with the 'TACKERS' logo. At the bottom, there is a red banner with white text detailing the schedule for 'TACKERS 1, TACKERS 2 & TACKERS 3, (7 to 12yrs)'.

Week A - DEC 2019	Week 1 - DEC 2019	Week 2 - JAN 2020	Week 3 - JAN 2020	Week 4 - JAN 2020
Tue 10 to Fri 13	Tue 17 to Fri 20	Tue 7 to Fri 10	Tue 14 to Fri 17	Tue 21 to Fri 24
9:00AM - 3:30PM	9:00AM - 3:30PM	9:00AM - 3:30PM	9:00AM - 3:30PM	9:00AM - 3:30PM

www.mhyc.com.au/sailing/learn-to-sail • discoverailing@mhyc.com.au • 8969 3116 • MHYC • Lower Parramatta Rd, Mosman

Poetry Corner

SANDY STRAITS...

*Fraser Island in the morning
With the early sky a'dawning;
On the beach a dingo howling
And the waves a'softly curling.*

*Mind how the old hand rides the tide,
And sagely sounds from side to side;
For the water's mostly deeper,
Where the shore is somewhat steeper.*

*The helmsman wisely reads each sign,
For sandbanks slyly lie benign.
The channel buoys are green and red,
And deftly show, when rightly read,
Safe Water thru each dangerous shoal,
To yield the Skippers hard fought goal.*

*With failing light and sandfly bites,
Above a pair of whistling kites,
Mock passage through each narrow way,
To anchorage at end of day.*

*Fraser Island in the evening,
With the early stars a'winking;
Hear the anchor chain a'rattling,
And two tired heads a'sleeping.*

Rapture...

Feature Story:

Recent Cruise to Lake Macquarie

Because of family and other commitments our crew planned early in the year, to do an 8 day cruise, starting on Saturday the 12th October 2019. The intention was to take "Pass The Port" a Jutson, Austral Clubman 8, (a new acquisition) to cruise on Myall Lakes as the start of a series of East Coast Lake cruises. After some conversion from stripped out racer to a cruising mode and two 3 day tests the boat was prepared. However, taking the mast down, loading onto a trailer, trailering it to Port Stephens and relaunching, all by 3 different professionals in one week, was too tight for assured success, so we decided to go on "The Breeze" instead (a Jutson Humel 40).

It had been some years since we had been to Lake Macquarie, so that became our choice. Also encouraging us, was the advice that the sand bar, between the bridge and drop off, was being dredged the week before. Great!!

Phil, Harvey and myself, the long-term crew, met at the yacht at 08:00, after some early morning last shopping and finished loading. Most of the loading and preparation was completed the day before, including filling water tanks, checking fuel, oil and coolant, for the engine.

At 09:50 we left Davis Marina, motored across to Flagstaff Point (Inner North Head) in a 10 to 12 knot easterly and a noticeable swell and hoisted the full mainsail. The swell was moderate up to 3 metres, from two different directions and the tide was running out, causing the wind chop to stand up. An unpleasant combination. We sailed towards South Head and went about to clear North Head. I raised the question of proceeding. We are cruising for pleasure. Harvey and Phil were keen to go, so we unrolled the Genoa and cleared North Head at 10:20.

Phil logged on with Marine Rescue Sydney. It took over 20 minutes, in the cabin by the radio. 20 minutes in those conditions is not at all enjoyable. I realise they are all volunteers, but do they realise being rocked around down below on the radio and told on numerous occasions to stand by, is a disincentive to log on. Knowing we are off North Head, it is hoped the person on the radio at MRS has some idea of the conditions and who to prioritise. The conditions improved and by 11:05 we had Long Reef on our beam, where the swells were larger. At 12:50 we rounded Barrenjoey and finally had a lovely sail up Pittwater in flat water to a mooring in the Basin for our overnight stay. Viv, Harvey's wife's great sandwiches for lunch saved us any preparation.

The high tide at Lake Macquarie entrance was predicted for 08:45 to-morrow morning, Sunday. Therefore, we decided to wake at 02:30 am, for an early start, intending to arrive as near to 09:00 as possible at Moon Islet, the entrance to the lake.

At 02:30 Sunday morning, we (dad's army) crew were up and preparing to leave. No stars or moon were visible, (overcast) a very dark night, with showers forecast and south east to north east winds. We dropped the mooring, raised a one reef main inside of Barrenjoey and rounded the headland at 03:05 in a seaway similar to yesterday. Motor-sailing in rock and roll conditions in the blackness, close hauled, in a light easterly. Phil was checking the chart plotter, to make sure we cleared the Maitland Reefs, on our way out past Third Point of Cape Three Points, so we were heading about 80 degrees east by the compass, experiencing noticeable leeway in the seaway and the east wind, but no rain. In addition to the Nav lights, we had the spreader lights on, which lit up the mainsail, assisting close hauled sailing. By 04:15 the loom of Norah Head Light appeared from behind First Point and below the horizon. A very encouraging sight at this time (of the morning) in those conditions. However, a huge darker area just east of the loom, suggested a large area of rain. After watching this move into our path, Harvey optimistically predicted it would pass inland before we got there, which it did. Looking back, another darker area obliterated the dark shape behind of Third Point. Rain behind us. The Genoa was now rolled out fully.

At 05:30 the sky was slightly lighter in the east. Norah Head Light was appearing at times above the swells. As dawn commenced, spectacular bright orange clouds changed to pink and then red. (Red in the morning, sailor's warning?) The dawn, sunrise, sunset and twilight are beautiful times, particularly when offshore. Sunrise at 06:17, seemed extremely bright as the brilliant yellow sphere rose in a narrow clear band of clear sky and then disappeared behind the low clouds.

By 06:30 we were steering well out to clear the shallow patches off the Entrance. At 06:50 we were abeam Norah Head and sighted Bird Island. Passing Bird Island, we thought we could see Moon Islet, but it was the low foreshore before Moon Islet. The swell was still around 2 metres. We eventually sighted Moon Islet, when only 8 miles off, at 08:30. Finally, at 10:05 we rounded Moon Islet. This last part had been a grind with lighter winds and a stronger current against us, which slowed us down. In the shelter between the breakwaters, the sails were rolled in. Forestay and Boom furling, not in-mast.

The tide was still running in strongly, although we were over one and a half hours after predicted high tide. This was still the case at 11:00 as we passed through the bridge. We had a minimum of about 3 metres depth up to just after the airport,

where we touched bottom. A Maritime NSW boat skipper kindly offered to give us a tow over the shallow part. His boat pulled very hard as we ploughed across the sand bar. I was concerned our anchor post might break, but his towing post failed first. He set up a bridle and finished towing us into deeper water. In the last 3 or 4 visits to the lake, we have had problems with the depth entering and or leaving this lake. It can be so beautiful, sailing on this lake, but each time we have groundings entering or leaving, I think to myself, well, it will be a long time before I return. We passed over the "drop off" without any trouble and motored to the LMYC and tied up to the new extended part of the Marina after midday.

Lunch was Viv's remaining great sambos, with a few drinks to help regain one's composure. Showers after lunch were in a portable container, because renovations were underway. An afternoon snooze ended for a very enjoyable dinner at the club restaurant.

Monday morning we woke up late to a clear sunny day. By 10:30 we left the LMYC Marina and sailed south west in light winds and flat water to the new Marina at Trinity Point. We had lined up a berth several days before and called the Marina Manager, Andrew, on approach. He met us at our berth. It was number 1, minimising the walk to the amenities (thinking positively I have only one good hip). After lunch we signed the lengthy Marina agreement and provided a copy of the yacht's insurance certificate. Andrew informed us the Restaurant would be opening in two weeks, so we had dinner on board.

Tuesday morning we used the new amenities and left after breakfast. We motored, exploring the south end of the lake in calm conditions, then hoisted sail as an east nor east breeze rippled the surface and rounded the south end of Pulbah Island and after going well to the south east close reached for Kilaben Bay. The eastern sandbank reaches quite a way to the west, which was avoided by sailing west nor west and then back on course. Kilaben Bay was crowded with moored boats and anchored yachts so we picked up one of two public moorings just north of Rathmines. A jetty was sighted at the shore near the Bowling Club, with two yachts alongside. We organised a tow boat to help us exit the lake on Thursday (as a gale was forecast for Friday) because the Maritime NSW man was reluctant (understandably) and we stayed on the mooring overnight in fairly calm conditions.

Wednesday morning, we left the mooring and sailed to the north end of the lake to Warners Bay. After lunch we sailed back in a cool cloudy south easter, through the local Wednesday afternoon yacht race, to LMYC Marina. Another pleasant dinner at the club restaurant, concluded three memorable days sailing on the lake.

Thursday the 15th was another leisurely morning. The arrangement was meet the motorboat at the drop off at 12:00, near high tide. So, we checked the forecast again. The easterly was still forecast and except for a 15 to 20 knot south wester at 18:00, the forecast remained the same, with a gale for Friday. Sunset was about 19:20, so the change of wind direction should come before sunset and we could we could round Third Point and tack in for the last 5 miles.

I normally enter the barometer reading in the log, but failed to do so this time. The forecast seemed unchanged and it was such a nice day. The motorboat met us on time at the drop off and hooked up our spinnaker halyard and moved slightly ahead and to port and slowly pulled our yacht over until the port gunwale was near the water level. The tow allowed us to come nearly upright until we approached the shallows when we were pulled well over again motoring slowly ahead in the still rising tide. I felt a slight bump at least twice but we passed over the shallows and disconnected from the motorboat. The agreed fee was \$250.00. The arrangements had been made with Marmong Point Marina located just south of LMYC and the motorboat operator was quite calm and did the job well. We made the 13:00 Bridge opening with only 5 minutes to spare as a cloud band appeared low in the western sky. Through the bridge we took a hard look at the clouds and I raised the question, whether to continue or hook up to one of the public moorings on the outside of the bridge. The reply was, if we sit on one of these moorings this afternoon in a strong current and all day to-morrow in a gale and current, that is not a great alternative. We agreed to proceed to the entrance breakwaters and seeing only a low moderate swell, decided to continue.

By 14.15 we had hoisted sail and rounded Moon Islet in a 15 knot easterly, touching 7 knots at times. The cloud band that had increased had now broken up and we were in sunlight. We had a good sail and were abeam of Bird Island by 15.45. A squall hit us from the west south west just north of Norah Head. We quickly rolled up the genoa and proceeded to motor-sail. The wind then returned to the east. Just past Norah Head, at 16.15, the wind came in strong from the south west increasing up around 40 knots. The fetch from the shore to our location was about 4 miles. The wind chop or seas quickly built to well over a metre. We proceeded to go over one and trough the next, copping a fire hose of bullets of salt water in the cockpit almost every time. We were motor sailing trying to get closer to the shore to reduce the fetch and therefore the wind chop. Hammering away in these conditions, we finally got to within a mile offshore by 18.45 off First Point of Cape Three Points. In the relative lee of First Point, in 25 to 30 knots, we rolled down more mainsail to a triple reefed main. This was in preparation for the blast expected when we passed Third point and were exposed to the full force of the gale. We could not identify Barrenjoey, between bouts of fire hose bullet spray and there was no sign of Barrenjoey Light.



Hard on the wind, smashing into the big chop, we were down to one knot of speed at times. I thought our Chart Plotter was malfunctioning as we seemed to be nearly stationary on this plotter. Phil re-plugged the connections behind the Plotter. I could now make out a row of lights along the shoreline, which was the street lights along the beach at Palm Beach, confirmed by the chart Plotter. We laid off to close reaching, keeping the row of lights off our starboard bow. Our speed went up to 3 to 4 knots. We were in for a grind (grit your teeth). By 21.15 we sighted Barrenjoey Light dimly about 60 degrees off our starboard bow, about 3 miles away.

We tacked onto a west north west course heading towards Lion Island, with the Light on Box Head visible. There were more

red and green lights now visible, showing West Head and the points in western Broken Bay. Our speed increased to over 5 knots as the chop was reduced by the lee of Barrenjoey Headland and the reduced fetch and an incoming tide. Finally, we had a few things in our favour. At 21.45 we tacked again off Lion Island and headed toward shelter in The Basin. We are heading in!!!

Phil and Harvey were relieved. In the lee of the headland just south of the Currawong Holiday Centre in flat water, we lowered the main. We picked up a mooring in The Basin, Coaster's Retreat, and had some hot soup. "What an experience" Harvey stated. I replied by saying "not to be repeated". A full Crew would find that weather difficult. We are a dad's army trio. One of our sons says I only sail in fine weather, when the wind is blowing the right way. Well, I got it wrong that time.

The next day Friday there was no gale. We had already had it the night before. We sailed back to Sydney on the Friday in a light north east breeze which increased to about 12 to 15 knots by midday.

Bill Humel

As Free As The Breeze

Sometimes there are headwinds.

CD Quiz – December 2019 by Phil Darling

1. What term is given to a vessel that has gone aground at the top of a spring tide and has to wait for two weeks for the next tide high enough to float her off? (Hope it doesn't happen to you – almost got the author once!)
2. You are close hauled on a port tack at night. On your port bow, on a steady bearing, is a green light. What do you do?
3. You see a buoy without a top mark but coloured (top to bottom) yellow – black – yellow. What type of buoy is it?
4. In celestial navigation – what is the GHA?
5. A vessel in fog sounds four short blasts. What does this mean?
6. You notice an item attached to your liferaft labelled “HR”. What is this and how does it work?
7. Put the following on order for reefing a mainsail: a) secure tack b) tension vang c) lower halyard d) release vang e) tension reefing pennant f) tension halyard
8. A yacht navigator switches on the masthead tricolour, steaming light and pulpit bicolour light. From the starboard bow – the ship is now showing the light of which type of vessel?
9. Where would you be if you were subject to the CEVNI regulations?
10. When visiting a foreign country in a sloop, where should the courtesy ensign be flown?

The Jeanie Johnston by Dorothy Theeboom



Whilst in Ireland recently, I had the opportunity to visit a modern day replica of the Jeanie Johnston anchored in the Liffey River in Dublin. It was a fascinating 50 minute tour and just makes our modern day vessels seem like luxury. The accommodation below was cramped with several people sharing a berth. The berths were removed for the return journey

to accommodate the cargo of timber. This replica has taken 6 years to build at a cost of 14 million euro and is not yet complete. The original took 1 year to build. She was a three masted barque with four square sails/mast and a single top sail. The total sail area of the replica is 645 square metres. Her draft is 4.6m and overall length, excluding the bowsprit 37.5m.

The Great Famine hit Ireland in 1845 and lasted for seven years. Initially the potato crop failed due to potato blight but the English landlords were, in general, not amenable to helping their poor tenant farmers. Food prices rose and disease and starvation killed over 1 million people. Another 1 million left the country, the majority fleeing to Canada and America. By 1852 almost 25% of the population had either died or emigrated.

Most famine ships of the time were known as “coffin ships”. Many deaths occurred due to the unseaworthy nature of the vessels, overcrowding, and lack of clean drinking water, unsanitary conditions and the rampant spread of disease. It is estimated that up to 100,000 people lost their lives on these ships. The Jeanie Johnston was the one exception. Originally bought as a cargo vessel, she traded successfully between Tralee and North America for a number of years, taking emigrants to America and returning with timber. The first voyage in 1848 saw 193 emigrants sail for the Americas. On the way another one was born and was given seventeen names including that of the ship’s owner, captain and doctor. Between 1848 and 1855 the Jeanie Johnston made 16 voyages sailing to Quebec, Baltimore and New York. On average the crossing took 47 days. Despite this long journey not one passenger or crew lost their life. This is generally attributed to the captain, James Attridge not overloading the ship and the presence of a qualified doctor, Richard Blennerhassett who sailed on the crossings. These two individuals prioritised the health, dignity and well-being of the passengers. A passage cost the equivalent of 6 months wages. For that there was a weekly allocation of 21 quarts of water, 2.5 lbs of bread or sea biscuits, 1 lb flour, 5 lbs oatmeal, 2 lbs rice, 0.5 lb sugar, 0.5 lb molasses and 2 oz. tea. The water was used for drinking, cooking and washing.

The history of most of the emigrants once they reached the Americas is lost to follow up as there was poor record keeping and people moved about. It would appear that some were quite successful judging by the stories related on the tour.

The child with the seventeen names became a successful publican in Chicago.



Which halyard should I pull?

BUY, SWAP and SELL



SELL - ASTRA IIIB Split Mirror SEXTANT AS NEW – perfect Christmas present! As new. Costs \$US699.00 or \$1375.00 AUS Selling \$AU600.00 Ono.

<https://www.boatbooks-aust.com.au/product/sextant-astra-iiib-split-mirror/>

Contact Jean Parker on 0403 007 675



SELL - HELLY HANSEN JACKET

Size: Large

Contact Jean Parker on 0403 007 675

PHOTO COMPETITION for 2019

December WinnerPhoto of the Month is Simon Pratt.

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 December is called
'Heading south from Port Stephens' and was taken Simon Pratt.

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.

PHOTO COMPETITION for 2019

The Winner for 2019 is Selina O'Brien.



The winning photo is called “Wednesday afternoon sail”.

Selina wins a \$100 gift voucher from Boat Books.

Congratulations Selina.

Chef's Corner

Kristin Kool *Buggalugs*

Portugese chicken, peach and feta salad

Ingredients

1.8kg free range chicken
¼ cup extra virgin olive oil
2 cloves garlic, crushed
1 lemon, juiced
¼ cup Portuguese chicken seasoning
1 tablespoon dried oregano leaves
Spray olive oil
4 ripe, firm yellow peaches, halved, seed removed, cut into wedges
120gms mescaline mix
100gm feta, crumbled
1 red onion, thinly sliced
350gms tomato medley, halved
1/3 cup small mint leaves to garnish



Dressing

¼ cup extra virgin olive oil
2 tablespoons balsamic vinegar
1 teaspoon honey

Method

Place chicken, breast side down, on a chopping board. Use kitchen scissors to cut down both sides of the backbone and remove. Turn and press to flatten. Tuck wings under.

Use a sharp knife to score the chicken skin and flesh. Place in a large glass dish.

Combine oil, garlic, lemon juice, seasoning and oregano in a small bowl. Season. Pour over chicken and turn to coat. Cover and refrigerate for at least 1 hour (longer is better).

Meanwhile, spray peach wedges lightly with oil. Heat a large chargrill pan on medium. Cook peaches for 2-3 minutes each side or until lightly charred. Set aside.

Preheat oven to 200 degrees C or 180degrees fan forced. Heat a lightly greased, large barbeque grill or chargrill on medium-high. Cook chicken, skin side down, turning once and basting with any remaining marinade, for 20 minutes. Transfer to a large baking tray and bake, skin-side up, for 15-20 minutes or until cooked through. Rest for 20 minutes. Cut into pieces and thinly slice, removing any bones.

Gently toss salad leaves, peaches, feta, red onion and tomatoes in a large bowl.

To make dressing, combine oil, vinegar and honey in a small bowl. Season. Drizzle over salad.

Divide salad among plates. Top with sliced chicken and garnish with mint leaves.

Note: You can save time and effort here if you use a pre-marinated Portuguese Peri Peri chicken from Aldi !!

○

○ TECHNICAL CORNER:

○

○ **Hear or not to Hear, that is the question** by Martyn Colebrook

○

Sadly I became an old git at the beginning of November. November the 1st. My hearing hasn't been what it was for quite some time. Anna has a stock response when she cannot make out what I am saying. It goes something like "wiggedy woo, wiggedy woo". I then know I have to raise my voice. Must have an undeveloped voice box.

So, two problems. 1. I can't hear too well and 2. no one can hear what I am saying. When people lean toward you with a hand cupped behind their ear or laugh at something you said which wasn't funny, like my dog ran away, you realise there is a problem. My dog didn't really run away, though it might if I had one.

When it comes to sailing that can lead to friction. I become cross because I have to keep repeating myself. I can hear what I am saying so, why can no one else? Whoever I am talking to is agitated because they cannot hear either, especially when it is windy. I learnt to face the person and raise my voice but it doesn't always work, and with having a 'no shouting' and definitely 'no swearing' policy on the boat, life can be challenging.

When anchoring we developed a hand signalling system which works extremely well but when performing other unfamiliar duties with one person at the front of the boat and one at the back it is a problem. It is even worse with the cat as it is almost as wide as it is long.

○

Whilst berthed at Mackay marina, which we are told is the only cyclone proof marina in Queensland, we watched a couple berth their yacht. They were wearing headphones. We didn't stop to enquire as we were en-route to the laundry. I will mention our departure to the laundry was delayed. I had locked up 'just in case' when Anna realised she wasn't wearing her bracelets and ear rings so we had to return. We must be going to a very upmarket laundry I thought.

○ Flo does have a washing machine but it tries to escape every time it is used. Another fault to add to the growing list of faults.

We had already purchased walkie talkies thinking they would be a solution to our communication difficulties but with a phone in one hand and an anchor remote control in the other there are no hands for anything else.

Returning from Anna's laundry duties (I found some nice reading material, although I did help fold my socks) we engaged with the berthing couple who were happy to pass on their knowledge.

- They had Sena headsets purchased online and described them as 'marriage savers'.

- Imagine my delight on birthday afternoon when I received, completely by surprise, a pair of Sena headphones.

They have been put to use on the current leg of our southward journey. Gladstone to Hervey Bay Musgrave Island. No more hand signals, just constant communication whether it be anchoring, reefing, where's my tea, or the toilet paper has run out whilst



good use

via Lady need for

be

sitting on the pot.

-
-

○ Battery life is 10 hours. Enough for a full day though we don't wear them all the time. They are relatively easy to set up



only needing to read the instructions four or five times. Cost \$250 each, so not cheap but well worth it. Two disadvantages so far. One bad word was spoken under my breath and it was heard. This was partially justified as I was trying to take the main sail down in strong winds. My hat which was secured by a piece of white cord around my neck was blowing away and trying to take my expensive Ray Bans with it, which were secured by a sunglasses retainer, which was given away by Club Marine Insurance at Whitsunday Race Week. My Sena head phones which sit on the back of the head with the ear pieces curled around one's ears were joining in the fun at making me cross.

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- **Pair of handheld Uniden DT500 uhf handheld radios for sale.**
-

Editor's Note: Such devices are used on Flemingo, with the Skipper at the helm, both Crew and Skipper can communicate, especially important when docking.

LIVE IN THE SANDBAR

SUNDAY SOUNDS

Sunday 15th
December

1.00PM - 4.00PM

Featuring

PAUL WINN

*SIT BACK WITH A CRUISEY LUNCH & DRINK ON
THE BEACH WHILE ENJOYING THE
ENTERTAINMENT*

AVAILABLE FROM 1.00PM - 5.00PM



CD Quiz – December 2019 – Answers

1. Neaped.
2. This yacht is on a collision course. It is likely that they are to windward and would be the give way vessel – however you cannot be sure. I would tack to avoid them just in case (and to obey the second part of the requirement for the stand-on vessel – to avoid a collision by all means).
3. West Cardinal – so safe water is to the west of it.
4. The Greenwich Hour Angle – the number of degrees westward from the Prime Meridian (Greenwich). It is used in conjunction with the LHA (Local Hour Angle) and the SHA (Sidereal Hour Angle) to find the correct point of entry into the celestial navigation tables.
5. It is a pilot vessel engaged on pilotage duties.
6. This is the Hydrostatic Release Unit. It releases a liferaft (also used for EPIRBS) when immersed in water, usually at a depth of about 2 metres.
7. d c a f e b.
8. A vessel engaged in trawling.
9. In the inland waters of continental Europe.
10. Starboard spreader, above all other flags except for the yacht's own national ensign.

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

Cash at Bank as at 01.10.2019	\$2,355.50
 <i>Plus Receipts</i>	
Membership Ra Ra	\$50.00
Interest	\$0.18
 <i>Less Payments</i>	
E Hodge Catering Indonesian Night	\$500.00
E Hodge Black Ball Prize	\$19.95
Cash at Bank as at 31.10.19	\$1,885.73
 <i>Outstanding Receipts</i>	 \$0.00
 <i>Outstanding Payments</i>	 \$0.00
 Account Balance	 \$1,885.73

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