



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 37 No. 8 September 2017

Editor: Maralyn Miller

NEXT MEETING: MONDAY SEPTEMBER 18TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M

GUEST SPEAKER: PHIL YEOMANS

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



SLAC-N-OFF DOING "BOLLYWOOD" AT THE OPENING DAY SAIL PAST

CRUISING DIVISION OFFICE BEARERS – 2017 - 2018

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



Editor's note:

Deadline for the next edition of the Compass Rose is **Thursday 28th September 2017**

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

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

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

MHYC CRUISING DIVISION ANNUAL PROGRAM 2017-2018		
September	16 th & 17 th	090, Safety Exercise plus Sugarloaf Raft-up
	18 th	Cruising Division Meeting
October	Sept 29 th to Oct 3 RD	Oct LWE Cruise to Lake Macquarie (Tides OK)
	5 th	MHYC Twilight racing starts
	16 th	Cruising Division Meeting
November	18 th & 19 th	Emergency Tiller Obstacle Course & Raft-up
	20 st	Cruising Division Meeting
December	TBC	Club Christmas Party (replaces December meeting)
January 2018	5 th – 19 th provisional	Lord Howe Island Rendezvous
	13 th	January Cup & 2 Handed Race – MHYC Feature Event
	15 th	Post New Year BBQ and get together.
	20 th	Chaos and Bedlam Point Cup – MHYC Feature Event
	26 th – 28 th	MHYC Gosford Challenge
February	TBC	Barefoot Ball
	19 th	Cruising Division Meeting
	26 th – 3 rd	Late Summer Cruise to Pittwater
March	3 rd & 4 th	Sydney Harbour Regatta – MHYC Feature Event
	10 th & 11 th	Harbour Night Sail and raft-up
	19 th	Cruising Division Meeting.
	30 th to 2 nd	Easter Cruise – Jervis Bay includes Safety Practice and Slocum event.

CAPTAIN'S COLUMN – SEPTEMBER 2017



Winter is almost done and just to remind us it is actually winter the southerly change that hit Sunday afternoon 27/8 cooled things down considerably. Nights have been crisp and cool but the days have been magnificent with plenty of sunshine.



The new sailing season starts 2/9/2017 and with it what we hope will be a bumper year for us all in the Cruising Division.

We have a busy schedule coming up in September/October with the Opening Day sail-past on 2nd Sept, the 090 with Safety Exercise & Sugarloaf Raft-up on 16th & 17th Sept, then the cruise to Lake Macquarie over the long weekend 29th Sept to 3rd Oct. For those who would like to come but have heard that the channel is too shallow for their vessel now is the best time available to join us as the channel was dredged again 3 weeks ago and is back to a minimum depth of 2.4 metres. So, come along and join in the adventure.

For those of you that like a bit of fun during the week don't forget the MHYC Twilight racing starts Thursday 5th October.

As part of the ongoing education of cruising division members a few of us went out on Saturday 26th Sept to try out steering with a drogue. For those of you that have had a blue bag with a drogue in it to meet Cat4 requirements but have never opened the bag or used the drogue it is an interesting exercise. Read the report in this month's Compass Rose.

A number of CD members attended the Flying Fish Diesel Maintenance course and found it well worth it as the information is shared in a clear and non-technical way making it easy to understand. Now for me to summon up the courage and try changing those fuel filters that have been on since 2013.

On a sadder note life member 'Tig' Thomas passed away recently. Many CD members will have known Tig as he was Commodore of MHYC when the Cruising Division was founded and he last attended the Long Lunch just 4 weeks ago. His kindness and friendship will be sorely missed.

Bring on spring and the warmer weather. See you out on the water.

Evan Hodge, Cruising Captain. SY. *Nashira*

FAREWELL TIG THOMAS

Members will be saddened to hear of the death of Gilbert (Tig) Thomas on Wednesday 30 August.



Tig was a member of the Club for over 50 years. Always a strong supporter, he served as Commodore twice (1976 to 1979 and again 1995 to 1997), as well as helping in many other roles.

In his younger days Tig was a racer of note. He learnt to sail in Wagga Wagga, then moved to Sydney and graduated to harbour/offshore sailing in 1966. In his little boat "Plum Crazy", a Ben Lexen/Joe Adams design (and built by a former Cruising Division member Doug Brooker) he famously won Division 2 of the 1971 Sydney Hobart just 10 days after launching. He and Plum still hold the Sydney Hobart record for boats under 9.5m, and the fastest boat of this size in the race is still presented with the Plum Crazy Trophy.

Tig regarded himself as the founder of the Cruising Division. According to his version, the idea of the Division came to him in bed one night in 1976 as he was wondering how to get non-racing sailors involved in the club. In more recent years he served on the Cruising Committee for several years in the 2000s, and also for many years was the returning officer at our annual elections. He used to arrive at on-water events by boat – either in Plum after he re-bought her, or in his other vessels prior. His guitar playing was infamous although improving – usually with the addition of a bottle of red wine – although his compliance with annual Special Regulations audits was usually argumentative! He was also a regular at our on-land and social events with his wife Mavis on his arm.

We last saw him at the 2017 Annual General Meeting in July, when he proposed Julie Hodder for life membership, and at the Cruising Division Long Lunch on July 30.

Sad to see you go Tig.

Phil Darling

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NEXT MEETING:

**MONDAY SEPTEMBER 18TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.**

GUEST SPEAKER:

PHIL YEOMANS

TOPIC:

**DECK HARDWARE UPDATE - ALL THE LATEST
DECK HARDWARE FOR YOUR BOAT.**

FUTURE EVENTS:

SEPTEMBER 17/18 – 090, SAFETY EXERCISE & SUGARLOAF RAFT-UP

Join in with our offshore “taster” – a short runout to sea on an easterly course (090 degrees), perform a safety exercise which this year will be “heaving to”, followed by a raft up and convivial evening back in Sugarloaf Bay.

To participate please email cruising@mhyc.com.au so we can send the sailing instructions to you prior to the event.

Evan Hodge will be the co-ordinator for this event. The meeting point for the start of the event will be Hunter’s Bay near Balmoral. Start time will be 10.30am to allow those on the dark side to get the 10am bridge.

Depending on the conditions return will be through either the 2.30pm or 4.30pm bridge on the way to Sugarloaf.

PRELIMINARY PROGRAM FOR THE LAKE MACQUARIE CRUISE, LONG WEEKEND SEPTEMBER 29 – OCTOBER 3

MHyc Cruising Division invites all eligible boats to participate in the cruise to Lake Macquarie over the long weekend.

I have been in contact with the LMYC and have been informed that dredging was completed about 3 weeks ago so minimum depth on a high tide will be approx. 2.4 metres. So there could not be a better time to visit this beautiful part of the NSW coast.

We still need to make the high tide at 4pm hence depending on the weather the starting time will be around 5am from Hunter’s Bay.

The event will be co-ordinated by Evan Hodge and more detailed sailing instructions will be issued prior to departure. If you have not already done so please email cruising@mhyc.com.au indicating your intention to participate.

CHEESE PLATE SEPTEMBER MEETING: KELLY NUNN-CLARK

ENVELOPING SEPTEMBER COMPASS ROSE: MARTYN COLEBROOK



**Lisa Blair shares
her story**

“Sails the World”

**Join us on
Wednesday 13th
September 2017**

6.30 – 7.30pm

**Harbourview
Room (after
Wednesday Sailing)**

**\$20 pp – all ticket
sales go to support
Lisa’s adventure**

LISA BLAIR

“SAILS THE WORLD”

“Just do ... because the world is changed by doers”

In July 2017, Queensland sailor Lisa Blair has become the first woman to circumnavigate Antarctica solo, spending 184 days at sea



**MIDDLE HARBOUR
YACHT CLUB**

**Lower Parriwi Road, The
Spit, Mosman
info@mhyc.com.au**

**Tel: 9969 1244
Book in advance or purchase
ticket at the door**

PAST EVENTS:

DROGUE STEERING EXERCISE – AUGUST 2017

Following on from the theory presented at the August CD meeting, Saturday 26th August was where we put it into practice. Nashira was the only vessel taking part in the exercise with Martyn, soon to be member Frank, Kelly and I on board.

Weather was fine and sunny with very little wind so it was going to be steering under motor only.

The setup used on Nashira is a Burke Sea Brake drogue, 8 metres of 10mm galvanised chain, swivel with large shackle to which 2 spinnaker sheets were attached which form the bridle.



The mooring cleats amidships were used to anchor snatch blocks on dyneme strops. Each end of the bridle line ran outside lifelines then through the blocks back to the primary winches.

To ensure the bridle did not go down under the yacht and foul the rudder or propeller we used the mooring lines off the rear cleats as Barber Haulers adjusting them in or out depending on the manoeuvre.

Unlike the video shown at the meeting where the yacht had the rudder removed, Nashira's was locked in the central position which slowed down the rate of turn we were able to achieve. But that said it only required .5 meter shortening on one side of the bridle before Nashira would begin to change course.

We had no swell to contend with so it was not necessary to drop the drogue further back. With large seas, we could add a length of line between the chain and the bridle allowing the drogue to sit in the second wave behind Nashira.

As a result of the exercise I now know we can steer Nashira with a drogue under power. When time and wind permits we will try the same manoeuvres under sail.

Evan Hodge, 'Nashira'



ATTN Cruising Members:

MHYC Yacht Register - Get your boat on the MHYC Register.

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

MHYC Opening Day – Saturday 2nd September

This year the season opening day was held in beautiful sunny weather – although not much wind. Like someone had flicked the switch to “Spring” after a cold winter.

The morning started with the “volunteers brunch” with champagne and orange juice plus pleasant finger food while catching up with old club friends.



At about 11am we were called to order, and some of us present were recognised, thanked for our efforts over the year, and handed a bottle of wine in appreciation. We scored a nice bottle of white – although I am sure there are many more who have given time to the club who were not so recognised.

Next event was the launching and naming of our new club tender. A sound and sturdy craft, she looks just the job for taking us in and out of boats, plus performing the occasional tow if needed. Apparently, someone found the boat in a decrepit state, then organised to rebuild it and fit a second hand Yanmar diesel. More volunteers!

Wendy Bates was given the role of naming and launching the craft – in honour of her late husband Tony who contributed so much to the club during his years as Chairman of the Board. Thank you, Tony (and Wendy) – we will think of you as we travel around in the “Tony Bates”.



Final event – for us -was the sail past. Marshalled as usual by Gerald van Hulsen, we all lined up and sailed (well – motored) past for a salute from the flag offices and other notables who then declared the season open. Theme was “your favourite band” in honour of our new sponsors Smooth FM.

By this time a mild nor-easter was starting to blow in, so the racers went off for their Commodores Cup race, and the rest of us retired back to the deck.

Well done all – I trust the rest of the season is as pleasant.

Phil Darling, “eXpresso”

MEMBERS' CRUISING - UPDATE:

'Simply Irresistible' – Gill and Glynne Attersall



What a difference 30 years makes!!

Well actually it's only 28 years. Do you find that when you repeat a journey, each landmark reminds you of previous trips? It does us and therefore the comparisons to the current trip north become very obvious!

Simply Irresistible's (S.I) first ventured north in 1989, a fairly newly launched boat and we had our two boys with us. Lincoln, 14 years old and Craig, 10 years. We were on a 3-month adventure off to The Reef and the boys were wagging school with the full approval of their teachers.

In those days we hand steered all the thousand nautical miles of it, no auto-helm like now, we didn't have a dodger or bimini, so we were out in the elements. And at times there were some very nasty elements, but that's a two-beer story for later maybe! Certainly we had no jib furler like now, so when the wind lifted we had to unhook one sail, careful to bring it back into the cockpit without letting it go over the side. Take the next sail forward, hook on and raise, then hope the wind wasn't going to lift some more. No lazy jacks either to help make the mainsail manageable on dropping and securing.

Glynne had our pedestal compass and a hand-bearing compass to take bearings and navigate by DR. Certainly, this time we have enjoyed the luxury of navigating with the back-up of the iPad and its Navionics software. Oh the joy of Beacon to Beacon this time warning us of marks placed to the far left or right of the obvious track in the Great Sandy Straits. And the easy access to weather forecasts, let alone a decent VHF radio and aerial for making contact with the various VMRs. Now we also have a satellite phone as backup in an emergency!

I had a two-burner mentholated spirit stove, no oven, or decent light to cook by for two lads with gannet appetites. Now our SMEV provides three gas burners, plus an oven and brilliant grill, which makes perfect toast. Blinking luxury! Being time poor in 89 we were making some long legs, so victualling had to be right. Now we have a plethora of easy to store foods, i.e. Mountain bread.

And oh the joy of solar panels, so that our engine doesn't need to be run twice a day for the fridge and lighting at night to say nothing of the very often used Coursemaster auto helm.

But do you know, in '89 the boys were completely involved in their 'Boys Own Adventure' with helming, sail changes, discussions on positions and would probably be bored with the ease of 'S.I.' now. Linc was accepted into Maritime College partly thanks to his navigational skills and the trip is very clearly remembered by Craig, who at 10 years of age, was quite capable of controlling the boat on his own in light conditions with the spinnaker set.

Mind you we were particular lucky as the conditions were perfect at the Whitsundays and we almost had the place to ourselves. Thanks to a pilots' dispute no planes were flying into the area. It really was the trip of a lifetime for the 4 of us. We too were also younger then and "S.I." now suits two over 70-year olds quite nicely with all the aids Glynne has added over the years.

Gill Attersall, 'Simply Irresistible'

CD Quiz – September 2017 by Phil Darling

1. What do the Flinders bar and Kelvin's Balls have on common?
2. At night, you see a vessel showing an all-round green light on its mast above an all-round white light. What is it doing?
3. According to the rules, when is a vessel “deemed to be overtaking”?
4. At night time, how would you know the answer to Q3 above?
5. What do the letters EPIRB stand for?
6. What information do you find on Chart 5011?
7. You are coming up to a buoy with yellow and black markings. Unfortunately it has lost the top symbols – but is it is painted (from top to bottom) yellow/black/yellow. Which side of it do you pass?
8. What is the “rule of thumb” for remembering the colours on a cardinal marker?
9. Where on a boat do you find the roach?
10. A sailing vessel is overtaking a power vessel. Who gives way?

Galaxy III – Chris and Ben Canty

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

Navigate like Joshua Slocum [I]



“To young men contemplating a voyage I would say go. The tales of rough usage are for the most part exaggerations, as also are the tales of sea danger. To face the elements is, to be sure, no light matter when the sea is in its grandest mood. You must then know the sea, and know that you know it, and not forget that it was made to be sailed over.” **Joshua Slocum**

I had no idea who Joshua Slocum was until I recently won an award at Middle Harbour Yacht Club for my solo sail from Hobart to Sydney in February this year. David James, who accepted the award on my behalf, enlightened me about Slocum’s fame with the news of the award.

Starting his circumnavigation in 1895, he was the first person to sail around the world solo, in a sloop around the same length as Galaxy. OK great, so I bought the book on Audible to educate myself. It is an enjoyable read (or listen) for its own sake, even more so for someone like me, undertaking my own circumnavigation. In the context of seamanship & navigation, two things stood out for me.

Firstly, the ease with which he was able to set the boat up to self-steer and secondly his ability to navigate with his celestial knowledge, charts, taffrail log (for mileage) and a clock^[ii]. Using the sun, moon and stars, he liked to keep it simple and usually didn’t bother with the complexity of compass or sextant, unless to confirm his own dead reckoning!



The simplicity is impressive and his story highlighted how dependent we are on electronics and in the context of ocean sailing, vulnerable. However, he did run aground twice during his circumnavigation – once in South America and once on the Great Barrier Reef, so I’m in good company there.



Broken spinnaker pole – note the wooden insert from a previous repair – I glassed it properly this time!

My own vulnerability surfaced recently when there was a SeaTalk™ error on the autohelm while we were at Panaitan Island at the western end of Java.

With some helpful phone support from Raymarine in Singapore, I was able to identify the short circuit and simplify the wiring. Luckily, none of the transistors or computer chips were damaged, so I avoided the need to fly a technician out from Singapore.

Since departing Sydney, there has been quite a number of repairs required, most of which are listed in the table below.

	Event	Problem	Solution	Type
26-Apr	Storm squall	tore jib	repair jib	Sails & rigging
		broke forestay toggle	replace toggle	
		broke mainsail slugs	replace batten slugs	
5-May	windlass cable corroded	unable to operate anchor	replace section of corroded cable	Electrical
13-May	Ran aground Inset Reef	keel damage	slip boat in Darwin & repair keel	Hull
14-May	Not looking while winching	broken whiskey pole	replace pole end	Sails & rigging
2-Jun	Round up downwind	broken spinnaker pole	fibreglass join	Sails & rigging
5-Jun	AIS not working	Unable to see approaching ships	remove corroded wiring	Electrical

10-Jun	recharging batteries on mooring	engine overheated	remove fish & weed from intake	Motor
12-Jun	bow of longboat struck transom	risk of water ingress via transom	fibreglass transom	Hull
14-Jun	LCD display on sea log failed	Unable to read boat speed & distance	Use GPS speed. Disconnect from sea log	Electrical
19-Jun	Seataalk error on autohelm	Unable to use autohelm	remove sea log from circuit	Electrical

Murphy's Law comes to mind; If something can go wrong, it will go wrong. It also highlights the importance of understanding the boat and how to fix it – sometimes it feels more like a floating workshop than a cruise. Anyhow, the repair items relating to sails, rigging, and the hull are mostly the result of avoidable human error.

Hazards at anchor – no wonder the engine overheated with this lot blocking the cooling water intake – note to self; never leave the boat at anchor with the engine running to charge batteries.

Aside from the fish blocking the cooling water intake, that leaves four electrical faults, which represent the most common threat to the operation of the boat. Authors like Jones^[iii] and Evans^[iv] hold the view electrical faults are a certainty on an ocean passage, regardless of the age of the boat and responsible for more failed circumnavigation attempts than any other reason.

Until I learn celestial navigation, I'll retain my dependence on GPS. If the electrical power on the boat fails, I have portable backup GPS devices (watch and satellite phone) to at least get me to the next port. That leaves self-steering with sails, which works OK upwind, not so much downwind. Failing that, we can heave-to when we need to rest from helming.



So, we'll survive and get there eventually, albeit not as stylishly as Joshua Slocum. Not yet anyway.

Chris Canty, 'Galaxy III'

Vienna Boys' Choir & Gondwana Indigenous Children's Choir share culture and song



A group of young, indigenous choristers from Far North Queensland recently travelled to Vienna to join one of the world's most famous boys' choirs on stage and to experience and learn about the world's capital of music. Now the **Gondwana Indigenous Children's Choir** (GICC) prepares to receive the **Vienna Boys' Choir** (VBC) for a return visit to Australia to perform together at the iconic Sydney Opera House and on GICC's home soil in Cairns.

This unique musical collaboration, titled **Songs of My Country**, is an initiative of the Austrian National Tourist Office and created in partnership with Gondwana Choirs. **Songs of My Country** is more than two choirs performing together, but presents a unique opportunity for cross-cultural exchange between two world-class ensembles that bridges their diverse cultural heritage through a shared love of singing and performance.





For their performance at the Sydney Opera House, VBC and GICC will be accompanied by the Sydney Children's Choir, with the Cairns Songfest Choir also joining them on stage in Cairns. Details about the **Songs of My Country** concerts and information on how to purchase tickets are available below:

Event: **Songs of My Country Sydney**

Date/Time: Tuesday, 10 October 2017

Time: 7:00pm – 9:30pm

Location: Sydney Opera House, Concert Hall, Bennelong Point, Sydney NSW

Tickets: \$35-99 plus booking fees

URL: www.sydneyoperahouse.com/events/whats-on/classical-music/2017/songs-of-my-country.html

Event: **Songs of My Country Cairns**

Date: Friday, 13 October 2017

Time: 7:00pm – 9:30pm

Location: Cairns Convention Centre, Sheridan St & Wharf St, Cairns City QLD

Tickets: \$25-89 plus booking fees

URL: www.ticketlink.com.au/whats-on/popular-music/gondwana-choirs-and-vienna-boys-choir

If there is interest from CD members to attend the concert please let me know and I can get discounted tickets for you all. Please include my email in the story (astrid.mulholland-licht@austria.info), so people can email me directly. *Deadline to let me know is 28 SEP.*

Astrid Mulholland-Licht

John Tregoe, 'Kai Lag'



No matter where I go these days
My heart beats to the crash of waves
It seems there was this place unknown
A place I never knew was home

I stepped upon a deck wet down
With sails and lines and brass around
My soul said pause and mark this day
You finally found the path, your way

In my blood but not my mind
A desire to leave safe harbour behind
Not in tossing seas nor far from shore
There is no fear, not any more

Not running away but seizing the day
As finally I found my way
To explore and travel the deep deep blue
To plumb the depths inside me too

A tiny speck upon the seas
Sailing cleanly with the breeze
Eventually back, safe and sound
To my land of birth, on solid ground

TECHNICAL CORNER

Mike McEvoy – ‘SISU’



Refuelling at Sea

When refuelling at sea, usually from a jerrycan, the simplest way to do so, without ingesting the fuel, is to have two lengths of plastic hose. One is long enough to go from the bottom of the jerrycan to the deck fuel filler. The other is a shorter piece which is also inserted into the jerrycan but not into the fuel itself.

Simply clasp your fingers around the two hoses to stop air escaping from the jerrycan and blow into the shorter hose. This will build up pressure within the jerrycan, forcing the fuel up the longer hose into the tank, thus creating a syphon effect. Once started, the syphon will usually work until the fuel has all transferred to the tank.

Note: It works much better when the jerrycan is either on the same level or higher than the deck filler. I use reinforced plastic which retains its shape.”

Regards,
Mike



CHEF'S CORNER

"Underway Stew"

This recipe is not as glorious as most included in the Compass Rose, but very practical offshore and always goes down well with my crew (of one!) It can be thrown together no matter the angle of your boat and cooked in one pot.



Ingredients:

- 1 Onion
- Meat, cut in strips may be chicken, lamb or beef
- 2 Potatoes/and or sweet potatoes, cubed
- 2 carrots, sliced
- Whatever vegetables you have to hand.

Method:

- Lightly fry onion,
- add meat and brown,
- throw in cubed potatoes.
- Just cover with water,
- simmer for 15 minutes
- add carrots and maybe broccoli to steam on top of the stew.

When nearly cooked throw in a cup-of-soup for flavour for 2 people or a soup mix for 4.

Serve up on deck in a large plastic bowl to save any chance of spilling over onto the skipper.





DRIFTWOOD

"WHAT WOULD YOU NEVER GO TO SEA WITHOUT"

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

This is your chance to contribute.

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

I would never go to sea without a Lightrule - a slide rule ready reckoner for the light combinations in the International Regulations for Preventing Collisions at Sea (ColRegs). There are over 50 vessel definitions in the colregs, each with its own specific combination of lights. If, like me, you have a dodgy memory, the Lightrule is a quick way to identify a vessel without needing to thumb your way through the rule book.



I found this helpful in Indonesia to identify a tug towing a coal barge (there are 8 definitions for tug with a tow) in the Indian Ocean, off the coast of Java. For some reason, the tugs do not use AIS, so the lights were the only way to identify the vessel.

On one occasion, we had arrived at our destination at 2am and hove to for a few hours before finding an anchorage - at dawn I woke to see an island and thought, I don't remember seeing that island on the chart! Seeing some lights ahead, I was able to use the Lightrule to identify that it was, in fact, a tug with a tow > 200m; restricted ability to manoeuvre.

On a second occasion, a cargo ship was passing and after making radio contact to ensure I was aware of the tug, needed to change course in order to avoid a) Galaxy III and b) the tug with a tow > 200m.

Chris Canty, 'Galaxy III'



CD Quiz – September 2017 – Answers

1. They are both devices placed near to the compass binnacle to counteract a ship's deviation. They are common on ships with ferrous (iron or steel) hulls.
2. This is a fishing (trawling) vessel with its nets out. Keep clear especially of the stern.
3. "When coming up with another vessel from a direction of more than 22.5 degrees abaft her beam".
4. At night, if you are more than 22.5 degrees abaft the beam you will only see the stern light; if further forward that this you will see either the red or green side lights (depending on which side you are).
5. Emergency Position Indicating Radio Beacon.
6. This is the index to symbols and abbreviations used on official charts.
7. This is a west cardinal marker – we must stay to the west of it.
8. The cones on cardinal markers point towards the black – so in the previous example there should have been two black cones pointing in towards the middle.
9. On a sail – it is the curved area on the leech of a sail outside of the straight line from head to clew.
10. The sailing vessel gives way (rule 13 of the collregs).

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

USE		CRUISING DIVISION PARTICIPATION POINT SCORE CALCULATION SHEET												
YELLOW		JAN - DEC 2017												
CELLS ONLY		DATE -												
EVENT -		2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Compass	attendance	Technical	TOTAL
ENTER CREW FOR EACH		Late Summer Cruise	Harbour Night Sail	Earler Cruise	Maritime Museum	Check Safety	Drague Training & Raftup	090 & Raftup Sugar'f	Lake Macq	TBA	Rose feature Article	at Monthly Meeting Points	Corner projects compl	CUMUL' SEASON POINTS
YACHT	No. Nights	1	0	1	1	1	1	1	4	1	2	1	3	
Breeze	Crew										6	5	0	11
Bill & Helen	Nights													
Caviar	Crew					2					6	9	0	21
Max & Dot Thee	Nights					2								
eXpresso	Crew		2		2	1					2	12	0	24
Phil & Maralyn	Nights		1		1	2								
Flemingo	Crew		2			1	1				2	5	0	16
John Eastway	Nights		1			2	1							
Galaxy 3	Crew										4	1	0	5
Chris & Diane	Nights													
Sisu	Crew						2				4	7	0	14
Mike & Suzanne	Nights						1							
Kachina	Crew					2					2	12	0	20
Trevor & Lena	Nights					2								
Nashira	Crew				2	2	2				2	9	0	23
Evan & Kelly	Nights				1	2	1							
Rapture	Crew										0	3	0	3
Paul & Anne	Nights													
Simply Irrestible	Crew										8	7	0	15
Glynne & Gill	Nights													
Slack'n'Off	Crew						1				2	5	0	9
Martyn	Nights						1							
Tommy	Crew										0	4	0	4
Mark & Lee	Nights													
Sanctum	Crew										0	5	0	5
Jean & Noel	Nights													
Bloodhound	Crew										0	5	0	5
Alex	Nights													
Buggalugs	Crew										0	9	0	9
Jeremy & Kristin	Nights													
Tulip	Crew										0	4	0	4
Dick	Nights													
Zingara II	Crew										2	3	0	5
Jeff	Nights													
Zingarro II	Crew										10	3	0	13
John	Nights													
Hunky Dorg	Crew										0	2	0	2
Aileen & Cam	Nights													
											0	0	0	0
														====
No. of Boats -		0	2	0	3	5	4	0	0	0			Points	24
												The Leading Boat is...		
												eXpresso		

A POTPOURRI OF NAUTICAL TRIVA – BY KEITH WATSON, S.Y. "ALTAIR"



- ✚ In 1982 Eric Peters crossed the Atlantic in a boat 5 ft. 10 in. long in 46 days.
- ✚ Frank Tower was a worker on the Titanic when it sank, also on the Empress of Ireland and the Lusitania when they sank, he escaped 3 times
- ✚ In 1964 solo sailor William Willis aboard a raft reached Queensland after 19,700 kms and 204 days from Peru South America
- ✚ Captain Cook was the first man to set foot on all continents except Antarctica
- ✚ In 1993 Hugo Vihlen sailed alone from New Foundland to Falmouth across the North Atlantic in his boat 5 feet 4 inches long in 105 days
- ✚ Over two days in 1943 R.A.F. Airsea Rescue Service saved 118 airmen from the sea
- ✚ On average, icebergs weigh 20 million tons
- ✚ The flotilla of the Neva in Russia claims to be the oldest Yacht Club in the world (1718) beating Ireland's Royal Cork Yacht Club (1720) Tamar Yacht club est. 1837 Royal Perth YC est. 1841, Royal Victoria YC est. 1853, Goolwa Regatta est. 1854, Royal Geelong YC est. 1859, Royal Sydney YS est. 1862
- ✚ Popeye originally got his strength from garlic not spinach
- ✚ Kangaroos are excellent swimmers but giraffes can't swim
- ✚ Sydney's first fortification was at Cattle Point, the first name for Bennelong Point where the cattle and horses were landed
- ✚ The World Heritage Great Barrier Reef is larger than Italy
- ✚ Until 1826 Lake Macquarie was known as Reid's Mistake after Captain William Reid took a wrong turn in his ship 'The Martha' thinking it was the Hunter River
- ✚ Gabo Island lighthouse is the second tallest in Australia - the tallest is in Tasmania
- ✚ Cape Otway lighthouse in Victoria is Australia's oldest (1848)
- ✚ An American ship was sunk in Bass Strait by a German mine one year before Pearl Harbour

PHOTO COMPETITION for 2017

AUGUST WinnerPhoto 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.



The winning photo for September is called 'Anzac Dawn Service George's Heights'
By Mike McEvoy

Only one photo per month (as a JPG / JPEG) to be submitted. Remember, ... to be in the running to win the prize you must be in it. HintGive 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 - COMFORT SEAT – Classic blue, 14 position support for comfort in the cockpit or on the foredeck. (new reduced RRP \$113.00) For sale \$50.00 **Contact** Mike McEvoy on mmcevoy@bigpond.net.au or 0418 489 703

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

SELL - New, Carbon Fibre Rudder Kit, from our 38 ft day sailor “Revolver” complete and ready to install onto any yacht from say 25 ft to 40 ft. Rudder has been tested and has worked beautifully but we have changed steering systems and carbon rudder system is now surplus to needs.

DETAILS:

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

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

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

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

SELL - Danforth Anchor 24kg (52lb) heavy gal. \$60

contact: Noel Parker on jnparker@live.com.au

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

Cash at Bank as at 31.07.17	\$2,016.30
<i>Plus Receipts</i>	
<i>New members Des Toms, John Tregear and Scott Lyall</i>	\$150.00
<i>Interest</i>	\$0.00
<i>Less Payments</i>	\$0.00
 Cash at Bank as at 31.08.17	 \$2,216.30
 <i>Outstanding Receipts</i>	 \$0.00
 <i>Outstanding Payments</i>	 \$0.00
 Account Balance	 \$2,216.30

Signed as a true record
Mike McEvoy
Treasurer

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



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

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

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



**MIDDLE HARBOUR YACHT CLUB
CRUISING DIVISION**

THE WACHMAN AWARD

**Skills for
Alternate Skippers**

**SELF ASSESSMENT
MANUAL**

**GET YOUR COPY TODAY!
FROM THE CRUISING DIVISION FOR \$20
FOR INFORMATION EMAIL: CRUISING@MHYC.COM.AU**

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

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