



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 37 No. 10 November 2017

Editor: Evan Hodge

NEXT MEETING: MONDAY NOVEMBER 20TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M

GUEST SPEAKER: KINGSLEY GRIFFIN

TOPIC: SAILING, DIVING & FILMING AROUND GREENLAND



Buggalugs on route to Lake Macquarie

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 | 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 **Wednesday 29th November 2017**

The **EDITOR** for the next Compass Rose is **Dorothy Theeboom.**

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 | | |
|---|---|---|
| November | 18 th & 19 th | Emergency Tiller Obstacle Course & Raft-up |
| | 20 st | Cruising Division Meeting |
| December | 2 nd | On-board Progressive Dinner |
| | 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. |
| April | 30 th to 2 nd | Easter Cruise – Jervis Bay includes Safety Practice and Slocum event. |
| | 9 th to 15 th | Sail Port Stephens |
| | 16 th | Cruising Division Meeting. |
| | | |

CAPTAIN'S COLUMN – NOVEMBER 2017



As we come closer to the end of the year those that have been wintering up north have been returning to Sydney. Welcome back to Caviar and Simply Irresistible after their action packed adventures up north. See the latest instalments in this edition of the Compass Rose.



Chris Canty on Galaxy III has reached Cape Town, South Africa as he continues on his circumnavigation of the globe. Chris continues to provide his insights on equipment and preparations as he gets ready to cross the South Atlantic Ocean. Lee Laurie should also be back in Australia after her crossing of the Pacific Ocean. Welcome home and we look forward to hearing more of your adventures.

Back at home we have seen the weather warming up but also the first rains for quite some time. The next Cruising Division on water event is the Emergency Steering Obstacle Course and Raft-up on 18/19 November. After input from members we will raft-up Saturday night in Sugarloaf Bay and have the obstacle course exercise on Sunday Morning. Event instructions will be issued in the coming days. We are also looking forward to the On-Board Progressive Dinner event scheduled for Saturday 2nd December. Event details will be issued closer to the event.

If you think the water in Sydney Harbour is still cold spare a thought for this month's guest speaker Kingsley Griffin who has recently returned from sailing, diving and filming around Greenland above the Arctic Circle. Sounds pretty chilling to me but should be an interesting and informative presentation.

And to finish off this month I need to put in a plug for breakfast at the club on weekends. Over the last month Kelly & I have had breakfast at the club on a few occasions and the food has been fantastic. You can order upstairs take the buzzer down to the beach or sandbar deck and collect your meals when ready. Great setting, generous portions of food and extremely competitive prices. What a great way to start the day.

Look forward to seeing you all at the next CD meeting, out on the water or at the club for breakfast.

Evan Hodge
Cruising Captain. *SY. Nashira*

CRUISERS TALKS – NOVEMBER 2017

NEXT MEETING: MONDAY NOVEMBER 20TH, 7:30 P.M.
B.Y.O. BBQ 6:30 P.M

GUEST SPEAKER: KINGSLEY GRIFFIN

PRESENTATION: SAILING, DIVING & FILMING AROUND GREENLAND

Kingsley recently returned from Greenland, where he sailed a section of the West coast north of the arctic circle, to film underwater where few have dived before.

Since most of us haven't sailed or dived in Greenland, this is a great opportunity to hear more about a fascinating and far-flung part of the world - and maybe hear a thing or two about our own backyard, too.



CHEESE PLATE NOVEMBER MEETING:

MARTYN COLEBROOK

ENVELOPING DECEMBER COMPASS ROSE:

KEITH WATSON

MEMBERS' CRUISING - UPDATE:

'Simply Irresistible' – Gill and Glynne Attersall

HELP - NO SKIPPER, NO ANCHOR, NO RUDDER - all absent when we needed them

Scene: Burnett River opposite Bundaberg Sailing Club, at anchor on the northern bank way out of the leads. Approximately 45ft. Aluminium boat comes from up river, on auto-helm with no skipper on deck. Gill looking through binoculars thinks he is heading towards us, but someone must soon realise and adjust course. Calls up Glynne, both of us scream out the boat's name, no time to get the horn, now no time to abandon ship. By the time a head appears from down below the boat is riding up into our cockpit, "Simply Irresistible" is pushed into the water and away.

To our amazement she had only had a football sized hole in her top sides through to the Heads, the Toe Rail ripped up and our awning ripped. The offending skipper was not at all concerned about us or our vessel, though we did get all his details. He was then free to take off with just a bit of paint missing from his bow whereas we had to arrange to see an Assessor (once again Club Marine was very fast onto the job). A berth at Bundaberg Port Marina and a shipwright organised, all most cooperative. "S.I." Now has a fibreglass temporary patch to see her to Sydney, but we had missed our precious weather window before extended strong wind warnings.

Scene: Fraser Island south of Kingfisher Resort in torrential rain and strong wind. The Mary River flooded to 6metres and on low the wind, up to 40 knots, against tide, 4knots is mad. We decide to move as the surge is untenable, into wet weather gear but just as we try to up anchor we realise the warp is leading behind the boat, caught on the keel. In trying to back off we had absolutely no steerage, obviously the warp lead from the bow, round the keel holding the rudder solid. OK but we had a ketch to leeward and we were drifting side wards at a good 4 knots. Out comes the trusty horn, they appear on deck, definitely not in their wet weather gear, with very inadequate fenders and worried expressions.

Fortunately, "S.I." leant over enough to slide over the warp and free herself to back away. The surging conditions followed us to our next anchoring position and also to North White Cliffs. Low tides, which were after 1am were like being in a mad washing machine.

Luckily we had had 5 idyllic days out at Lady Mulgrave Island, which I prefer to dwell on and will gladly show anyone 1,000 photos.

Gill Attersall

Simply Irresistible

'Caviar' – Dorothy & Max Theeboom

Voyage of the good ship Caviar – part 2.

After a few days at Marina Mirage which included getting the blocked toilet fixed we headed north for Mooloolaba using the outside passage. Once again this was an overnight trip so we could come into harbour on a rising tide. Along the way we were radioed by Border Patrol wanting to know who we were, registration, home port and our destination. They finished by saying “report anything suspicious” but failed to tell us how to do so. Later that night a vessel appeared on our AIS heading straight towards us. Judging by the dimensions given on the AIS it must have been a catamaran. Oddly the symbol on our AIS changed shape and sometimes disappeared. We tried radio contact to no avail and then called the Coast Guard who said that there was nothing they could do. Where’s Border Patrol when you want them? About an hour later they passed us with no lights and disappeared southwards. As we approached Mooloolaba Max suggested that the boom brake be released so that we could tack. Unfortunately, he was in the way and got hit by the bundle of main sheet rope resulting in two broken ribs, this time in his back. At sunrise we made it into the harbour and tied up at the Wharf marina where Caviar remained for ten days whilst Max recovered at his mother’s place in Noosa.

Finally it was time to return to Sydney having not even made it to Fraser Island due to a couple of rib break breaks! Once again we headed towards the Gold Coast this time taking the inland route through Moreton Bay. The first stop was Scarborough where there is a Cavalier 37 moored. Apparently it was the last one built before the moulds were destroyed. The cabin and v-berth are the same basic design as Caviar but are set up slightly differently. It even has an air-conditioner for use in port! Suppose you need that in Queensland.

The next port of call was Peel Island which is in southern Moreton Bay off North Stradbroke Island. This was a leper colony between 1907 and 1959 and is a popular place to moor in the summer. We spent the night anchored in Horseshoe Bay which is said to be protected from northerlies; perhaps we weren’t close enough to shore. Next morning we headed south parallel to North Stradbroke until we got stuck on a sand bar. Despite the best efforts of the Coast Guard and their 600 horse power engines we were well and truly stuck so waited until the tide came up enough. Whilst we waited we did see two dugongs. Once we were free we motored down the channels towards Southport but took a wrong turn so had to backtrack. These mishaps meant that we arrived on the Gold Coast in the dark. There were several boats moored close to or on the edge of the main channel without any lights. We could have easily hit one along the way. Finally arrived at Southport Yacht Club where we spent three nights. On to Yamba where we just spent the night before going on to Coffs Harbour. The marina in Yamba is owned by Kay Cottee and her boat First

Lady was also a Cavalier 37. In fact Caviar gets a mention in her book about her trip. We had to attend a funeral in Melbourne but before that we hired a car and had a look at Bellingen and the northern area including Woolgoolga and Grafton.



Coffs Harbour Marina from Muttonbird Island.

On our return to Coffs Harbour we headed on to Camden Haven to see our friends in Dunbogan. This gave us the opportunity to try out our new boards which our son-in-law in Noosa had kindly made for us. Another evening spent at the Services Club before heading to Foster-Tuncurry. Once again the current was running about six knots. We tried to pick up a pinkie but the rope had wound itself around the chain holding down the buoy so it was impossible to grab. With the help of two bystanders we tied up to a pile mooring. Given the current this required quite an effort. Once again we could use our boards. When we set off for Port Stephens our auto pilot failed. There was a heavy wind warning issued but every other time there had been one, nothing resulted. It was a calm sail to Seal Rocks but as we rounded the point and were heading south west the wind hit. It was up to 35 knots and with no auto pilot Max had a tough time steering. A number of waves came over into the cockpit with the result that the frame of our dodger broke. The wind continued to gust, almost on our nose. Nearing Broughton Island we were making one knot under motor. We contacted Marine Rescue who suggested that we go into Esmeralda Cove. This cove faces south east and we had some protection from the south westerlies. There are moorings in the cove as well as a national park office. If it had

been a little less rough we might have put the dingy in the water and gone exploring. We spent two nights rolling in the cove before making it to Port Stephens and the marina at Nelson Bay.



Moonrise over Esmeralda Cove

We decided to leave Caviar there and took the bus back to Chatswood. Ten days later I drove Max, Sunny (one of our regular crew) and Gary back to Nelson Bay. They brought Caviar back to Middle Harbour in a sixteen-hour stint. The next day she was back on her mooring and the trip was over. We had a great time, saw whales, dolphins, dugongs and lots of birds. I'm sure that we learnt a lot along the way and became better sailors as a result of our trip.



Back home again.

Dorothy Theeboom
Caviar

Mast & Rigging ..a total Rebuild.

Rapture's Standing Rigging was 16 years old when last it was replaced and after a further 18 years, was again well and truly due for replacement, along with all the running rigging, plus a new Furler which seemed appropriate. Indeed, the insurance company no longer covered the rig, ...other than if she sank at the mooring.

Mast Removal

So last August the Mast was lifted and stripped of all fittings before being sent out for sandblasting and repainting. During this time I removed and refurbished the inboard chainplates before installing and resealing them. The mast step was cleaned, sanded and repainted, new timber chocks were made from teak and various nuts and Dome Nuts replaced with shiny new ones and wind instruments were dismantled, cleaned and converted to LED operation.



Mast Rebuild

When the repainted Mast returned to the rigging shop, an opportunity arose for me to do my own rebuild, with SS rivets, anti-corrosion paste and the use of a wonderful battery powered rivet gun. This portable gun made light work of installing the rivets, allowing me the time to refurbish all my stainless mast fittings, and even improve the spreader assembly by replacing standard nuts with nylon lock nuts, all of which would not have happened if the work had been done by a professional rigger. Perhaps the best part was the chance to learn exactly what the top of my mast looked like, first hand. With all Exit boxes and Sheave boxes riveted in place, new sheaves turned up to suit the migration from wire to spectra, braided rope for the halyards, attention turned to the internal electrical wiring within the mast.



Mast Electrics

A long flexible pole, with a number of short loops attached at the far end, was inserted into the plastic conduit. At each light fitting a loop was fished out with a wire hook. A long VB cord was attached to each loop and the cords were pulled back through to the base of the mast as the pole was withdrawn. Wiring was then taped to each cord and drawn back to the base of the mast.

The Anchor light was converted to LED and the Spreader lights refurbished. As the Steaming light required a light spread angle of 235 degrees, it was left as a 10 watt festoon. At present, SMD's have a light spread angle of only 120 degrees, although folded FED festoon arrays, as shown, are just coming onto the market which yield an improved light spread angle.

The current draw and run length of each light was estimated and the appropriate cable size calculated. The cross sectional area of tinned copper required must be known as electrical warehouses will try and sell you cables based on the outside diameter of the insulation.



Mast Standing Rigging

Inspection of the old standing rigging showed no obvious problems other than the unseen effect of Work Hardening due to the wire rope flexing over the years.

A sample of the more obvious failures are shown here, but as we all know you renew SS rigging not for what one can see,.. but for what one cannot see.



Rigging Screws and T-balls

I have a preference for the closed type of bottle screw once made by Ronstan, as their remaining type on the right relies on the top being crimped over; however I was lucky enough to find a source other than Ronstan. Mast tangs of the "T-Ball" type are still available, however the rubber mast inserts to reduce water ingress, are no longer made. Fortunately the old ones were not lost.



Jib Furler

As mentioned, parts for my Hood Furler are no longer available so a Profurl Jib furler was recommended. This a nice unit with a simple but clever device at the masthead to prevent halyard wraps, but there remain two glaring design omissions.

1. The unit relies on the Furling Line being at right angles to the drum. This requires a self-aligning lead block on the sloping pulpit rail which is not supplied. None are readily available but I have sourced a suitable one (HT 450 A) from Nautos, a company in Brazil.
2. Also the foil has only a single track which is devoid of a Sail Feeder, making it difficult for a solo sailor to both feed the sail into the foil and haul at the mast at the same time. Presently I am fabricating a sail feeder from the old furler pre-feeder, which I hope will suffice. Obviously Profurl do not expect the sail to be removed from the foil very often.



Running Rigging

As mentioned, the migration from wire rope halyards and control lines, to the more modern Spectra and all braided rope was an interesting challenge as the existing wire sheaves were extremely narrow. This was overcome by much splicing of narrow Spectra to the larger braided rope. In addition a more exotic type of spectra was spliced into halyards where they worked over the narrow masthead sheaves.

Re-Stepping the Mast.

With Electrics, internal Halyards, protective cloth wrapping to Shrouds, Backstay and Forestay, the shiny Mast was hoisted high into the air, swung over the boat and slowly lowered through the deck and down onto the waiting mast step. The standing rigging was quickly attached to the deck so the crane could be released and it was over to me to reconnect all wiring and aerials.

Mast Boot.

Next day I made waterproof where the keel-stepped mast passed through the deck, using self-amalgamating tape. Stretching the tape up to three times its original length and at the same time wrapping it around a sloping surface really requires more than two hands, but after two attempts a reasonable seal was achieved.

Braided Rope Splicing.

One result of working in a rigger's shop is that I am now practicing my braided rope splicing which hopefully will be a success by the time this article is published.

Paul WotherspoonRapture...

CD Quiz – November 2017 by Phil Darling

1. In which direction does a SW wind blow?
2. How many nautical miles are there between latitudes 33 deg 50'S and 34 deg 59'S?
3. You see the following lights near shore: Green over white above and red & green at a lower level? What would you expect these to be?
4. A little way distant from the lights in Q3, you see the following lights: Red over white. They appear to be bobbing about a little. What would you expect these to be?
5. You are travelling north and you see a pole ahead painted yellow/black/yellow with no top mark. It is located 100 metres west of an island. What is it and what should you do?
6. A yacht sailing on starboard tack is overtaking a sailing boat on port tack. Which is the give-way vessel, and why?
7. The wind is easing. What 3 adjustments could you make to your headsail to give it more driving power so you can (hopefully) maintain the same course and speed?
8. Your navigator determines a course to steer of 355 degrees true from the chart. Complete the following to determine the actual compass course to steer:

355 deg True Chart Course
12deg E Variation
.....deg Magnetic
2deg W Deviation
..... deg Compass CTS
9. You are travelling north and you approach a pole painted yellow/black/yellow with no top mark. It is located 100 metres west of an island. What should you do?
10. What causes a sea breeze and when would you expect it to occur?

BUGGALUGS CRUISES IN COMPANY TO LAKE MACQUARIE

This was our first cruising adventure with MHYC over the October long weekend. Many thanks to Evan and Kelly (Nashira) for providing such comprehensive sailing instructions. Our small flotilla of three yachts and one motor cruiser, Nashira (Evan & Kelly), Slac'n'Off (Martin, Anna and Matt), Buggalugs (Jeremy & Kristin) and Isobel II (Des & Val) left MHYC on Friday around noon heading north.

We had a pleasant passage up the coast from MH to Pittwater with gentle south westerly winds, smoothing the swell for a relaxing sail to Coasters Retreat where we met up with the speedy duo Val and Des (Isobel II) and joined them for Sundowners and some delicious home cooking!



After overnighting at Coasters Retreat, Slac-n-off picked up another crew member, Fiona from Palm Beach. We then motor sailed up towards Lake

Macquarie mindful of our aim to make the 5pm Swansea Bridge. North of Moon Island we dropped the sails and slipped on our life vests (required by NSW Maritime).



There was such a strong current while we waited for the bridge to open, the mooring line twisted around the keel. It took both of us to free the line and we just made it through the bridge behind the others. Started up the channel following the leads and using the iPad for pilotage, as well as referencing the Alan Lucas "Cruising the NSW Coast". No dramas going in

although we did manage to give the keel a clean as we brushed the sandy bottom. We were happy to have our newly deployed instrument panel together with the new Ray Marine 170 chart plotter. The best part was checking the depths as we

entered the Swansea Channel being mindful of both the tide and time.

We were greeted on our arrival by some members of the Lake Macquarie Yacht Club and joined Michael and Anne, Ken, Ross and Ann for dinner at the Club. A very friendly and hospitable group.



The next morning we headed out together with some LMYC yachts to explore this surprising large lake. Lake Macquarie is twice the size of Sydney Harbour with an average depth of 8 metres. Sailing past Pelican Rock, Frying Pan Bay and then Evan took us around some of his childhood local haunts at Summerland Point.



Slac-n-off, Buggalugs and Nashira

That night we spent tucked up behind Wangi. We all contributed to a fabulous dinner aboard Nashira enjoying some quality wine and good company.

The next morning our return down the channel towards the Swansea Bridge turned out to be more of a challenge with both Buggalugs and Slac-n-off running aground. Despite some inventive attempts to free ourselves we both needed a little assistance from a passing fishing boat and Marine Rescue!

We were all delighted to see a few whales on our LM trip, particularly around the entrance to Pittwater. Sailing with a nor'easter blowing about 10-15k towards Lion



Slac-N-Off & Buggalugs

Island. As we came through the heads 2 whales suddenly appeared about 5 metres from us and dived under Buggalugs. Gave us quite a shock. We know not to approach whales too closely but it's a bit tricky when they come close to you!!!

All in all it was a fun first cruising in company trip for us and we look forward to the next one.

Jeremy and Kristin Clarke
Buggalugs

CHEF'S CORNER

A recipe from Simone Hill - MHYC Office

Hello team, I have a great recipe we have made many times on board – no stove required

Flaked Ocean Trout with couscous



1 cup couscous

Sprinkling of vegetable stock powder

1 and ½ cups boiling water

2 packets ocean trout/salmon (cryovac at supermarkets including Aldi)

Cherry tomatoes cut in half

Finely sliced Spanish onion

Rocket

Packet of fetta cheese

Place the couscous on your serving platter/salad bowl.

Sprinkle the stock powder over the top.

Pour over the boiling water

Flake the trout/salmon over the top

Spread over the tomatoes and rocket

Crumble the fetta over the top

You can adjust the vegies – use up roast sweet potato or pumpkin or add a can of corn, red capsicum or coriander instead of rocket

You can break up a BBQ chicken in place of the fish

The fetta can be replaced with bocconcini or goats cheese.

Easy and tasty – ENJOY

Salmon and Ginger – Jeremy Clarke - Buggalugs



One of my favourite fish dishes is very simple but I love it.

Wrap Salmon in foil with freshly grated Ginger with a bit of pepper, minor salt and olive oil on the foil to stop it sticking.

Wrap it up and seal it with folds.

Into the oven 160 for 15 minutes or on the BBQ for the same time but not directly on the plate.

Ginger is so good for you and it settles the stomach.

Serve with broccoli and cauliflower mash.

Washed down with a nice chardy or SSB

Jeza



Guess who came 3rd in the first Ladies Twilight race?

Congratulations to all the ladies that took part.

The Cruising Division Wachman Award exercises must be working!



Stunning Breakfast Venue



Cruisers of Tomorrow

CD Quiz – November 2017 – Answers

1. From the SW, towards the NE.
2. 69 miles – 60 miles for the degree (33 deg to 34 deg) and 9 for the minutes (50' to 59') ?
3. This is a fishing trawler, underway, with nets out and coming directly at you.
4. A fishing vessel (but not a trawler), stationary and setting or retrieving gear. My guess is possibly a crab-potter or a vessel laying or retrieving fish traps. I would watch it closely as it is likely to get underway again with little notice.
5. This is a West Cardinal mark. Leave it to starboard if you are travelling north.
6. The vessel on starboard tack has to give way as it is overtaking.
7.
 - a) Ease the sheet a little to give more curvature to the body of the sail
 - b) Ease the halyard a little (and/or the backstay) to sag the luff and give more curvature to the luff.
 - c) Move the sheeting position forward a little to give more curvature to the foot of the sail.
8. Starting from:
355deg True Chart Course
12degE Variation
343 deg Magnetic
2deg W Deviation
345 deg Compass CTS
9. This is a West Cardinal mark. Leave it to starboard if you are travelling north.
10. It is generally accepted that it is caused by the air over the land heating up and the cooler air from the ocean coming in to fill the gap (there are some more technical definitions but this is close enough). Generally occurs starting late morning on warm summer days and strengthening through the afternoon – dies when the sun goes off the land.

"What would you never go to sea without"

Chris Canty's safety belt



It is designed to maximise survival and location of a person overboard, particularly on short-handed boats.

Can be used on it's own or in combination with a lifejacket, harness & jacklines)

Pros

- Fast & easy to put on - less temptation to go forward without safety equipment
- Comfortable to wear, especially in hot & humid tropical climates

Cons

- need to remove Restube from the belt pocket to inflate

What are important things to have on board by Mike McEvoy “Sisu”

- For deliveries at watch changes have Mars Bars, Kit Kat or other lollies such as Snakes available to give a sugar boost to those coming on watch
- I personally like ginger in any form: ginger beer, lollies e.g. GIN.GINS to help settle the stomach.

For Deliveries, and I have been known to do a few, I have a bag at home ready packed. It contains the heavy foul weather gear, thermals, sailing boots, gloves, beany, spare sun glasses and sailing hat. So upon accepting a request to do a delivery I don't have to go to my boat to pick up that gear.

The delivery bag is always half ready and I don't forget any of the important stuff that way.

Yes, it means having another set on the boat but that's where they stay and they don't have to be the heavy duty stuff that's normally required for a longer delivery trip.

If the delivery starts in Sydney then I can take my personal [inflatable] life jacket with PLB, knife and light attached.

These I would have to remember to take off my boat for the delivery. On the other hand if the delivery commences elsewhere that requires a flight

I cannot take the life jacket (because of the gas canister) but will still take the PLB.

Mike McEvoy
SISU

CALAMITY CORNER

Running out of fuel is quite daunting. Being alone at night heading towards the last Spit bridge opening, with limited boating experience, and without fuel is even more daunting.

This is what happened to me one night a year or so ago. The engine ceased. Panic. I knew enough to check the fuel gauge downstairs and the obvious had happened. How stupid, but now what? There was no wind and the tide was slowly coming in, as was I, towards the bridge. If I could grab a buoy I would be fine. Too far away and I wasn't going to be drifting by any.

There are a couple of obvious things I could have done and would do, now I have more experience.

My first thought was to phone Matt to ask for a tender to help bring the boat back. It was late so the tender team had left. I phoned the club. No answer.

I was towing my rib so I thought I could tow the boat back to the yacht club myself.

I tied a mooring line to the bow of the yacht and the stern of the rib. The rib proceeded to rotate in an arc about the yacht whichever way I tried to propel it. I didn't know what to do next. I had Peter Lewis' phone number. He was on his way home but very kindly offered to return and bring a club tender out to help. Meanwhile, he said I should tie my rib alongside the yacht so I would have steerage. I tried this and it worked to a degree but the yacht kept heading off in different directions as the wheel kept rotating. I had to climb up from the rib to the wheel to correct the steering every few metres. I hadn't yet discovered the wheel lock, let alone how to centre the wheel, using the instruments. After leaping from rib to yacht and back again, to correct the steering, at least a dozen times, I was close to one of the T arms and heading towards a berthed yacht. My yacht was between the T arm and myself in the rib so vision was impaired. I couldn't see anything. An anxious moment as I didn't want to prang the berthed yacht

I had prepared a couple of mooring lines whilst drifting.

I felt my boat nudge the T arm and reversed my rib outboard as fast as it would go to prevent my yacht from hitting the stern of the berthed yacht. I jumped out of the rib, clambered over my boat, grabbed a mooring line and tied off with no damage to either boat. Only what was left of my pride. Peter arrived in the club tender, was too late but I was thankful and he gave me sound advice.

What should I have done?

- Check the fuel gauge before each journey.
- I could have dropped the anchor, although it was in its locker because I had been racing.
- Hoisted the foresail. There was almost no wind so that may not have worked.

What did I learn?

- All of the above and how to 'tow' a yacht with small rib. I was fortunate in that it has a reasonable powerful 8HP outboard.
- How to centre the steering and lock the wheel.

How many more calamities can I expect? Plenty!

Anonymously submitted by Martyn Colebrook – Slac N Off

PHOTO COMPETITION for 2017 – October

October 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 October is called
“26 degrees, water in the Whitsundays makes me leap for joy!”
By Gill Attersall.

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 to Darling.maralyn@ozemail.com.au.

Good Shooting ...!! Maralyn.

BUY, SWAP and SELL

SELL - IridiumGo Satellite phone unit with external Ariel. **\$600**

Contact: Mark Williams 0405-288-840

SELL- THULE roof racks. These are in good condition and have a key to lock them onto your car - \$100. These allow you to add on a bike carrier or ski racks as well.

Contact: Simone Hill membership@mhyc.com.au

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

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

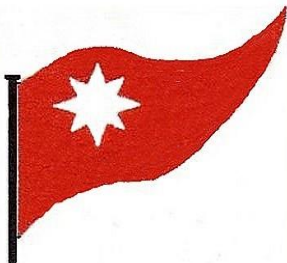
contact: Noel Parker on jnparker@live.com.au

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

| | |
|------------------------------------|-------------------|
| Cash at Bank as at 31.08.17 | \$2,216.64 |
| | |
| <i><u>Plus Receipts</u></i> | |
| <i>New members Michael Smith</i> | \$50.00 |
| <i>Interest</i> | \$0.17 |
| <i><u>Less Payments</u></i> | \$0.00 |
| | |
| Cash at Bank as at 31.08.17 | \$2,266.81 |
| | |
| <i><u>Outstanding Receipts</u></i> | \$0.00 |
| | |
| <i><u>Outstanding Payments</u></i> | \$0.00 |
| | |
| Account Balance | \$2,266.81 |

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