



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 38 No. 9 October 2017

Editor: Martyn Colebrook

NEXT MEETING: MONDAY OCTOBER 16TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M

GUEST SPEAKER: SHARNIE CONNELL

TOPIC: SYDNEY MARINE PARK CAMPAIGN



Plum Crazy in plum livery

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 26th October 2017**

The **EDITOR** for the next Compass Rose is **Evan Hodge.**

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 – OCTOBER 2017



Spring is here. Hooray for the warmer weather. I am writing this on the Friday of the long weekend anticipating the CD cruise to Lake Macquarie. Winds will be light today but the day is a beauty to start the weekend.



September was a busy month for many of us preparing our boats for the upcoming season whether it is only to cruise or enjoy the fantastic Twilight racing at MHYC which starts Thursday 5/10. They call it racing but it is a very social and enjoyable excuse to get out on the harbour mid-week.

The September Cruising Division meeting saw the return of Max & Dorothy Theeboom (Caviar) from their Queensland cruise and a flying visit from Chris Canty (Galaxy III) currently sitting at Reunion Island in the Indian Ocean as he prepares to continue his circumnavigation.

Kelly and I attended the new members and crew night during the week and I am encouraged that a few of the attendees expressed interest in what we are doing in the Cruising Division. I had to summarise why I joined the MHYC Cruising Division and it was to learn as much as possible to keep Kelly, Max (the dog) and Nashira safe as we embarked on our yachting adventures as novices.

The education of safety and seamanship via practical and enjoyable on-water and on-land events hosted by the Cruising Division combined with various recommended formal training courses has provided a solid foundation to keep us all safe.

With this in mind preparations for the January 2018 Lord Howe Island cruise continue to develop and over the coming weeks the safety requirements should be finalised. This is an ambitious project for the MHYC Cruising Division and I am hoping the effort being put into the preparations for this cruise will provide the framework for future events to be held under the MHYC banner.

At the same time we also have more local events for members and friends to participate in with the next being an Emergency Steering Obstacle course and raftup event on 18/19 November and then a Progressive Dinner on 2nd December.

See you out on the water.

Evan Hodge
Cruising Captain. *SY. Nashira*

CRUISERS TALKS – OCTOBER 2017

Sharnie Connell - Cruising Division Speaker
Monday 8:00 pm 16th October at MHYC (BBQ 6:30)

Sharnie Connell is working as the new marine campaigner to push for proper management of the marine estate for all water users in the form of a Sydney Marine Park. Her position is funded by two key conservation organisations the Australian Marine Conservation Society and the Nature Conservation Council NSW.



Sharnie has a background in Science majoring in Psychology, she is fascinated by animal / human behaviour and interaction and how we can engage people in the protection of the marine environment. Sharnie is passionate about the ocean and spends much of her time underwater. She is a qualified divemaster and regular long distance ocean swimmer. She also volunteers her time extensively for other environmental campaigns such as the National No Shark Cull campaign. She has a great deal of hands on experience with working directly to rehabilitate sick and injured marine life and educating others about the importance of marine protection as an animal keeper at SEALIFE Sanctuary where she works part-time. Come and find out about the Sydney Marine Park Campaign – Sharnie

CHEESE PLATE OCTOBER MEETING: MARALYN DARLING
ENVELOPING OCTOBER COMPASS ROSE: DOROTHY THEEBOOM

MEMBERS' CRUISING - UPDATE:

'Simply Irresistible' – Gill and Glynne Attersall

Whitsunday's recovery

It just about broke our hearts by what we found when we first arrived at the Whitsunday Islands early July. We were concerned that the reef had been badly damaged by Cyclone Debbie which hit at the end of March (especially as we had two separate couples visiting from England and one couple from Victoria for a "unique sailing and snorkeling experience!") but we weren't prepared for the extent of Debbie's destruction.

Before Debbie, the towering majestic ancient volcanic cores which make up most of the rocky islands in the Cumberland Group, were softened by a verdant clothing of Hoop Pines. Many of those still standing, which is most, had needles and branches stripped from the trunks. Native bushes near the seawater line are dead looking, due to being pounded by the huge breakers, and resort palms stripped bare.

Our favourite snorkeling spots, Manta Ray Bay, Blue Pearl Bay, Border Island and Hardy Reef, we were told, were just not worth visiting as all the coral was dead and pounded flat by huge waves.

Airlie Beach itself had recovered a little but the foreshore swimming lagoon was such a mess that it was decided to close it and completely refurbish the pumps, pool surface and gardens. All shops facing the lagoon had been flooded and were empty. Due to many resorts, bar Hamilton Island, being closed, doctors, hairdressers and other support industries have left town. Able Point Marina had done an amazing job of reinstalling wharves which had been carried away, but many of our old thoroughbred maxi yachts were carrying deep scars due to the seaward wharf breaking and yachts crashing into each other. We heard that 65 yachts were sunk in Shute Harbour alone, 35 still haven't been found! According to the owner of Grotty Yachtie, a t-shirt manufacturer, over 70 are still missing from the area. These could have been owned by live-aboards and unlikely to have insurance coverage being out of a marina.



Figure 1 One of the worst bits on Hayman Island



Gosh I'm depressing myself, but we can report amazing changes. The magical Whitsundays are recovering. It's a bit of a backpacker lead/ race week recovery. The lagoon is now open, more gorgeous than before, same shape but new surfacing, walls and gardens and suitably adorned with bikini clad backpackers, speaking any language but English, and young families from cooler states.

Figure 2Anemone fish and its protecting soft



The Ocean Rafting tours have 6 high-speed RIBs which take out about 30 tourists each boat a day, the maxis and lovely old ships like Derwent Hunter, often have daytime trips and sunset cruises. We have now found a few pockets of reef which are still a kaleidoscope of colours, mainly the soft corals but the fish are still there. Of course, the 3rd most photographed place in Australia (so we are told) Hill Inlet and Whitehaven Beach are as amazing as ever and never cease to take the breath away of first time visitors.

Figure 3Regrowth is happening!

Just like bad bush fire damage the pine trees are a fuzz of new growth competing with each other to make new branches. Our sailing visitors had great sailing, saw whales, turtles, dolphins, Proserpine Rock Wallabies and were as amazed as we always are with the multitude of different tropical fish.

Neither of us have put on a jumper or jacket for over 2 months, the water is its usual amazing turquoise and a pleasant 24oC. We continually tell ourselves how lucky we are to be here.



Figure 4 MHYC yacht *Strega* and *Simply Irresistible* discovering good coral at Teague Bay

Gill Attersall
Simply Irresistible

Galaxy III – Chris and Ben Canty

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

Solo Passage

By Chris On September 1, 2017

Ten days after returning from Italy, I finally received Port Clearance from the Maldives at 6pm on Friday 18th August. I filled the days battling the bureaucracy, overcoming the obstacles for diesel, gas & water, preparing the boat and finishing the day with a cold beer at the nearby Equator Village – Gan was a British military base until 1976 and the white washed resort is a deserted relic of a past era. Anyhow, with half an hour of light left, I decided to weigh anchor and get out of there faster than a dog booted up the backside.

Ben has returned to Australia before heading back to the Gili Is. in Indonesia to complete a Dive Master qualification and then resume his studies at the Australian Maritime College. We sailed 6,600 nm together and I'm glad the trip has been a catalyst for him to find his own path. Like many things, sailing has a dual nature; on one hand, ocean passages can be monotonous, dangerous, cramped, wet, hot, & tiring and on the other hand adventurous, exciting, beautiful, challenging and satisfying. In that context, sharing the highs and lows together has given us both some lifetime memories to treasure and perhaps we know each other better than we did at the start of the trip.

I put a listing on findacrew.net which is like a dating website for boats and crew – there are literally thousands of people, of all sorts, out there looking to crew boats. While I had some interesting offers, I wanted to avoid creating more of a problem than I was solving with the wrong person. Plus, I was keen to do a solo passage.

So, I'm sailing single handed now and with a hasty departure, the checklist remained in the chart desk.

'Dale' the autohelm did all the work

After motor sailing with the jib through the reef passes at dusk, it was time to hoist the mainsail. Naturally, the halyard had been overlooked and the fun began setting the mainsail in darkness – it jammed 2/3 of the way up & wrapped around the lazy jack, so it all had to come down and be unraveled. By the time it was sorted it out I was seasick and fortunately sailing upwind – the waves were washing over the deck and kept it clean. While I paid the price for setting out on dusk, I was, nevertheless, underway to Reunion Island, 1,600nm SW of the Maldives. Reunion was chosen because a) the French require a simple 1-page document for arrival, b) it has great surf and c) the Harbour Master building is inspired by the Sydney Opera House!

The wind is also from the SW so I tacked W & S for 2 days until I was far enough south to pick up the SE trade winds, which built to a peak of 30kts before settling around 20kts for most of the passage. Galaxy was readily making 7+ kts with 2 reefs in the main and a shortened jib.

Making good time with 1 reef in the mainsail – the 1,600 nm passage took 10.5 days. The seasickness faded after a few days and there was little work to do, other than trimming the sails now and again, updating the weather forecast, position fixing, keeping an eye out for shipping, sleeping and preparing food, which was more like a self-body weight workout in a pitching cabin.

Carb loading

I did pass by and kept well clear of Cardagos Carajos Shoals where Volvo 65 Team Vestas Wind ran aground a few years ago (see earlier blog, Lessons Learned). I would also pass one or two ships a day and several of them passed quite close or had to alter course to avoid me; it seems uncanny with hundreds of miles of ocean in every direction that they would be so close. Perhaps it's some sort of game the captains like to play and I haven't come this far to be mowed down by a 250m long ship, so I was on the radio to ensure someone was on watch and Galaxy didn't become prop wash.

There is also time to relax with some kindle and audible books which included The Fountainhead, Man's Search for Meaning, Good without God and New Market Wizards. Not exactly light entertainment and fascinating nevertheless. Where else could one find 32hrs for The Fountainhead?

I last visited Reunion 25 years ago and I loved surfing left-hander at St Leu.



I remember there was a crazy local with a machete, who used to chop the boards of tourists to intimidate them to stay out of the water – somehow, I avoided his wrath. Sadly, after about 20 tragic attacks since 2011, sharks have kept surfers out of the water much more effectively than the machete guy.

There is plenty of material about the Reunion shark crisis online and I thought the Telegraph article

(<http://www.telegraph.co.uk/news/worldnews/africaandindianocean/reunionfrance/11790510/Reunions-shark-crisis-when-will-it-be-safe-to-go-back-into-the-water.html>) was as good as any. There is an interesting graphic in the article that shows there have been as many attacks in Australia during the same period – it's when you convert the data to a population or coastline basis it looks safer. Sifting through the articles, the interesting questions include; why has Mauritius, which is nearby with a higher population, avoided the same increase since 2011 and what changed around 2011? Considering all the variables and speculation, it seems to me the change in fishing practices is the most likely hypothesis and a visiting expert, Jeremy Cliff, KwaZulu Natal Sharks Board expressed as much “But I recommended that they start properly fishing again, too – even in the face of opposition from conservationists.” I find the compulsion of South Africans to speak their mind an endearing quality, while others find it annoying in equal measure. I have booked a scuba dive and the instructor commented that they never see sharks and would like to..... I'll also go for a drive, talk to some locals & see how many people are out surfing.....



The Opera House inspired Harbourmasters office, Le Port; Reunion

Chris Canty, 'Galaxy III'

COWES WEEK

During my annual pilgrimage to the UK I participated in Cowes Week. You might wonder why this is of interest to us cruisers. It is a great cruising ground with many quiet anchorages, quaint waterside pubs and towns. It is here that I qualified as a day skipper. My examiner was a bit of a rogue. His idea of fun was to sail to the four towns on the Solent and have a pint in one of the many pubs at each one, which ended up with us grounding in the narrow channel to Lymington.



Cowes is the birthplace of yacht racing and is the main town on the Isle of Wight, a small island 30 minutes by the fast cat from Southampton, off the south coast of the UK.

Numbers were down this year. Only 800 boats compared to the usual 1200. Apparently it is because of the new bribery and corruption laws. Companies can no longer charter boats and take their clients out on 'jollies'. A bit sad for the boating industry.

The piece of water, the Solent, in between is where the action takes place. It is an unusual stretch of water in that there are double tides. The unusual phenomenon of the 'Double High Water' in the Solent and Southampton area is well known, but it is not caused by the existence of the two entrances to the Solent or the Isle of Wight as is popularly supposed. If you are interested, read the following, and if you can understand it perhaps you might explain it to me.

<http://www.southamptonweather.co.uk/doubletides.php>

Southampton has a large, busy, container terminal with a restricted channel through the race course and out to sea. Add the Bramble Bank to this, a shallow sand bank which is exposed at low water, that signifies the outer end of the start line, and it makes for some challenging opportunities.

The Bramble Bank is also famous for its annual cricket match between the Royal Southern Yacht Club and the Island Sailing Club. Understandably the game doesn't last for too long, which some might say is a good thing.



'Quintessentially English madness on a beautiful summer's evening', in the words of Royal Southern Yacht Club team captain Mark 'Tommo' Tomson, is as good a description of the Bramble Bank cricket match as you'll find.

The race finish line is demarcated by the leading lights from the Royal Yacht Squadron.

I competed a number of times, with limited (zero) success on my friend's boats. The first one was in a new Beneteau 40.7, in which we should have been quite competitive. It is a popular fleet in the UK and being the gentlemen sailors that we are, we didn't want to deprive our fellow contestants the chance of winning some silver. In reality there was a bit of reluctance to hoist the spinnaker in anything but benign conditions.

This boat was replaced by a Beneteau 50 to cater for Chris's young family. This one had a massive asymmetric spinnaker. It was a real handful gybing it, with two people running as fast as possible with the sheet from the bow to midships to prevent the sail wrapping round the forestay. We didn't have much success with that boat either.

The ancient piece of wisdom 'blame the tool not the worker' was applied and so this year my friend Chris bought a Solaris 44. A beautiful, stylish, Italian boat, befitting of its crew. It has a light grey hull with matching light grey sails. We all wore matching

light grey suits!



Saturday, race day one, saw us set off with an excellent start being one of the first over the line in a moderate breeze heading west. The first mark was mid channel where the tide is strongest and was against us so the trick was to hug the coast by the mainland where the tide was weakest, and play chicken with the sand banks. More than one of the faster boats in other fleets came unstuck. We surprised ourselves by doing really rather well and were with the leading pack, previously unknown. The wind started to drop as we were approaching the penultimate mark. We drew alongside, ready to tack. By this time the tide was against us and we became static. The mark appeared to recede as we slowly drifted backwards, within 'beer passing' distance of the 36 footer behind us. It was a lovely sunny afternoon and we were not unhappy as the entire Cowes fleet reversed. One hour later and 4km behind the mark it was obvious we wouldn't be back in the time limit so engine on and a DNF, along with 22 out of 25 others in or class. Yes, I know we should have

dropped the anchor.

Day 2. Another good start on a similar course, heading west with about 10 marks to round. The races are timed to take around 3 to 4 hours to enable people to finish in time so they can participate in the onshore entertainment.

Cowes is a small working town split into two. East and West Cowes. East was the neglected side but more development is happening. They lie either side of the river Medina and are linked by a chain ferry. The entertainment is largely in West Cowes. The beer tent, champagne bus, food and clothing stalls, live music, pubs (with lovely warm British beer), bars and restaurants. So today we were at the front of the fleet again, much to our delighted surprise. Bizarrely, mark no 7 became a moving target. We tacked a little late misjudging the strength of the tide and had to bear away to reach the mark, which started moving upwind. It was being towed by a rib so we had to follow it! Those behind us had quite an advantage. We later found out it was laid in 2m of water and boats were in danger of grounding. When we were 100m from the last upwind mark and about to tack, by a lee shore, in strong wind, before the down wind run to the finishing line, the jib clew parted company with the jib sheet. The foredeck crew decided an 'on the go' repair was not possible. We tried to back the main to tack but were too close to shore so the engine came on. Another DNF. Never mind. Cocktail night at the Royal Yacht Squadron. We usually have game of 'make friends with a stranger'. Three years ago, Moppy, one of our crew spotted Prince Philip, calmly strolled up and pronounced him her new friend. He was amused and she won the game. Monday was a pre planned lay day for us to recover from the night before.

Day 3. Another typical English summer's day. Wet and drizzly. Not such a good start today but with persistently good tacks on the upwind legs we were soon reeling them in. One spinnaker hoist malfunction cost us but we soon regained our position. No dramas today. Only big smiles as we came second.

Day 4. Rain and strong winds were expected and it was rain and strong winds that we had. We were all hoping the days racing would be cancelled. It wasn't. Anticipating fair weather for this year's Cowes Week, I took my lightweight Musto BR1 'waterproofs'. Having experienced too many English summers, hence the move to Sydney. I also donned my heavy duty offshore Helly Hansens. By the end of the race I was wet through, even though I wore two 'waterproof' layers, as we all were. Back at the pub our wet woes subsided as we learnt that we won!



The trick to Cowes is knowing the tides. Without local knowledge there is no chance. Cowes is a great leveler for people from all walks of life. Everyone can have fun whatever the budget. There were boats of all sizes, dragons, swallows, etchells, Contessas, family cruisers, Sigma 38s, J90s, Sunsail One designs, TP52s and the out and out black racing machines with their black sails, Olympic sailors and professional crew.

However, in our case the evidence is clear, if we can't win in one boat buy a better one!

CD Quiz – October 2017 by Phil Darling

With the start of summer sailing, and an increasingly busy Sydney Harbour, I have included a number of items relating to harbour navigation in this quiz.

1. What are the exclusion zones around ferries on Sydney Harbour?
2. What are the exclusion zones around large seagoing vessels in Sydney Harbour?
3. What vessels do the “large seagoing vessels” category apply to?
4. What are the exclusion zones around naval vessels in Sydney Harbour?
5. Which radio channel carries news of Sydney Harbour commercial shipping movements?
6. Which radio channels does MHYC use, and for what?
7. On which tack is it best to heave to?
8. If you are in fog with the sails up but engine running, what sound signals should you make?
9. What is meant by the term “in irons”?
10. You are sailing easterly in an estuary at night and see ahead a light with the characteristic VQ. Which way do you turn?

A Lifetime of Pleasure with Boats by John Howard

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

Apparently, as the old joke has it, a boat owner is only happy on two occasions; the day the boat is bought and the day the boat is sold. There is something to this, but I have found there are also many happy times to be had in between boat ownership, looking yet again for that ideal vessel. Finding a good yacht, especially a second hand one, is considerably more complicated than, say, buying a car so it can be a good idea to make a list of requirements, and to keep a record of each yacht inspected gauged against those requirements. Prices, condition and value vary enormously, and the genuineness of the offering and history of the vessel need to be considered. The rewards for the time spent looking are many including insights into both the nature of boats and the character of those selling them.

After parting with “Sana” I had several months of such pleasure until in 1994 I came across a little boat for sale at Clontarf; a cold moulded timber half tonner named “Plum Crazy”. At the time I was unaware of the incredible history of this vessel, but was completely smitten with her lines and the evident quality of her build. I had her surveyed by Douglas Brooker, who unsurprisingly found that “this yacht was well built but she is currently somewhat dirty and run down”. The boat had been built by Doug in 1971 for Tig Thomas and Max Bowen. More about Tig later.

I thought for a while about changing the name, using as many of the same letters as possible. The best was “Lazy Grump”; appropriate for me perhaps but I decided to make no change.



Over time, I came to learn and appreciate the heritage of “The Plum”. Designed by Bob Miller and Joe Adams, she was launched in December 1971. The famous yachting journalist Lou d’Alpuget described her as “enormously high-wooded and as full bodied as a pregnant poodle.” She was built of the finest Queensland Maple and Oregon timbers by Brooker in his Manly Vale yard alongside his father’s S&S 30 footer “Defiance”.

Ten days after launch with Tig Thomas as skipper and Doug Brooker as navigator, “Plum Crazy” started in the Sydney-Hobart Race, and caused a sensation when she crossed tacks ahead of the 73 ft. “Kialoa II” in the race to the Heads. In an auspicious start to a distinguished racing career,

“Plum” won division 2 of that race. Later, in 1975, with Tig’s brother Ted Thomas as navigator she set the record in the same race for the fastest time for a yacht less than 9.5 Metres: 4 days, 1 hour, 18 minutes and 16 seconds. That record held for at least 25 years and some argue it is still current.

Over the next few years with some guidance from Doug Brooker, “Plum Crazy” was completely refitted, with work completed by David MacDonald, D&R Shipwrights, Geoff Tyers, Colin Beashel, Joe Walsh, Wayne Newman and Hood Sails. Some concessions were made to suit my intended cruising usage, including fitting an anchor roller to the stem, chain locker and electric anchor winch and relocating halyard winches from below decks to the cabin top. Although the boat was named after a Dulux paint colour, Doug suggested white was much kinder to the timber hull in the harsh Australian sun, and I took his advice, with only the cove line and name signage in the original purple colour.

After several years sailing out of Rose Bay, I decided to relocate the boat to Beashel’s moorings at Elvina Bay. That was a superb location, and many weekends over a number of years were spent together with Rosemary enjoying beautiful Pittwater. I sometimes found time on Wednesday afternoons to mess about on the boat, keeping up the varnish or occasionally going sailing by myself.

One such Wednesday, with as a strong SE funnelling down the bay, a large yacht under full sail powered through Beashel’s moorings, smartly gybed across “Plum’s” stern and headed off again. A few weeks later this happened again, but this time the helmsman hailed “if you ever want to sell that yacht, give me a call”. Although we had not yet met, I recognised the hailer as the legendary Tig Thomas.

At that time I had owned “Plum” for 11 years and indeed had my eye on another cruising yacht. Tig was approaching 80 years old, and in fairly quick time we nussed out a deal. I was delighted that this beautiful boat was returning to one of her original owners, and Tig was delighted with his purchase, which he justified as an 80th birthday present to himself.

This was not the end of the story as I came to admire Tig’s enthusiasm and wonderful people skills. I obviously had a lot to learn from this character. Tig invited me to join MHYC as a member, and Rosemary and I enjoyed sailing with him and his wife Mavis on a MHYC cruise in Croatia.



Together with Rob Ogilvie and John Taylor, Tig and I took “Plum Crazy” to Hobart for the Wooden Boat Festival in 2009. This was indeed a remarkable voyage. Tig also cruised extensively with me in my new boat along the Queensland and NSW coasts, and there was never a cross word between us. I never ceased to marvel at Tig’s skills as a helmsman. He had phenomenal abilities of concentration and was oblivious to his habit, once “in the groove”, of making clicking sounds with his tongue as he drove a yacht to windward. This was a sure sign that you were travelling fast.

The MHYC community has been saddened by the recent news of Tig’s passing and there will no doubt be many fine obituaries for this gentleman from Wagga Wagga. If “Plum Crazy” had a say, it surely would be that nobody sailed her better than Tig did, especially to windward

CHEF'S CORNER

Two recipes from Maralyn this month

Grilled Salmon with Mustard Sauce

An old favourite. Ideal for a spring / summer evening



Serves 4

Ingredients:

- 4 salmon fillets (about 6 ounces each)
- 1 lemon, cut in half
- Salt and freshly ground black pepper to taste

Sauce:

- 1/2 cup Dijon mustard
- 1 teaspoon extra virgin olive oil
- 1 handful chopped fresh basil or
- 1 teaspoon stir-in basil paste
- Juice from 1/2 lemon

Method:

1. Rinse the fillets under cold running water and pat them dry. Squeeze the juice from 1/2 lemon over the fillets, then season them with salt and pepper.
2. Preheat grill or non-stick pan
3. Meanwhile, prepare the sauce: Whisk together the mustard and olive oil, in a small bowl. Add the basil and the juice from the other 1/2 lemon, mixing well.
4. Grill or pan fry your fish until done, being careful not overcook salmon.
5. Spoon the sauce over the fish and serve immediately with your choice of Green steamed Vegetables or Green Salad

Avocado and Smoked Salmon Salad with Caper Dressing

Serves: 2

Ingredients:

Caper Dressing:

- 2 tspn extra virgin olive oil
- 1 tspn fresh lemon juice
- 2 tspn capers, roughly chopped
- freshly cracked black peppercorns

Salad:

- 200 g baby salad mix
- 100g smoked salmon slices
- 1/2 small red onion, thinly sliced
- 1 small, ripe avocado
- 1 small Lebanese cucumber, sliced
- crusty bread, for serving



Method:

1. Place olive oil, lemon juice and capers into a screw-top jar. Season with pepper and shake to combine.
2. Combine baby salad mix, salmon slices, cucumber and red onion on a salad platter.
3. Cut avocado in half lengthways, remove and discard stone and skin. Cut avocado into slices and add to salad.
4. Drizzle dressing over salad, season with extra cracked pepper and serve immediately.

TIPS:

1. Avocados (like pears) do not ripen on trees. Instead ripening actually occurs when avocados are harvested. To ripen an avocado (or pear), place in a brown paper bag and store at room temperature until softened. To speed up the ripening process, place avocado near other ripening fruit.

Many ripening fruit like bananas and apples, naturally give off ethylene gas and this helps speed the ripening process. To slow down the ripening process, place avocado in the refrigerator.

2. Drizzle all cut surfaces of an avocado with lemon or lime juice to prevent the avocado from discolouring.

CD Quiz – October 2017 – Answers

1. 200 metres from the bow; at least 30 metres from the sides and stern. Applies to ferries displaying the orange diamond which signifies that they are operating to an approved timetable. Does not apply to high speed ferries which display an all-round flashing light.
2. 500 metres from the bow; at least 30 metres from the sides and stern.
3. A bit hard to work this one out. Definitely any vessel with an escort (and you are not permitted between the escort and the vessel) and any large cruise ship or container vessel/tanker. The James Craig appears to be treated similarly to a ferry, not as a large seagoing vessel.
4. For naval vessels underway – 200 metres from bow and 60 metres on either side and astern. A 'distance off' of 60 metres from a naval vessel which is moored, anchored or berthed applies at all times (ref NSW Ports).
5. VHF 13 – it is a good idea to have this channel on dual watch with VHF 16.
6. VHF 73 for general calls (and tenders); VHF 72 for race management.
7. On starboard tack – so you have right of way (you need to still keep a good look out of course).
8. One long blast every two minutes (same as a power driven vessel – which of course you are under the rules)
9. A sailing vessel is "in irons" when it is stationary, head to wind and unable to pay off on either tack.
10. This is a north cardinal marker. You should keep to the north of it – so turn to port.

DRIFTWOOD

A bit of Sydney Harbour trivia

If you need to accurately measure distance travelled to calibrate say your vessels speed impellor did you know that there is a section of the harbour that measures exactly one nautical mile?

The centre of the Martello tower on Fort Denison marks one end of what is called the measured mile, the other end



being the column in the water just off Bradleys Head.

The distance between the two is precisely one nautical mile (1.85km) and the measure was used for speed trials for newly-built boats from 1875 to 1912.

www.weekendnotes.com/fort-denison/

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.

CALAMITY CORNER

A boat that shall remain un named, had a recent unfortunate experience. Whilst heading north the boat, which had too deep a keel to go through the Wide Bay Bar, south of Frazer Island, had to go around the north cardinal mark of Fraser Island.



The cardinal mark stands 6 meters out for the water and is out of VHF and Mobile range, some 45 miles offshore.

The boat fortunately had not reached the cardinal mark when a southerly came through and broke the mast, on clearing the lines and rigging the skipper went to start the engine but alas both engine and house batteries were dead.

After some hours of drifting south due to current (there were plenty of whales to watch) the skipper pondered on what the next step would be with no VHF (the handheld was out of range, High Frequency (HF) radio was out of action as the batteries were dead and no Mobile.

As the boat drifted south crew started texting mainland contacts using the different carries Telstra, Optus, Vodaphone etc as Txt message can sometimes work with very limited coverage even though voice signals will not work.

One text got through the land contact contacted Tin Can Bay - Coast Guard (No Marine Rescue in Queensland) and relayed boat position and the boat was rescued.

Anonymously submitted by Royce Engelhardt

Calamity Corner – or how to make a big impression in a new port by Phil Darling

It was early morning, we were heading into a new port (at least new for most of the crew), and we had a lot to do.

We had just travelled up from Southport and were entering Gladstone. My crew was a group of relatively advanced students, and we had a lovely trip – fast reaching in Sea Quest, the sailing school's Radford 50. Just over a day and a half with some spectacular sailing and events. Fraser Island was it's beautiful self; we had been chased by a big tiger shark while doing 12 kts; and so on.

As we came up to the channel I left the crew in charge while I carried out the radio sked. "Careful guys – keep the reds to port, the greens to starboard and look out for hazards and shipping". Especially important as our draft was close to 3 metres!

I got on the radio, made contact and was halfway through reporting when there was a sudden lurch. We seemed to stop in a dreadful hurry. It felt like a soft grounding – no grinding or clunking – so probably no damage – but a grounding none the less.

This was confirmed a moment later when a head appeared upside down at the companionway. "Skipper – I think we are aground". Yes – I thought – well might as well finish the radio call.

When I went up on deck it was obvious what had happened. The channel had divided, and we were firmly between the two new channels. The crew had deftly steered around the marker, then straight into the bank. Well – I had mentioned port and starboard markers but not any others – hadn't I!

So – into action. Reverse engine – no movement. Forward engine – just made things worse. Sails up, sails down, tilt the boat, try again – we were stuck fast. None of the "usual" actions seemed to work. In the end we just gave up, had breakfast, and waited for the tide to rise – which it eventually did. After about 3 hours aground we finally came off, reversed back to the channel, and slunk quietly into the marina.

After a shower and clean up we repaired to the yacht club for a quiet beer – where it seemed everyone wanted to welcome us with a "were you that big yellow yacht aground this morning?"

How embarrassing!

Phil Darling – ex SY Sea Quest



The yacht in question

PHOTO COMPETITION for 2017 – September

SEPTEMBER 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 'Keppel Bay Marina'
By Lena D'Alton

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 30th September 2017

Cash at Bank as at 31.08.17 \$2,016.30

Plus Receipts

New members Des Toms, John Tregea

and Scott Lyall

\$150.00

Interest

\$0.00

Less Payments

\$0.00

Cash at Bank as at 31.09.17

\$2,216.30

Outstanding Receipts

\$0.00

Outstanding Payments

\$0.00

Account Balance

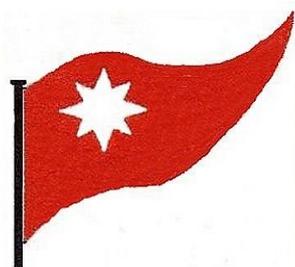
\$2,216.30

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



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CRUISING DIVISION**

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Alternate Skippers**

**SELF ASSESSMENT
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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