



MIDDLE HARBOUR YACHT CLUB

THE COMPASS ROSE CRUISING LOG

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Editor: Trevor D'Alton

NEXT MEETING: AUGUST 17, 19:30 HRS
BYO BBQ 18:30HRS

GUEST SPEAKER: **RUSS WADDY. ALLSAIL.**

PRESENTATION: **CRUISING IN COMPANY IN EUROPE AND
OTHER LOCATIONS**



BOATBUILDING FIJIAN STYLE

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Committee Members	Michael Mulholland-Licht, Phil Darling, Colin Pitstock, Paul Wotherspoon, Trevor D'Alton, Gill Attersall, Kelly Clark, Evan Hodge	



Editor's note:

Deadline for the next edition of the Compass Rose, is: **9th September 2015**

The EDITOR for the next Compass Rose is **Paul Wotherspoon**. Please forward contributions

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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

<i>MHYC Cruising Division Program</i>		
August	17 th	Cruising Division Meeting
August	20 th	Ladies Lunch
August	28th	Skippers Briefing 18:30
September	5th	MHYC Opening Day & Sail-past.
September	12-13th	Black Wattle Bay & Fish Market Cruise
September	21st	Cruising Division Meeting
October	3-5 th Long Weekend	Port Hacking Cruise, Slocum Event
October	19 th	Cruising Division Meeting

**NEXT MEETING: MONDAY AUGUST 17TH , 19:30 HRS
B.Y.O. BBQ 18:30 HRS**

**GUEST SPEAKER: RUSSELL WADDY — ROUND THE WORLD SAILOR
PRESENTATION: CRUISING IN COMPANY IN EUROPE AND OTHER
LOCATIONS.**

Russ is the principle of Allsail at Church Point on Pittwater. Since 2011 he and his wife Cherie have organised cruises in company for Allsail members to locations such as Greece, Turkey, Croatia, Corsica/Sardinia and also to the Caribbean, Canada's northwest and various Pacific Island groups. He will be sharing his experiences (and photographs) from these at our August meeting.

ANNUAL SKIPPERS BRIEFING - FRIDAY 28TH AUGUST, 2015

MHYC's annual Skipper's Briefing will be held on Friday 28th August, 2015, in the Harbourview Room, at 6.30pm for 7pm start. This is a mandatory briefing for all MHYC skippers and is part of the club's qualification for its aquatic licence. Cruising Division skippers are encouraged to attend.

CAPTAIN'S COLUMN — AUGUST 2015



Dear members,

Welcome to winter sailing!

Sydney has had some stunning, blue-sky days with gusty Westerlys to fill the sails of those venturing out. Seas have been flat, making it easy to spots the migrating whales, which have come right up to the Club and further up stream as you will read in this edition.

I have represented the Division at my first Flag Officers and Sailing Committee meetings. From the Commodore down there is a strong commitment to strengthen and build MHYC membership and activities with an inclusive and unified plan of action. The Flags and administration team are enthusiastic about the year ahead.

Over the years I have heard grumblings that the Cruising Division feels like the poor cousin to racing within the Club. I have voiced this perception and also believe that we need to take as much responsibility for that perception as anyone. We know that members this Division contribute to the Club as fee-paying members, safety auditors, volunteers and active supporters. We all belong to the same club. Let's make sure that we don't keep ourselves separate and participate in as many club events as possible. For example; the Skippers Briefing on August 28 requires ALL skippers to attend as part of MHYC's Aquatic Licence. The Club holds 6 Feature Events outside of the racing point score series. Few boats participate in the non- spinnaker division. These are perfect events for Cruising Division boats to participate in, starting with the Commodores Front Up Cup, following the sail past on Opening Day, September 5. Let's see a few CD boats in the mix!

The presentation at our last members meeting certainly had an impact! Feedback ranged from "a mistake" to "we need to practice 'what if' scenarios" to " best presentation ever". Some thought the scenario was fanciful and a few were shocked. If you were shocked; I apologise. It is interesting to observe how we each responded to fear and the unknown. The emergency scenario may not have been one that we expected. Neither are the ones that happen on board, at sea or on port. The take home message was practice, practice and practice. Our next presentation on cruising the Mediterranean by Russell Waddy promises to be less confronting.

Your Committee has scheduled a special strategic planning meeting where we will include input from the broader Club Strategic Plan so that we are all sailing the same course as we plan for 2016.

I look forward to seeing you all at the upcoming events!

Michael Mulholland-Licht.
Cruising Captain.

NOTES ON MIDDLE HARBOUR USER GROUP MEETING, HELD ON WED JULY 15TH.

Introductions

Daniel Duemmer introduced Alex Barrell the new Principle Manager Sydney, Boating Operations Branch

AGENDA ITEMS

1. Balls Head Coal Loader

Maritime advised that the Balls Head Coal Loader is RMS owned. RMS are currently working on proposed options for the wharf's future. Several options are on the table; either Do Nothing, Rehabilitate back to original condition (retain its heritage value), Remove timber and leave steel framework (which was installed to support original timber), Remove most of the structure other than viewing platform, RMS (Maritime) would prefer it removed due to safety concerns.

MM asked about Cape Don, was advised it should not be affected.

2. Vivid Debrief

MM advised people at MHYC said they couldn't see much from the water.

Maritime advised, it was not as busy as last year, mainly because of the weather and spread of VIVID around the City, Chatswood and Parramatta.

On water it was busy with commercial vessels and recreational vessel traffic has increased in volume from last year.

3. Harbour Masters Update, Geotech Drilling

Maritime advised Sydney Metro and Sydney Rapid Trains (SRT), are still at the early stages of exploration, it is proposed that the Geotech Drilling will be extended to the end of September.

BM asked about the geo survey for middle harbour. Maritime advises that the Survey work undertaken in the Spit area was by Sydney Institute of Marine Science (SIMS).

Maritime advised Barangaroo openings (x3) in August, September and October. Maritime advised that the old sea wall around Millers Point is only 1 metre under MLW and the entrance to the new Barangaroo Cove North is 2 meters at MLW

Maritime also advised that Cockle Bay is in initial planning stages of redevelopment, possible floating boardwalk and extending the marina to 40 berths.

Maritime advised Boat Show – is starting at the end of July.

Maritime advised Pacific 2000 in October 2015, 5 P&O ships in formation from the heads and anchored and moored in the Harbour with a firework show, recreational and commercial vessels should not be affected.

4. Courtesy Moorings Update

- Maritime advised that the 18 courtesy moorings have been completed except Camp Cove, issues with location.

5. Homebush Bay Update

- Maritime handed out a flyer, again advising that Homebush Bay will be closed until the completion of the bridge sometime in 2016 – Bridge from Rhodes to Wentworth Point, Bus and Cycleway. Not open to private traffic
- MM what is the air clearance of the new bridge? Maritime advised approx. 5.8 metres

6. General Business

Maritime– Marine Safety (General) Regulation has gone out for public comment. A short consultation period ends in August on the Maritime Management Centre website.

[See here for regulations.](http://www.maritimemanagement.transport.nsw.gov.au/projects/consultations/marine-safety-regulation.html)

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Maritime– Would like a Cockatoo Island update. Sydney Harbour Federation Trust proposal to increase the boat storage and use of the Sutherland Dock for marina berths. RMS has requested a Traffic Management Plans be implemented.

BSO – D’Albora a new sign 4 knot sign is currently being purchased and should be installed by the next meeting.

BSO - Mooring audits are starting to be undertaken which is helping move on some boats. This will hopefully decrease the waiting list time.

BSO - completed mooring audits for East of the Harbour. Of the 800 audits about 250 will be sent defect notices.

Next meeting 18/11/15

The most significant changes include:

- Reforms to boat driver licensing, including streamlining licence classes and application requirements, simplifying the fee structure, reducing fees for PWC licences and the introduction of a ten year boat licence.
- New lifejacket standards will be adopted and requirements for wearing lifejackets will be simplified.
- Vessels will no longer need to display a registration label or trade plate.
- New requirements to enhance safety including more rigorous safe distance requirements, restrictions on riding on the bow of a vessel, speed restrictions when towing a person under 18 years of age, powers to manage the operation of wake boats, require kill switch lanyards to be worn where fitted on vessels under 4.8m and new powers to issue directions to commercial vessels to manage waterway safety.
- Changes to streamline the administration of aquatic licences.
- Changes to some penalty levels and disqualification periods.

Please review the proposed changes to the regulations and if concerned have you say as invited on the website.

Of interest is the following Regulation, in case you are caught up in an incident with another vessel:

137 Report of certain accidents

(1) Report is not required to be sent under section 99 (1) of the Act in relation to a marine accident that involves only recreational vessels (other than a marine accident involving vessels participating in an aquatic activity carried out under an aquatic licence) if the accident does not result in any of the following:

- (a) Injury to any person or a fatality,
- (b) Damage to property costing more than \$5,000,
- (c) Damage, or risk of damage, to the environment.

(2) A report is not required to be sent under section 99 (1) of the Act in relation to a marine accident involving only vessels participating in an aquatic activity carried out under an aquatic licence if the accident does not result in any of the following:

- (a) Injury to any person or a fatality,
- (b) Damage to property other than to a vessel participating in the aquatic activity,
- (c) Damage to any vessel participating in the aquatic activity costing more than \$5,000,
- (d) Damage, or risk of damage, to the environment.

MIKE McEVOY — MEMBER MHUG



Hello Sailors.

Just a quickie. Plus it's easy. Grab a red maybe a Cab Merlot & let's get started, pour a glass & head to pantry.

SAND BAR THAI CHICKEN. STICKY

- 8 x 220g bone-in chicken thigh fillets, skin on
- 2 tablespoons finely chopped lemongrass (white part only)
- 1 teaspoon dried chilli flakes
- ¼ cup (45g) brown sugar
- ¼ cup (60ml) fish sauce
- ¼ cup (60ml) soy sauce
- 1 tablespoon grated ginger
- steamed rice and gai lan (Chinese broccoli), to serve



Preheat oven to 200°C (400°F). Place the chicken, lemongrass, chilli flakes, brown sugar, fish sauce, soy sauce and ginger in a bowl and toss to coat. Place the chicken in a roasting dish lined with non-stick baking paper and roast, turning occasionally, for 20–25 minutes or until golden, sticky and cooked through. Serve the chicken with rice and gai lan and pour over any remaining pan juices. Serves 4.

Pour that glass of red, let's get started

STORMY CHOC SLICE

- 1 cup (100g) rolled oats
- 1 cup (150g) plain (all-purpose) flour
- ½ cup (110g) caster (superfine) sugar
- ¾ cup (60g) desiccated coconut
- 2 tablespoons golden syrup
- 125g unsalted butter
- ½ teaspoon bicarbonate of (baking) soda
- 1 tablespoon hot water
- 300g dark chocolate, melted



Preheat oven to 160°C (325°F). Combine the oats, flour, sugar and coconut in a bowl. Place the golden syrup and butter in a saucepan over low heat and cook until melted. Mix the bicarbonate of soda with the water, add to the golden syrup mixture and stir to combine. Add to the oat mixture and mix well. Press the mixture into a lightly greased 20cm x 30cm tin lined with non-stick baking paper. Bake for 20 minutes or until golden. Allow slice to cool in tin. Pour over the melted chocolate and refrigerate until set. Serves 8.

To melt the chocolate, place it in a heatproof bowl placed over a saucepan of simmering water. Stir until melted and smooth.

Thanks Donna.

CD Quiz – August 2015 by Phil Darling

1. You have just come back from the boat show and one of the sales people showed you their latest AIS. What is this?
2. The sales person also said “from 1 July an AIS transponder is required by the rules”. Is this correct?
3. How often should you service your lifejackets (also known as PFDs – or Personal Flotation Devices)?
4. What is the difference between Variation and Deviation?
5. Do either of Variation and Deviation change depending on your ship’s heading?
6. How is a Nautical Mile defined, and what length (in metres) is it?
7. An old-style sailing guide says “stay at least one cable off this headland”. What does this mean?
8. A sailor you meet on your travels says “we threw away our old paper charts now we have a good GPS”. Is this sensible – or even legal?
9. Does an overtaking boat under sail have to give way to a motor boat under way?
10. When is a vessel “deemed to be overtaking” according to the rules?

FAST CRUISE TO HAMILTON

Commencing Saturday 25 July I was part of the crew of five delivering the Farr 40 ZEN from MHYC to Airlie Beach. We left the Club about four hours before the start of the Sydney to Southport Race. Of course we had the advantage of being able to use the engine when the boat speed under sail dropped to less than 7 knots. The wind was SE all the way and it was off Cape Byron that the middle of the race fleet started to catch us. Night one the breeze was a consistent 25 knots and the seas lumpy. The highest boat speed under sail alone for the trip was 14.9 knots.



We were fairly close to shore and observed many race boats out to sea. My guess is that they saw us and some tried to get closer to shore where there was more consistent breeze. As it happened we arrived at Southport in the late afternoon of Monday, beating many of the race fleet. By the time we had a shower and made it to the bar it was half full of tired sailors with many more trickling in over the evening.

ZEN departed Southport first thing in the morning with now just four crew, two having left the boat and one joining at Southport. We settled into a routine and come nightfall had watches of rolling two hours with two on watch at all times. Now, ZEN is no cruising boat but we were able to make do with decent bunks. Nevertheless, the lack of sleep was showing. The sails were a smallish headsail and reduced delivery main. At times the wind reached 30 knots and we were not able to reef the main because the Farr 40s are not really set up for that.

Given the wave action and stronger winds during the day from Southport we decided to go inside Fraser Island. First time I had done this at night and very interesting to do so. Soon, after getting into the Sandy Straits following the crossing of the Wide Bay Bar we pulled into Kauri Creek and anchored for the night. On the go again at first light with some nervous helming over the shallow patches. I should point out that the helm was tiller steering not wheel and it becomes quite tiring after a couple of hours. Fortunately at under 10 knots of breeze, "Fred" the autohelm



was able to manage the steering to a course. However, we got bored with that and hand steered ZEN quite a lot of the way up the Straits. Next stop Bundaberg, where we enjoyed a shower and then a steak at the Lighthouse Hotel thanks to their courtesy bus picking us up at 18:00 and dropping us back at the marina at about 22:00. Plan was to wake at 02:00 and continue the journey. However, when the engine was put astern nothing happened.

Good lesson here, at low tide on the Bundaberg Port Marina, when your boat draws 2.6 M the keel sinks into the mud. So, having all arisen at 02:00 we had to wait an hour for the floating marina to rise enough to back out of the berth. And we were on the last berth just inside the T arm. Great run up to Middle Percy Island in just 25 hours from Bundaberg, where we went ashore, up to the homestead and noted how many more people and boats have become members to the Percy Islands Yacht Club since I joined as Member No 66 three years ago. The number is now up to almost 300, one of the few means of raising funds on the Island. We purchased some freshly packaged honey and it is brilliant on the toast at breakfast, even now.

Arrived at Middle Percy at 11:00 inflated the rubber duckie with all the gear necessary for a BBQ. The skipper was kind enough to have purchased a couple of bottle of Wirra Wirra Church Block to have with the BBQ. I reckon that wine is great any time but it seemed so much better with the hot plate BBQ steaks and snags, onion and carrot plus some chicken strips. We had to head off by 15:00 which we did. One of the residents, Marty, living in the Treehouse



had taken up the skipper's offer of some diesel (to lighten the load on ZEN), so he paddled out on his kayak. I didn't know how he expected to load two 20 L jerry cans on the kayak (maybe tow them). As it happened the skipper had decided on the way out to ZEN that the rubber ducky had outlived its time so Marty ended up with the two jerries of diesel and some outboard fuel in the ducky which he towed ashore. This was all part of the skipper's plan to reduce the fuel on board ZEN because of the class restrictions on how much she can carry in races.

By the time I came up for my last watch 04:00 to 06:00 on Saturday it was breaking daylight and the skipper had come up with an inspired plan that went something like this: Since we have to pass Hamilton Island on our way to Airlie Beach why not drop in to Hamo for a shower, some breakfast and then for two of us to fly out of Hamo to Sydney that afternoon. Naturally, we thought that a great idea. We arrived at Hamo

at 07:30 and followed the plan. The delivery trip had taken just 6 days and 23 hours, the fastest I have ever done for that distance and destination.

After said breakfast the skipper and remaining crew member took ZEN to Airlie Beach as we winged our way home.

At the time of writing ZEN was placed 2nd overall in Division 1 after four races at Airlie. ZEN will then campaign the Hamilton Island Race week. She will then have a well earned rest on the back of a truck to get back to Sydney.

MARCH 2015 CRUISE NORTH AGAIN ON "THE BREEZE"

On Thursday 19th March 2015, Harvey Phil and I set off early on "As Free As The Breeze" to cruise north and return in up to 10 days.

It was a beautiful morning with a clear sky, except for some low cloud in the east. The breeze was a light south westerly. The forecast for the next few days was for south west to south winds, up to 20 knts.(Seabreeze 7 day plus Foxtel) In early autumn we optimistically expected these southerlies to be followed by the return of some nor-easters, before these faded out for the winter. This would be ideal for our return.

We left Davis Marina at 6.50 am, and hoisted the main off Quarantine. South of north head, we jibed onto a northerly course and rolled out the Genoa. At 07.25 we were east of North Head and after clearing Bluefish Point and the lee of North Head "The Breeze" was broad reaching at just over 5kts in the light south west wind. We logged on to Marine Rescue at 07.45. Approaching Long Reef the breeze had increased a little, the log recorded, Wind south west at 8 kts, swell from south up to one metre, boat speed 6.5+kts.(by GPS including about 1/2 knt favourable current and swell surge) The yacht had a lift out and bottom clean, one week before this cruise, so we expected good performance.

Off North Narrabeen at 08.40 we were half way to Barrenjoey. The sky had now cleared and the wind swung more south, so at 09.30 off Bangally Head we jibed to head north east to clear Cape Three Points. Off First Point at 11.00 the wind was sou east and our bowman Harvey poled out the Headsail, without any expletives. At 12.00 we were gliding along, having the excellent Prawn and Avocado wraps made by Harvey's wife Viviane. Viviane had risen very early and made them fresh this morning, just great! This is yachting!

At 12.30 we were half way to Newcastle. By 13.00 the pole was lowered. We were about 2 miles out and had just cleared the outer reef off The Entrance, and were

about 2 miles to Norah Head. Abeam of Norah Head the wind shifted again to south east and was about, 7kts+ true and 11 to 12 knts apparent. So with our boat speed of 7kts (by GPS again with a little favourable current and swell) the apparent wind was about 80 degrees off the bow. This is the optimum angle for "The Breeze" in this wind. We now had 25 miles to go to Newcastle. It was going to be a long day.

Moon Islet off Swansea was about a mile north west at 15.15. The wind eased and we had to motor sail. By 17.00 hrs with 5 miles to our Newcastle waypoint the wind was about 5 knts east-nor-east. At 18.20 we entered the mouth of the Newcastle Breakwaters. We logged off with Marine Rescue and Docked at the Marina at 18.55. We don't drink offshore so it was well past time for a Drink!

We checked the weather forecast again for to-morrow and the next few days. Well it had changed. Just fine and dandy! Northerly winds, up to 20 knts for Friday (to-morrow) and a southerly change up to 30 knots and a big swell for either late Friday or early Saturday. Oh and rain. (for the garden!)

So, Friday morning, 05.00 wake up and go. We left the Marina at 05.45, had breakfast on our way to the entrance and hoisted full sail. Harvey was on the helm and had our yacht quite close to the Red Channel Markers on our starboard side. I suggested a more centre course. Harvey pointed behind us. Three huge Ocean going Tugs almost



abeam of each other appeared to be having a race. Belching black smoke and large bow waves they were going to overtake us. Ok Harvey, maintain your course.

We cleared the breakwaters at 06.30 and saw a huge coal carrier ship approaching. The wind was nor-nor west at 8+knts, over a smooth sea and gentle swell. To clear Point Stephens, we were close reaching. Early on we reached 8 knts of boat speed, but the wind eased a little and our speed dropped back to between 6.5 to 7.5 knts. The atmosphere was hazy caused by bush fire smoke and the sun rose as a big red ball.

By 08.30 we were about 3 miles offshore and could only see the shore spasmodically. Visibility was down to about 3 miles. The GPS was good, but the Chart Plotter provided by Harvey about 12 months ago and installed by Paul Wotherspoon (thanks again Harvey and Paul) was excellent and reassuring in the poor visibility. We

previously relied on the GPS for course and checked the depth sounder with the chart depths on our course. Telegraph Shoal is an offshore danger before Point Stephens Light. We intended to clear this reef by about a ½ mile. We did not want to sag to leeward as the wind eased and edged nor-northeast.

The haze had cleared by 10.00 and the wind had dropped, so it was motoring at about 5+ knts. At 10.20 we were abeam of Point Stephens Light in a light nor easter and were headed by strong current. Boat speed was 4.5 knts. We rounded the Point and headed north-west for the entrance to Port Stephens and were able to sail again in the now 8 knt nor-easter. We passed through the Heads at 10.55 and docked at the Nelson Bay Marina at 12.00, in a building nor-easter.

This docking caper was a memorable (forgettable) Hiccup. There was now a strong nor-east cross wind for berthing in the Marina. We ended up with the boat at 45 degrees or more, across the mouth of our berth. This was certainly a novel approach! Two crew had jumped onto the dock and were now struggling with the lines, leaving the skipper solo on the boat. (I hate to be alone) He had not engaged neutral properly, so the boat was in reverse. Harvey had fastened his aft line, but Phil had not. So we rotated. All had raised voices and suggestions, but no swearing. Confusion, even after sailing together for 15 and 20+ years. Well, we managed to correct our misdemeanours, without damage to the boats on either side, or to our boat. It was certainly time for a drink down in the cabin to rid our embarrassment and regain our composure.

Once again on our cruises north, we had reached Port Stephens. The afternoon was spent resting and then checking such things as engine oil level, coolant level, cleaning engine water intake sieve and looking at the chart for to-morrows leg, north past Broughton Island and Seal Rocks, to Forster or preferably Laurieton.(Camden Haven) We had dinner on board and turned in early for an early start to-morrow.

It really blew through the night 30 knts + with heavy rain. The mast and rigging was whining and screeching over the drumming rain and with just the wind on the mast and rigging, the boat was listing at times in the gusts. That forecast southerly late Friday or Saturday morning had arrived. However, we were up early to listen to the weather forecast. South 25 to 30 Knts, (*plus up to 40%*) 2½ metre swell, (*which can be twice the height*) 2½ metre seas, oh and more rain for the garden. Well, one can only say, the direction is favourable. My suggestion of lets go to the heads, and have a look, was considered as a waste of energy and effort in the rain and conditions. So we stayed in the dock and had a big bacon and eggs breakfast.

The wind was very strong all day Saturday with heavy showers. After lunch we checked the weather for the next week including a "Seabreeze" 7 day forecast.

Another big southerly blow was forecast for next Tuesday, with south winds continuing Wednesday Thursday and Friday. To look on the bright side, only showers were forecast for these southerlies. So we had two days, Sunday and Monday before this blow. If we headed further north we would not be able to return within our cruise time, in these southerlies.

Well with not a little disappointment it was decided to head back to Newcastle tomorrow Sunday and then to Broken Bay the next day Monday and spend a few days there before returning to Sydney as the southerlies eased.

Sunday morning the forecast was for rain, easing and a southerly backing to south east, so we did not rush. A heavy shower came just as we were about to leave the dock. Take cover, let's not get soaked at the start. At 0830 in drizzle, we left the marina. We passed through the heads still in drizzle but as we rounded the Lighthouse on Point Stephens at 10.00 the drizzle eased. At 11.00 as we passed Telegraph Shoal the drizzle returned with increased wind from the south sou-east, which allowed us to sail without the engine. Finally the drizzle stopped and the overcast sky lifted and we passed through the Newcastle Breakwaters at 14.30 and docked in the Marina at 15.10. Our favourite Restaurant along the Marina was closed Sundays. We had a nice dinner anyway at the Yacht Club and turned in early.

Monday morning we left the Marina at 07.30 and passed through the Breakwaters at 08.05, to face no wind and a seaway lumpy from all directions. So we motor sailed with the mainsail up to reduce the motion, under an overcast sky. The main was slapping from side to side at times savagely and instinct suggested we take the new main down. Just as an easterly wafted in, the main appeared to bunch up towards the mast. The clew pin in the main fixed into the end of the boom, had been torn out of the sail. We went head to wind. On the wobbly jerking deck, we struggled to pull the clew back out to near its correct position and roll some main down. With a Roller Furling Boom one can roll in some faults in the bottom of the sail and continue with a reefed main.

At 12.05 abeam of Bird Island we were motor sailing finally in sunshine. The clouds had contracted to the western sky. By 12.30 we were abeam of Norah Head, with a boat speed of 6.75 knts, in a 10 knt nor-nor-easter which was slowly increasing. We rolled out the Genoa and put the Waypoint in the Chart Plotter for First Point of Cape Three Points. By 15.00, as we approached Third Point Barrenjoey came into sight from behind this high Cape and then Lion Island was sighted. We jibed off Third Point and were at last able to turn off the engine and have a nice broad reach in towards Box Head. At 15.50 we logged off with Marine Rescue ½ a mile from Box Head and finally picked up a mooring in America Bay at 17.20 after having decided to spend our remaining time in Broken Bay. We tried a few alternatives with the mooring because of our new Prodder, (a new bowsprit to take the Asymmetrical Spinnaker) but had to

retract the Prodder to keep the mooring line clear. The Bob Stay on the Prodder was fouling the Mooring Line when the boat swung. Finally drinks at sunset followed by a steak and mushroom dinner, ahhh! Yachting can be tough.

Next morning, (Tuesday) was a beautiful peaceful morning. It took a couple of hours to stitch the SS Pin back into the clew of the mainsail. This also was the day when the big southerly was forecast. So we went to Yeomans Bay and picked up a mooring right up in the head of the bay, for protection. After a pleasant lunch we waited for the Blow. A light to moderate southerly was forecast followed by the main front. Well we got the moderate southerly, but the big blow did not eventuate. It was just a moderate southerly through the night.

Wednesday morning we headed for Bobbin Head to dispose of our garbage at the Public Wharf. We then tied up at the Marina, got permission from the office to stay, whilst we had lunch at the Cafe. Hamburgers and chips for three, a bottle of wine and a few beers and then \$15.00 for three long hot showers. We left Bobbin Head and as we headed for Smiths Creek for our overnight anchorage Harvey and Phil suggested we head for Sydney in the morning

So Thursday morning we rose to no dew on the deck and a forecast of a strong south-wester to-night. Definitely time to head for Sydney. It was a calm beautiful day, so we had a leisurely breakfast, dropped the mooring at 09.40, and hoisted sail at the mouth of Cowan Creek at 10.40, in a 12 knt westerly. At 11.40 due east of Barrenjoey, the wind became light and went round to the east, so back to motor sailing. We rounded North Head at 14.25 and anchored off Collins Flat. The dingy was launched and we had a swim at the beach with a shower under the waterfall followed by hot showers on the boat. We had drinks and a nice dinner and decided to anchor for the night off Reef Beach, which is protected from the South west winds and unload the yacht in the morning.

Well that was our final mistake of the cruise. We rocked and rolled to a swell from the east south east and ferry waves most of the night. This is a lunch time anchorage in calm weather, which I have enjoyed in the past, but definitely not overnight. Even Lucas does not mention it.

So Friday morning we docked to unload the boat all feeling below par. One never stops learning, but how to deal with weather forecasts that do not eventuate? At least we are looking forward to our next cruise.

Bill Humel "As Free As The Breeze"

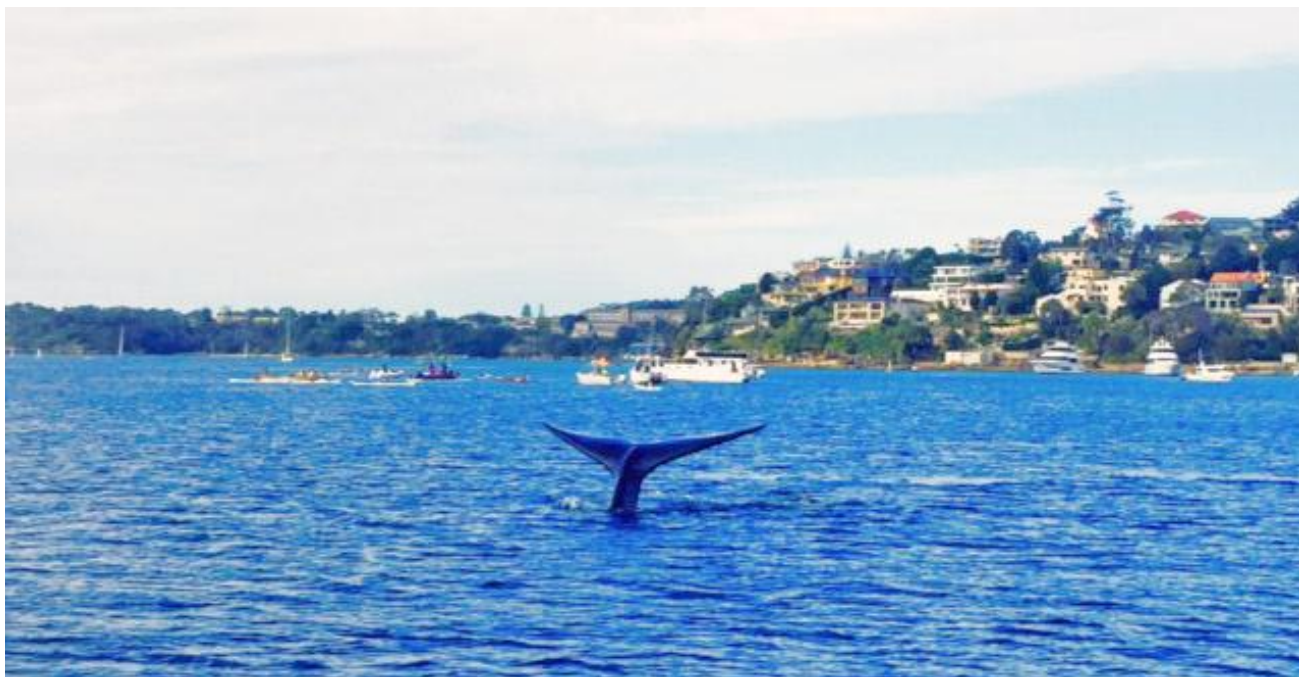
WHALE OF A TIME IN MIDDLE HARBOUR AUGUST 2015

As the annual migration of whales is underway NSW national Parks and Wildlife Service's report that stocks have again increased by about 10% on last year, which is good news for the environment.

It has also been good news for the boating community of Middle Harbour as we have had the privilege of close contact with a Southern Right Whale either side of the Club for over two weeks.

Astrid and I had one surface within 20 meters of our 2.9m inflatable on the way to Bliss. We took an overnight mooring East of MHYC so that we could attend the Yuletide Ugg boot Ball. Early Sunday morning we were again treated to a spectacular show of breaching and tail waving just a boat length from Bliss's stern.

One feels insignificant while sitting on a 40 foot, 8.5 tonne vessel, watching 80 tonne mammal frolic and manoeuvre with precision between yachts, kayaks, moorings and tinnies.



The following Saturday I anchored alone off Flat Rock Beach, between Bantry Bay and Killarney Point, to find shelter from the 20-30 Knot North Westerly. Just before dusk I was startled by a huge puff as a Whale surfaced nearby and proceeded to frolic and show off for an hour. While the police boat was trying to keep boats a safe distance away, she surface within meters of their 5m craft, producing an expletive, followed by a nervous chuckle from the shocked cop. Southern Right Whales are dark skinned with white patches on their throat and belly. They have a narrow tail stock and adults grow to between 14 and 18 meters in length and can weigh up to 80 tonne! Calves

are 4-6 meters long and weigh between 1-1.5 tonnes. All Baleen whales have two blowholes, but most merge together. Southern Rights' blowholes stay separate giving their distinctive V shaped blow up to 5 meters into the air. They have whitish growths called callosities on their head and chin. Their pectoral fins are broad and they don't have a dorsal fin. Their diet consists of plankton, krill and small crustaceans that are filtered through their baleens, a filter system of bristled grills over 2 meters long.

The male reproductive organs weigh in at about a tonne and one ejaculate has a volume of 100-200 liters. Calves can swim in 30 minutes after birth and drink up to 600 liters of milk daily.

Ships delivering convicts to the NSW colony would hunt these whales before returning to England because they floated when killed and yielded large quantities of baleen, "whale bone", hence they were the right whales to kill. This practice hunted them out of NSW by 1840 and the industry collapsed. They have been protected since 1935 and populations have been steadily increasing since to a current estimate of 5,000

Michael Mulholland-Licht - Bliss

SAVE THE DATE

**MHYC OPENING DAY & SAIL PAST - SATURDAY 5TH
SEPTEMBER, 2015 FOLLOWED BY THE FIRST FEATURE EVENT,
THE COMMODORE'S FRONT UP CUP RACE.**

The start of the 2015/16 season is fast approaching for the Club's Opening Day and Sail Past to be held on Saturday 5th September, 2015. The theme for this year is "Here Comes the Sun" - your chance to dress up your crew and boat and join in the fun of Opening Day. Sail Past begins at approximately 12 noon.

The Sail Past will be followed by the first feature, non series, race of the season, The Commodore's Front Up Cup. Any Cruising Division boats who have not entirely eliminated the racing bug are encouraged to enter.

CAMERAS FOR BOATING?

I have previously discussed waterproof cameras. The website 10TopTenREVIEWS has compared the latest offerings and ranked them.

Here are the top 3 as listed. They are dustproof, waterproof to 10m +, passed a drop test and cold test to -10 degrees:



Nikon Coolpix AW 120 - \$309

Panasonic Lumix DMC TS6 - \$398

Fujifilm FinePix XP80 - \$310

These are fine to have knocking about on a boat and take great photos as well.

I have searched for more expensive waterproof cameras. None of the DSLR (mirror reflex) cameras offer any water resistance.

However, there are now Mirrorless Digital Cameras with interchangeable lenses that offer this:

Nikon 1 AW1 compact interchangeable lens with Nikor 11-27mm lens-
Shock proof and Water proof to 15m - \$699



Olympus OM-DE M5 Mark II compact 4/3 mirrorless.

Splash proof / Dust proof – 16.1mp – Body only
\$999

With Zuiko ED 12-40mm f 2.8 Pro lens - \$1549

Samsung NX1 Smart Camera –
Splash resistant / Dust Resistant
Body only - \$1699.

Shop around and you pay less for any camera. New models come onto the market every few months and the superseded cameras get cheaper quickly.

Above is the latest photo I got a 'Merit' for at the Camera Club competition. The theme was 'Selfies'. It has been edited.

**WOLFGANG
MATESHIP**

REPORT ON THE CRUISING DIVISION LONG LUNCH - SUN 12TH JULY.

MIKE MCEVOY – JABIRU

For the Club it was a bit disappointing that only one person non-related to the Cruising Division attended the lunch. This was despite extensive advertising that the lunch was open to all.

Those of us who did attend had a lovely time, with the sun bathing the Quarterdeck in warmth, so much so that we had to lower the blinds.

In all there were 21 present, including Santa Claus's representative, Colin Pitstock, for the Christmas in July theme see pic. Thanks to Lena D'Alton for the photos and Trevor for creating the collage.

I must explain what Wendy is holding up in the photo, it is a black snake jelly. Apparently Wendy has a fetish for black snakes and it took a little while for the search in the bowl of sweets to unearth all the black ones – Wendy's secret addiction.

We have to thank our Cruising Captain for the bottles of white and red wine he donated for the lunch.

My abiding memory of the day was lots of laughter and some occasional serious boat talk.

BOATBUILDING FIJIAN STYLE

Just to expand a little on the front page photograph. This, and the photographs below, were taken on the Fijian island of Mololo about an hour by fast catamaran ferry from Nadi. The "shipyard" was located right on the beach, just above the high water mark and the village whose yard it was, was about fifty meters inland, invisible from the beach.

The picture on the left below shows the roughly finished interior of the 23ft longboat in the process of being mated to the hull. It will later be flowcoated. The photograph on the right shows the hull mould coated with release wax ready for a new hull to be laid up.



TREVOR D'ALTON – KACHINA

THE LONG LUNCH - ENJOYED BY MANY HAPPY DINERS



CD Quiz – August 2015 – Answers

1. AIS – or Automatic Identification System – is a radio-based method of automatically tracking vessel locations. They are largely replacing radar reflectors in common use (at least according to the racing rules).
2. Depends. For YA Category 1 races (such as the Sydney Hobart) an AIS transponder is required after this date. For the rest of us – it is merely a very good idea.
3. The “Blue Book” states “each inflatable PFD shall be checked and serviced at the intervals as prescribed by the manufacturer” (rule 5.01.6). Usually this is annually, and I think that is a good interval. For non-inflatable PFDs (if you still have them ...) – “each PFD which is not an inflatable PFD shall be checked annually for serviceability” (rule 5.01.7)
4. Variation is the difference between True North and Magnetic North (or any other bearing) at any one point of the earth’s surface. Deviation is the difference between Magnetic direction and Compass direction.
5. Deviation changes depending on your heading as it is the interaction between the ship’s magnetic field and that of the earth. There is no change in Variation with your heading.
6. For all practical purposes a Nautical Mile is defined as a minute of longitude (the official definition is slightly different due to variations in the earth’s shape)). It is agreed internationally as 1852 metres in length.
7. A Cable is an old-style measurement referring to a tenth of a nautical mile – so stay at least 185 metres off!
8. No to both counts. Even in these days of multiple GPS sets (and a boat the author was on recently had 5 hand-held units produced when the ship’s chart plotter failed) – paper is a sensible back up. Also most if not all maritime jurisdictions require you to have the relevant paper charts on board if you go offshore.
9. Yes – the rules are quite clear on this.
10. “When coming up with another vessel from more than 22.5 degrees abaft her beam” (at night this is the point at which her stern light should be visible rather than her port or starboard lights).

USE		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET															
YELLOW		JAN - DEC 2015															
CELLS ONLY	DATE =	Feb 22-1	Mar 22-23	Apr 3-6	May 16-17	Jun 6-8	Sep 12-13	Oct 3-5	Nov 7-8			Compass	Attendance	Technical			
	EVENT =	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Rose	at	Corner	TOTAL		
ENTER CREW FOR EACH		Feb Cruise	Hen & Chicken Bay	Easter Cruise	Hardys bay	Check Safety LWE	Fish Markets	Port Hacking & Slocum	090 & Raftup Sugarf			Feature Articles Points	Monthly Meeting Points	Projects compl't'd Points	CUMUL' SEASON		
YACHT	No. Nights	6	1	3	1	2	1	2	1			2	1	3	POINTS		
Sanctum	Crew	2										0	4	0	10		
Noel & Jean	Nights	2															
Breeze	Crew	2										8	5	0	30		
Bill & Helen	Nights	5				1											
eXpresso	Crew	4										1	4	6	0	17	
Phil & Maralyn	Nights				1	1											
Flemingo	Crew	1										1	4	4	0	14	
John Eastway	Nights				1	2											
Jabiru	Crew	2										6	5	0	17		
Mike & Suzanne	Nights	2															
Jenzminc	Crew	0										3	0	3			
Andy & Jen	Nights																
Kachina	Crew	2										2	2	6	6	0	30
Trevor/Leena	Nights		1	3		2											
Mereki	Crew	0										0	0	0	0		
Richard	Nights																
Nashira	Crew	2										2	2	2	2	2	47
Evan & Kelly Clark	Nights	6	1	3	1	2											
Rapture	Crew Avge	1										1	1	1	1	1	41
Paul & Anne	Crew	6	1	3	1	2											
	Nights																
Simply Irresistible	Crew	2										4	5	0	15		
Glynne & Gill	Nights					2											
Galaxy 3	Crew	0										2	0	2			
Chris & Diane	Nights																
		0										0	0	0	0		
		0										0	0	0	0		
		0										0	0	0	0		
No. of Boats =		4	3	5	4	8	0	0	0	0	0				47		
Boat = 1 Point per Night															The Leading Boat is.... Nashira		
Crew = 1 Point per Night per Person.																	
Skippers are deemed to sleep on their own boat.																	
Crew are averaged, if not present for all nights of the event.																	
Compass Rose Articles = 2 points per feature																	
Representation at Meetings = 1 point per month																	
Technical Projects implemented = 3 points each																	
	First	3 Bottles of Wine															
	Second	2 Bottles of Wine															
	Third	1 Bottles of Wine															
Skippers are required to email <paul_wotherspoon@bigpond.com> with results to receive points																	

TREASURER'S REPORT - TREVOR D'ALTON

Middle Harbour Yacht Club - Cruising Division

Treasurer's Report As at 31st July 2015

Cash at Bank as at 30.6.15 \$ 2,119.20

Plus Receipts

Less Payments

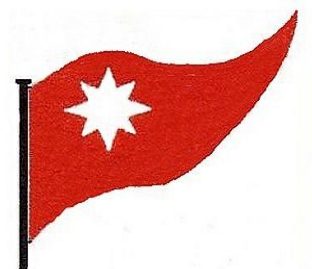
Cash at Bank as at 31.7.15 \$ 2,119.20

Outstanding Receipts

Outstanding Payments

Account Balance \$ 2,119.20

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