



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

Volume No. 36. No. 5 June 2016

Editor: Evan Hodge

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

**CRUISING DIVISION: ANNUAL GENERAL MEETING
PRESENTATION: RELAUNCH OF WACHMAN AWARD**



LANE COVE RIVER WEIR

CRUISING DIVISION OFFICE BEARERS – 2015 - 2016

Cruising Captain	Michael Mulholland-Licht	0418-476-216
Cruising Vice- Captain	Phil Darling	0411-882-760
Vice-Commodore Cruising	Michael Mulholland-Licht	0418-476-216
Secretary	Trevor D’Alton	9960-2878
Treasurer	Trevor D’Alton	9960-2878
Membership	Evan Hodge	0419-247-500
Name Tags	Lena D’Alton	9960-2878
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Bill Allen	9977- 0392
Waterways User Group	Mike McEvoy	9968-1777
Sailing Committee	Michael Mulholland-Licht	0418-476-216
Guest Speakers	Committee Members as required	
On Water Events Coordinator	Colin Pitstock, Michael Mulholland-Licht, Phil Darling, Paul Wotherspoon	Michael 0418-476-216 Phil 0411-882-760
On Land Events Coordinators	Kelly Clark, Gill Attersall	
Committee Members	Michael Mulholland-Licht, Phil Darling, Trevor D’Alton, Colin Pitstock, Paul Wotherspoon, Kelly Clark, Gill Attersall, Evan Hodge	



Editor's note:

Deadline for the next edition of the Compass Rose, is **Friday 1st July 2016**

The **EDITOR** for the next Compass Rose is **Michael Mulholland-Licht**

Please forward contributions via email to:

vitalifestyle@me.com

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 Program 2016

June	11 th & 12 th	CD Get Checked Weekend
	18 th & 19 th	Club Get Set Weekend
	20 th	Cruising Division Meeting (AGM)
July	18 th	Cruising Division Meeting
	21 st	MHYC Annual General Meeting
August	TBA	Long Lunch
	15 th	Cruising Division Meeting
	25 th	Skippers Briefing
September	3 rd	Club Opening Day and Sail past
	17 th & 18 th	090 plus Sugarloaf Raft-up
	19 th	Cruising Division Meeting
October	1 st to 3 rd	Lake Macquarie
	6 th	Twilight Racing Starts
	17 th	Cruising Division Meeting
November	12 th - 13 th	On Water Event TBA
	21 st	Cruising Division Meeting
December	TBC	Christmas Party (replaces December meeting)

CAPTAIN'S COLUMN – JUNE 2016

Greetings fellow cruisers,



It was wonderful to see so many cruising sailors at the annual awards night.

The Yaffe Trophy was awarded to Chris Canty for a meritorious passage to Lord Howe Island and return to Middle Harbour in Galaxy III.

Cruising Crew Member of the Year was awarded to Kelly Nunn-Clark who has brought innovation



and enthusiasm to the committee as well as eagerly developing her seamanship skills aboard Nashira.

The Cruising Drogue was awarded to Nashira for getting to many cruising events in such a hurry. Slack n Off won division 5 in her first twilight series. Congratulations to Martyn Colebrook and Gabriele Jordan.

The Cruising Division Point-score results were as follows:

1. Nashira
2. Rapture
3. Slack n Off

Congratulations to all!

7 boats enjoyed the Mystery Cruise to Lane Cove River as you will read in this edition. Unseasonably warm weather and excellent organisation by Evan and Kelly made for an absolutely brilliant weekend discovering new secrets in our Harbour.

Our next meeting on Monday June 20 will include the Cruising Division AGM and election of committee members. If you would like to be more involved with any of the Cruising Division activities or have fresh ideas, please put your nomination forward to any one of the committee members. The new Wachman Award manual will be launched at the meeting. I recently spoke with Stanley Wachman, the instigator of the Wachman Trophy and invited him to join our meeting along with his wife Dianne. The manual will assist seamanship skills development for alternate skippers in the event that they need to take charge of the vessel for any reason.

See you on the water or at the Club, living the dream!

**Michael Mulholland-Licht,
Cruising Captain & Vice-Commodore Cruising.**



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

CRUISING DIVISION: ANNUAL GENERAL MEETING
PRESENTATION: RELAUNCH OF THE WACHMAN AWARD

Many of you know about the Wachman Trophy. Stanley Wachman (an active member of the CD MHYC) was concerned that in the event of the regular Skipper becoming unwell or unconscious that the alternate skipper (wife or partner) be able to bring the boat to safety unassisted. To this aim he inaugurated the Wachman Trophy to foster this goal.

We are **re-launching this award in a new exciting format** which has alternate skippers work through a series of self assessed skills. Each level attained is engraved into your own Wachman achievement plaque. THIS IS FOR EVERYONE WHO SAILS – JOIN US!!

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CHEESE PLATE JUNE MEETING: MARALYN MILLER

ENVELOPING JULY COMPASS ROSE: MIKE MCEVOY



MEMBERS PLANNED CRUISES:

Adventurers here is your chance to announce to your MHYC community upcoming cruises you are planning. The idea behind this section is to allow the possibility of others heading in the same direction to cruise in company to destinations near and far. These are not MHYC CD events but cruises being undertaken by members inviting others to join them in the spirit of adventure and comraderie.

NASHIRA – TASMANIA MID-LATE JANUARY 2017

Kelly and Evan on Nashira are planning a cruise down the east coast of Tasmania starting Mid-Late January 2017 for a duration of 6-8 weeks coinciding with the 2017 Hobart Wooden Boat Festival. Current plan is to have stops in Jervis Bay and Eden on route to Tasmania then take a leisurely coast hop down to Hobart for the Wooden Boat Festival from 10-13 February. After the festival proceed down the east coast to Recherche Bay and, depending on the weather and time available, the possibility of going further round to Port Davey and Bathurst harbour. Contact: Evan at ehodge@ibt.com.au

FUTURE EVENTS:

CRUISING DIVISION GET SET WEEKEND JUNE 11TH - 12TH SUGARLOAF BAY

As usual, we are putting on a relaxed Cruising Division weekend for making sure your vessel complies with the safety regulations. We will be meeting in Sugarloaf Bay any time after about 10.30am on Saturday, with the last check at about midday on the Sunday. Give Paull a call on VHF 16 as you approach.

A reminder – for Cruising Division offshore events we require Category 4, and for inshore events it is Category 7. Plus – if you race (some of us do) - then you will need these before they accept your race entry. All existing Special Regulations certificates expire on the 30th June, so you will need the new certificate for any events or races from July onwards. But it is just good common sense to have the correct safety equipment on board before venturing out on the water - complete, in date and serviced as required.

In particular, don't forget to check:

- Expiry dates on all medicines in the First Aid kit
- Servicing on your inflatable life jackets
- Expiry dates on your flares
- Battery and registration details on all EPIRBs
- That any equipment “borrowed” or taken ashore is back on board
- That everything is working (for example - nav lights!)

Our own division Safety Auditors (Mike, Trevor, Paul, Evan) will be on-hand to carry out checks. Prior to the inspection you should, at the least, get a copy of the correct forms (off the club web site), fill out the details, check all equipment yourself and have it laid out for the auditor to review. A quick review of the Blue Book may also be in order – the existing one is still in force until next year (2017).

Book a time with Paul to ensure you can be checked on either the Saturday or the Sunday. The alternative is the club's “Get Set Weekend” on the 18th/19th – usually a more frantic and stressful event. No wine and bikkies at that one

Paul Wotherspoon ‘Rapture’

Ladies Lunch with Guest Speaker - Lexi Landsman - Thursday 16th June, 2016



16TH JUNE, 2016
LADIES LUNCHEON 

Guest Speaker: Lexi Landsman

Lexi Landsman is an Australian television producer and journalist. She has worked on a range of award-winning documentary series for the Seven Network that have aired in Australia and internationally. She has degrees in Media Arts and Production, Drama Teaching and a Masters in Journalism. This is her first book!

Major Prize of a 3 night Cruise to be drawn at the final lunch in October 2016 sponsored by



The Ties That Bind
by Lexi Landsman

On opposite sides of the world, two lives are changed forever. One by the smallest bruise. The other by a devastating bushfire. And both by a shocking secret.

12 pages

\$75 per person

Includes arrival drink, 2 course lunch, wine & tea/coffee

MIDDLE HARBOR YACHT CLUB
Ladies Luncheon
Thursday 16th June
12 noon

MHYC's next Ladies Luncheon will be held on Thursday 16th June, 2016, at 12 noon, with guest speaker, author, Lexi Landsman. Lexi Landsman is an Australian television producer and journalist. She has worked on a range of award-winning documentary series for the Seven Network that have aired in Australia and internationally. She has degrees in Media Arts and Production, Drama Teaching and a Masters in Journalism. She will be speaking about her new and first book, *The Ties That Bind - On opposite sides of the world, two lives are changed forever. One by the smallest bruise. The other by a devastating bushfire. And both by a shocking secret.*

Major Prize of a 3 night Cruise to be drawn at the final lunch in October 2016 sponsored by Travel View | Cruise View and Captain Cook Cruises Fiji.

Cost \$60 (MHYC Members)/ \$65 (Non Members) per person includes arrival drink, 2 course lunch, wine and tea/coffee. [Click here to book online](#) or call the Club on 9969 1244.

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JULY MEETING: MONDAY JULY 25TH

PLUS PHIL DARLING ON HOW TO QUALIFY FOR YACHTMASTER AND THE REQUIREMENTS FOR CHARTERING OVERSEAS (THE INTERNATIONAL CERTIFICATE FOR OPERATORS OF PLEASURE CRAFT)

PAST EVENTS:

Mystery Cruise up the Lane Cove River, 21st/22nd May, 2016

This was one of the best organised events I have ever been on with the Cruising Division over the last 30 years! It had it all - multiple mysteries, excellent preparation, management, convivial social, private time and prizes! Well done Evan and Kelly for the magnificent time enjoyed by the crews of *Rapture*, *Bliss*, *Galaxy III*, *Slack n Off*, *Flemingo*, *Nashira* and *Simply Irresistible*.



It was no mystery, of course, that we were bound for the Lane Cover River, but the intrigue started the week before, when Evan distributed briefing papers for the cruise. This included a list of the mysteries, which were to be solved as we entered the river, anchored in Tamborine Bay off the rowing shed and then explored the adjacent school and the next

day the river by dinghy. Now most of us have a yacht racing background, so you can't say we aren't competitive when prizes are involved, but Evan was a little surprised when he realised that we had all been Googling the mysteries and were well prepared with a variety of answers. To beat these, Jean had the most imaginative explanations starting with the Aborigines dancing with tamborine's on the shore of the bay, hence called Tamborine Bay. She deserved a prize for the entertainment provided as she delivered this detailed answer with a completely straight face! The real answer centred around a lady of ill repute whose tamborine playing was in high demand at a local hostelry; maybe a euphemism!

Evan is of course a native of the area and also attended Riverview, so he gave us a lot of background information from his years playing, sailing and skiing around the river, which we all found most illuminating. It is amazing that we can live in the area for so long and actually live through various events, yet remain blissfully unaware of what really went on. He led us through part of the extensive school grounds to a very old rose garden, where one of the masters once shot a cow for destroying roses he had propagated.

Part of Evan and Kelly's impressive preparation came into play here. It is quite a climb up the road from the boat shed to the main school building and anticipating that some of us might find it a bit too much, they had parked a car at the bottom and provided a lift up the hill for those that needed it!



We were overwhelmed with local stories because Evan's knowledge of the school and surrounding areas was supplemented by a written description from Mike McEvoy, which Evan read out. It appears that Michael M-L also lived in the area at one time and was able to further embellish the character of the area over time. One question by Deanne not

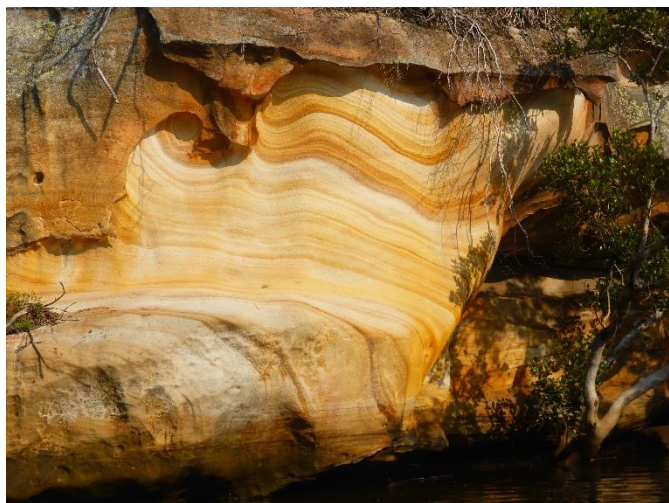
answered by anyone though, was the history behind the collection of house buildings with the square wooden tower on the SE side of Fig Tree Bridge. Any answers? We thought it was maybe a toll house for a punt to cross the river.

After our tour of the school John Eastway invited us for sundowners on the capacious rear deck of *Flemingo*. Some contentious discussion ensued, which John cleverly diverted into a more enjoyable topic. "Let's talk about boats", he said! Dusk came quickly, pending the arrival of the beautiful full moon, which led to some concern as Gabriele had not yet arrived at the boat shed wharf and following our afternoon walk we were all well aware of the tortuous route through the school grounds and down to the waterfront. All totally unknown to Gabriele. However, it was not long before we could see her headlights winding their way down the hill and for that performance I reckon she needs to be nominated for the Navigators Trophy!

We retired to host boats for dinner and after a very calm night, awoke to a beautiful misty morning accompanied by a large number of early morning rowers. This helped us all be aboard our dinghies and on the way by 0900. Evan stopped at various spots to let us provide our answers to the mystery questions and Kelly dug into her big bag and distributed prizes. Back scratchers were popular together with chocolates!

It was interesting to pass under the Epping Highway bridge to be reminded that it is actually three bridges all built at different times, from what I could see from the

designs. Just before the bridge was an exquisite rock formation to port with the most beautiful coloured sediment layers and opposite the only remains that we could see of industry on the river. Gone are the tanneries, oil and sugar refineries, vinegar production etc., but the remaining factory near the bridge still makes corn products,



yeast and cornflower, as far as I remember, plus several other things.

A little further upstream we stopped at a modern floating wharf on the starboard side and walked a short distance along a boardwalk through the mangroves and came out on a well maintained small sports field and grandstand, which was being well used by a large group of teenagers. Fit looking people. Put us to shame.

Then came the most beautiful part of the river, with forests and rock formations close by on each side. We must have looked quite intimidating to others with our seven dinghies proceeding along at 4 kts, but fortunately we only saw one other paddler on the way to the Fullers Road bridge, where we had a break, refuelled and Kelly gave us a possible explanation of the Bogle/Chandler deaths on the river bank not far from here. They could have been victims of hydrogen sulphide gas, which may have come from the river's murky past. It has a rotten eggs smell at low concentration, sweet smell at higher concentration and a deadly no smell in larger concentrations.

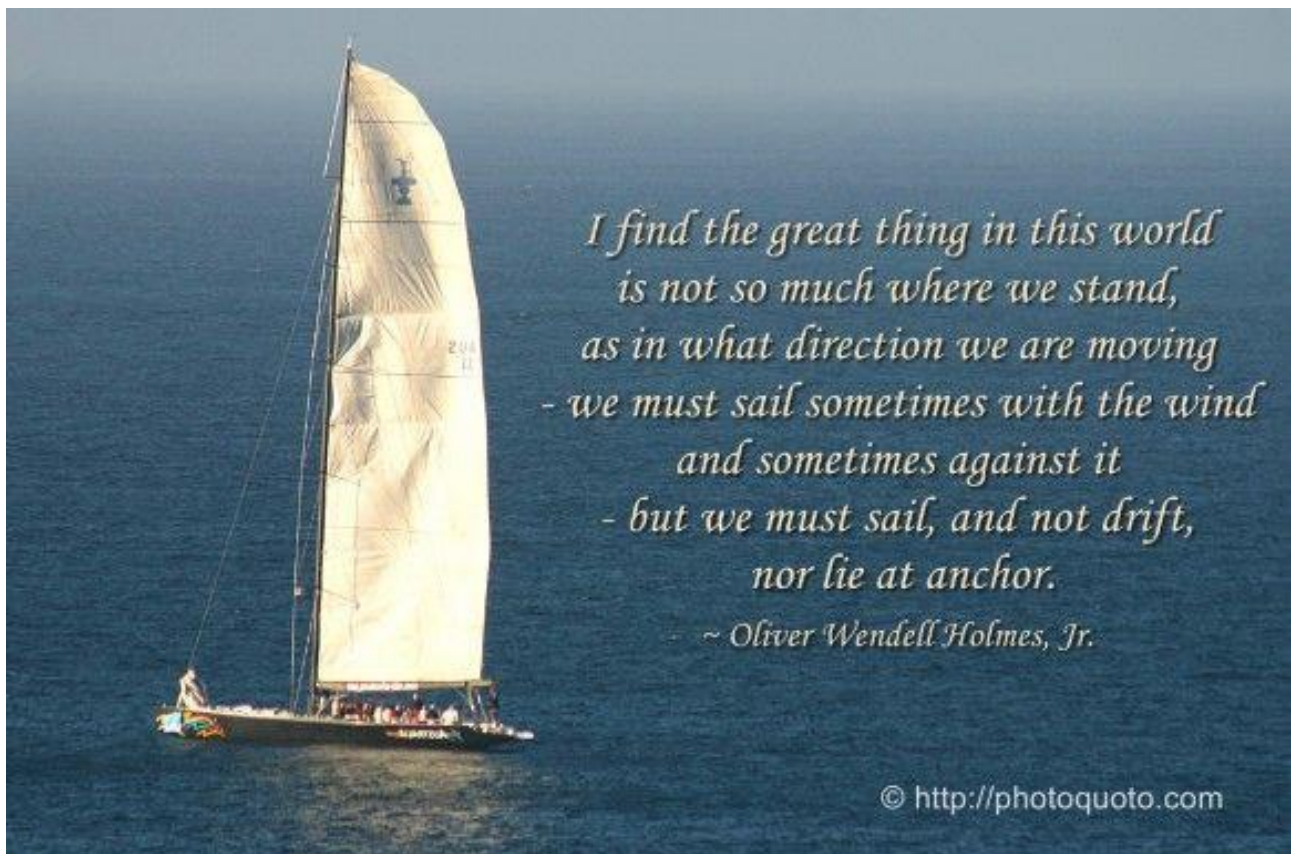
The return journey was much quicker for most, but *Nashira* and *SI* could not resist searching for the site of the old Fairyland Picnic Ground and Dance Hall, somewhere on the northern bank between Fullers Road and Epping Highway. The place used to be a highlight of a Sydney weekend early last century, supported by numerous ferry services. *Nashira* had been to the site and its derelict signpost during their research but finding it again was not obvious. *SI's* research had comprised looking on Google Earth, which showed a few very well developed palm trees amongst the bush and a clear area just to the north, which would have been the cricket ground. We found both at about the same time, but were deterred from going ashore by a reported swarm of mozzies and the odd leach!

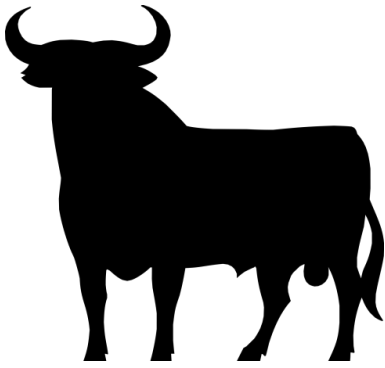


It was lunch on-board in the sun shine before we all set off around 1400 for the 1630 bridge, except *Flemingo*, the only one to moor to the east of the bridge. For this passage we had a glorious northerly breeze around 10-12 kts and *SI* revelled in the breeze with full main and No.1 genoa. We caught up with *Nashira*, who then kept in close company with us until Shark Is., after which *Galaxy III* motor sailed up to our vicinity, decided to also enjoy the breeze and raised their large headsail and joined us in tacking down the harbour with very little other traffic around. *SI* pulled away and was the first to cross the line at the club, although there was no gun, strangely. Anyway, the others may not have known that they were in a race, but they lost! Evan later said they were not racing, but that Kelly had tried to throw herself off the boat during a swift tack! Doesn't sound like cruising to me!

And so ended a fantastic weekend. All ran flawlessly to a well prepared and communicated plan, we learned heaps about part of our "backyard" that we hadn't appreciated as much before, we enjoyed the company of like-minded people and had a lovely sail home in a breeze that has been lacking in recent times. Evan and Kelly probably organised that as well!

Glynne Attersall
SV Simply Irresistible





The Story of Chisel and the Cow.

(A tongue in cheek alternative to one of the true stories uncovered on the Mystery Cruise.)

Once upon a time, there were two bulls that lived at the top of a steep hill. One bull was called Hammer and the other Chisel.

Now Hammer saw himself as a heavy hitter and was inclined to be impulsive, a bit of a “bull at a gate” sort of fellow, whereas Chisel was a little more thoughtful and imagined himself to be just a little sharper than the “average tool”.

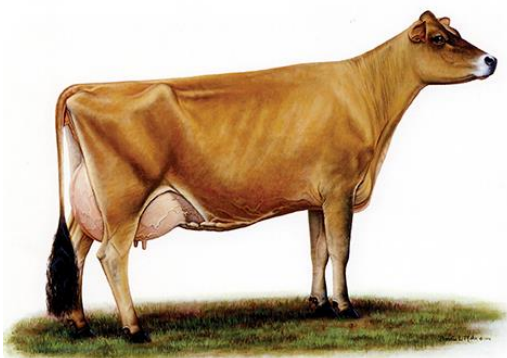
Well one warm summer’s day, the two bulls looked down and watched Daisy at the bottom of the hill beside the fence. Now Daisy was a Jersey cow and hence a heart stopping honey blonde, with deep brown eyes and long eyelashes. They watched the occasional flirtatious flick of her long tail with the curious tuft of hair at the very end.

It was slowly becoming all too much for them.

They watched as she seductively regurgitated the cud from each of her three stomachs in turn. The pulsating bulge in her cheeks aroused the passion in the two bulls and they each looked at each other and then back to Daisy. As one, they seemed to have the same idea.

Suddenly Hammer lunged forward and raced down the hill at a furious pace, he sent the grass tufts flying. Closer and closer to Daisy he raced, his heart pounding in anticipation until with a sickening thought he realised he had no way of stopping, he was going way too fast. With a sickening thud he plummeted into the barbed wire fence, ripping the posts from the ground. Horns, legs, fence posts and barbed wire whipped through the air until poor Hammer was trussed up tighter than a Turkey at Thanksgiving.

And there he lay all day and through the night, until the farmer freed him the following day.



Meanwhile, Chisel walked slowly down the hill and gently nuzzled up to Daisy whose tail started to flick just a little faster. Suffice to say that later that year, Daisy gave birth to not one, but two healthy calves. And so children,

the Moral of the story is that ***sometimes it pays to hasten slowly*** and as this bedtime tale was told again and again, it slowly came to be known as the story of ***Chisel and the Cow.***

Paul WotherspoonRapture

CD Quiz – Jun 2016 by Phil Darling

1. A sailing vessel is overtaking a power vessel. Which one gives way and which is the stand-on vessel?
2. You are on starboard tack approaching a racing marker and a race fleet on port tack is approaching. What should you do?
3. You see a bouy marked with vertical blue and white stripes, in an unusual position, where you have not noticed a bouy before. What does this mean?
4. What is a jockey pole, and when would you use it?
5. Thinking about spinnakers – should the lazy sheet pass over or under the pole?
6. If a vessel is Not Under Command and making way, what lights should be displayed at night?
7. What situation might require the lights mentioned in question 6?
8. When do Neap tides occur, and where does the term come from?
9. How often do Neap tides (or, for that matter, Spring tides) occur each year?
10. Talking about tides – you check your charts and tide tables and notice that some depths are below LAT and others are below MLWS. What do these mean, which is lower, and from which one are the heights in the tide tables generally measured?



FEATURE ARTICLE....

MY FIRST YACHT ...



I wanted a boat ever since my Dad half-made me a balsa Bermudan sloop. It sat tantalisingly unfinished on the top of his wardrobe for many years. As soon as I could reach it I finished it and painted the hull yellow and the topsides white. My favourite colours at the time.

Proper sailing for me started with a Wayfarer on the Thames at Deptford, round the bend from Tower bridge, when I was a student. The boats were launched by crane over the river wall. Dodging tugs towing half a dozen rubbish barges in the highly tidal river, with fluky winds, was not the best place to start. Although it was fun I was not really hooked. Capsize drill in the murky water definitely didn't help.



Next came wind surfing. I was very keen. I have photographs of my friend Mike, his dog, Max, and I 'sailing' on a lake surrounded by knee deep snow. Winter steamers (really thick wetsuits), gloves, balaclavas and an ice scraper to scrape the ice off the sails and our noses.

Big boating came when my neighbour, announced he had purchased a Beneteau 35S. Eventually I joined his crew for a few regattas, Dartmouth, Fowey and Round the Island Race (Isle of Wight). Two upgrades later, via a Beneteau 40.7 to a more family friendly Beneteau 50, we started 'racing' in Cowes Week. My friend had two boys by then.

I decided long ago I wanted my own boat and have been subscribing to Yachting World for at least 20 years. I always went to the back pages first to glean the brokerage adverts, my favourite broker adverts being by Berthon, Their witicisms were worth the cost of the magazine.

A Grand Soliel 56'*"optimised to be in the chocolates and has the trophies and t-shirts to prove it"*

Contest 55' *"as Dutch as it goes without the clogs"*

Amel 54'*"Indestructible planet circuiteer.....French magic carpet of thoroughly practical hue"*

It took a move to Sydney to eventually fulfil my dream of being a boat owner. My previous excuses for not buying a boat, despite all the years of 'looking' were

- Can't afford it
- I am too busy working
- My friend has a boat

My other dream was to have a house on the harbour. When I made my first visit to Sydney I was overawed. A city on the water, and surrounded by nature. I had to live here. A waterfront boat shed would do, thinking they might be cheap. I couldn't find any when I made my continental shift, 30 years later, I ended up with a tumbledown 'fibro'. It was all I could afford, but it was a harbour front and on a lovely piece of land. I was happy.

A waterfront house needs a boat. so no more excuses. I applied for an NSW maritime mooring, and having heard the waiting list was very long, I was very surprised to receive an offer for one, off the bottom of my garden, 3 months later. I had to act quickly, as the offer only lasts for a month. The budget started at a modest \$40k. Not much around for that kind of money and I didn't really know what I wanted apart from a 50 foot Oyster, or a big cat, which were out of the question.

I liked the idea of doing a few regattas, so I wanted something reasonably sporty, which could be sailed shorthanded, as I didn't know many potential crew members. I also wanted to do some exploring, so it needed to be comfortable.



After many discussions, and consultations,

mostly with myself, I concluded a European production boat would be the best compromise as I should be able to sell quickly, if and when I decided what my perfect boat was, and I should spend more than my initial arbitrary budget.

I looked at a number of boats. A couple of Hanses which had the advantage of a self tacking head sail for single handed sailing. I discounted them because I like fiddling with things. I looked at a Beneteau First 36, which I discounted as it was too 'tired'. A Beneteau 473. Needed too much work and my mooring limited me to a 12m yacht. I saw a nice Tartan 38, but it had been on the market for a long time so would be difficult for me to sell too. I test sailed a 3 cabin Jeanneau 39, which I quite liked, then the man from Yoti (Tim) showed me a Jeanneau 39i, which had just come on the market. The 'disadvantage' was that it was the owners, 2 cabin version. However, it was in superb condition and sailed like a dream. It had obviously been much loved and well cared for.

So, after much deliberation with Gabrielle, and my boy William, about two cabins versus three and the performance spec versus the standard spec we opted for the two cabin, performance boat. We have never needed that third cabin and the separate walk in shower is a real bonus, much appreciated by Gabrielle, and me on the odd occasion.

We have a lot of fun and met some lovely people through boat ownership. As soon as we step foot on that boat our shoulders relax and we sigh with relief, except when Twilight racing, even though every time (almost every time) we go out something goes wrong or breaks. It's a bonus when William and Anna, our kids, join us.

For the moment we are very happy with 'Slac n Off'. Still thinking about the name change, and an Outremer 45, for long distance cruising, is in the back of mind.....



Martyn Colebrook
SY Slac-n-Off



PHOTO CORNER COMPETITION 2016

June Winner.....

.....Photo of the Month..



Each Month the best photo received by the writer will go into the running to win a prize to be announced at the end of the year.

The panel of judges will deliberate and award a bottle of hand selected wine to the eventual winner. To be eligible you must submit your photo *before* the closing date for contributions. Only one photo per month may be submitted.

This month's winner is **John Eastway of Flemingo** with this shot from his last Trip to Tasmania.



"Far from the Madding Crowd" ...taken on the Huon River.

Remember, ... to be in the running to win the prize you must be in it.

Hint ..Give your favourite photo a Title and Place taken.

Submit your photo to <paul_wotherspoon@bigpond.com>.

Good Shooting - !!!



RECAP FROM CHRIS CANTY AND GALAXY III AND THEIR 'CRUISE' TO LORD HOWE ISLAND....



Galaxy III



- S&S 39
 - Built 1983 in WA
 - LOA 11.9m
 - Beam 3.4m
 - Draft 2m
 - 8 tonnes
 - Perkins 404-C22 50hp
 - Fuel 260L - 74hrs
 - Water 300L
 - Power
 - House 4x6v
 - Starter 12 x 12v
 - Wind/solar/smart regulator



- 1984-2001
 - Melbourne
 - Ocean racing
- 2001-2015
 - Adelaide
 - cruising
- 2015 - now
 - Sydney
 - Cruising

Oceans 16

The one that got away!



120kg marlin
 1hr to bring alongside
 Yacht or game fishing boat?
 Sea sickness intensifies



Oceans 16

We made it!



Oceans 16

The one that didn't get away



Yellowfin tuna

- 1.6m / 85kg
- 3hrs to bring alongside
- 87 circles to keep from under the boat
- 100nm from Lord Howe
- Depth 5,000m



Oceans 16

CHEF'S CORNER ... WITH KELLY NUNN-CLARK



Hello Sailors – Winter has arrived and with that the desire for warm satisfying comfort food. This month the focus is on using a DreamPot, thanks to Colin Pitstock who convinced us that this is a ‘Must-Have’ cooking utensil for sailors. For those of you who don’t know what a DreamPot is, it is a thermal cooker that can cook a two course meal without any external power. You start by heating up your main course on a traditional stovetop or camp stove for a short time then transfer it to the DreamPot where it will continue to cook, on its own, without any additional power, for up to 10 hours. The food does not burn or overcook

and is perfect when you are ready to eat. I just LOVE it! So far I have experimented with curries and rice and various stews. the DreamPot website and Colin have assured me that it will work for roasts, deserts, breads, soups and lasagnes. So without further delay let me share with you my favourite super easy, super yummy Jamie Oliver stew.

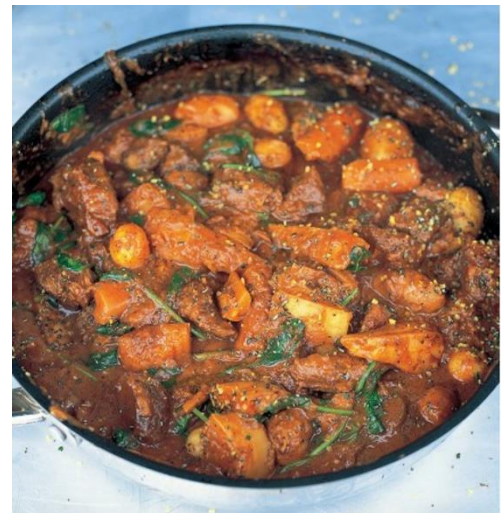
Jamie Oliver’s Favourite Beef Stew

Ingredients:

- olive oil
- 1 knob butter
- 1 onion , peeled and chopped
- 1 handful fresh sage leaves
- 800 g quality stewing steak or beef skirt , cut into 5cm pieces
- sea salt
- freshly ground black pepper
- flour , to dust
- 2 parsnips , peeled and quartered
- 4 carrots , peeled and halved
- ½ butternut squash , halved, deseeded and roughly diced
- 1 handful Jerusalem artichokes , peeled and halved, (I didn’t use these)
- 500 g small potatoes
- 2 tablespoons tomato purée
- ½ bottle red wine
- 285 ml organic beef or vegetable stock (I used chicken stock)

(next three ingredients are used after stew is finished – optional)

- ☞ 1 lemon , finely grated zest of
- ☞ 1 handful rosemary , leaves picked
- ☞ 1 clove garlic , peeled and finely chopped



Cooking:

Put a little oil and your knob of butter into the large DreamPot pot. Add your onion and all the sage leaves and fry for 3 or 4 minutes. Toss the meat in a little seasoned flour, then add it to the pan with all the vegetables, the tomato purée, wine and stock, and gently stir together.

Season generously with freshly ground black pepper and just a little salt. Bring to the boil, place a lid on top, and let it boil for 15 to 20 minutes. Transfer the hot pot to the DreamPot and close the lid. That's it!! It will be ready in a few hours or up to 10 hours if you have the 6 litre DreamPot.

The best way to serve this (per Jamies website) is: by ladling big spoonfuls into bowls, accompanied by a glass of French red wine and some really fresh, warmed bread. Mix the lemon zest, chopped rosemary and garlic together and sprinkle over the stew before eating. Just the smallest amount will make a world of difference – as soon as it hits the hot stew it will release an amazing fragrance.

<http://www.jamieoliver.com/au/recipes/beef-recipes/jools-s-favourite-beef-stew/>

Cruising Sailors



What my friends think I do



What my mom thinks I do



What society thinks I do



What powerboaters think I do



What I think I do



What I really do

Make your own picture like this: <http://jonathanbjorkskog.com/pic>

RMS MIDDLE HARBOUR USER GROUP

ABRIDGED MINUTES BY MIKE MCEVOY

Name of meeting:	Middle Harbour User Group
Location of meeting:	Middle Harbour Marine Rescue, The Spit
Meeting facilitator:	Warwick Scott, Boating Safety Officer (Middle Harbour East)

Date: 16 March 2016

AGENDA ITEMS

1. Apologies

Alex Barrell, Principal Manager Sydney

Dan Dummer, Manager Operations Sydney, RMS

2. Introductions/Welcomes

Introducing Oliver Masens as new Middle Harbour (west of the Spit Bridge) BSO and new Sydney Harbour BSOs

3. Previous Minutes

Action Items

D'albora Marina fully utilising Boating Destination berths.

Issue raised of fuel and pump-out problems at Clontarf Marina when the new marina goes ahead.

Clontarf Marina having on going issues with council

4. Flare Collection

Expired flares – No longer collected by RMS offices. Now handed to a private contractor at listed pick up points. See website.

5. Outcomes of User Groups, Charter, Terms of Reference

Currently there are approx. 60 user groups – We are looking to streamline the numbers.

6. Pop Up Parties

Pop up parties – predominately around Milk beach. Party goers can't drink on the beach but can in the water.

Last party had about 3500 people. Buoys deployed not allowing any vessels within an exclusion zone.

7. Infrastructure Update

Barangaroo Ferry Hub – Exclusion zone and no wash zone around the barge. Oct 2016 completion. Rivercat ferries will stop going to King St Wharf.

Homebush Bay – Bridge opening extended till May.

Rhodes Wharf is currently on hold.

8. Aquatic Events - VIVID

Vivid from 27th May until 18th June. Heavy vessel traffic at night around the Circular Quay and Darling Harbour.

Vivid extended to Taronga zoo for its anniversary.

Enquiry about the RMS website having a list of aquatic events to check for clashes between events. Specifically raised due to an overlap with an outrigger event.

Most aquatic license aren't exclusive use – so events must share the water. The issue will be raised within Maritime.

9. Harbour Masters Update

Harbour Master update: Barangaroo a no wash construction zone. Local knowledge to become a computer exam.

There are continued reports of yachts cutting across bows of ships – between pilot boat and ship. A reminder to all skippers of responsibilities regarding ships.

10. New Marine Safety (General) Regulation Update

MSREGs delayed – 1st July they should be coming out.

11. General Business

Marine rescue being staffed 7 – 7, every weekend and public holiday as well as minimum staffing at the base on Wednesdays during the summer period. New vessel; MH20 Naiad fully operational for a month. Two vessels in total to full compliment. MH20 more flexibility and economical to run for the benefit for all.

Raised concerns of wash in middle harbour.

Campaign conducted over the weekend – 200+ Checks. 12 fines in Middle Harbour area.

New fuel wharf and pump-out at D'albora Marina – heavily used by public and marina clients. Should be a push for marinas to have more pump-out facilities.

The angle of the 4 knot sign encourages people to move towards D'albora Marina.

Raised right of way question – right of way between rowing sculls in middle harbour.

The John Oxley (the large white vessel) almost ran down their large 505 skiff. The crew of the John Oxley yelled out "we've got people on board".

Use Infoline -13 12 36 to report incidents. Try and record the registration of offending vessels.

Noted issues of speed and wash and general lack of manners at Castle Rock on the weekend.

Noted that compliance was extremely poor over the weekend as reflected by the compliance statistics.

Has twice observed boats (plural) rafted on courtesy moorings.

Asked if tenders on the back of boats count as "rafting" on courtesy moorings.

Stated they don't count as rafting.

Wrong writing on the spit bridge yacht courtesy moorings which have been replaced

Any queries regarding this abridged version of the minutes should be directed to Mike McEvoy, who attended the meeting

CD Quiz – June 16– Answers

1. The overtaking vessel (in this case the sailing vessel) must keep clear of the other vessel.
2. You are the stand-on vessel under the coll-regs, which apply in this case. However, if feasible, it would be courteous to keep out of the way of the racing fleet and let them continue on their race.
3. This is a temporary wreck marker, and indicates that a dangerous wreck is present. This is a new marker, which has only been introduced into the IALA scheme in the last 5 years or so.
4. A jockey pole is a short pole used to keep the spinnaker brace away from the shrouds and improve it's lead to the spinnaker pole. It is typically used when running a spinnaker very shy ie somewhere near to a beam reach. (we have one on eXpresso but rarely use it!)
5. Over – so that when we drop the pole to gybe the lazy sheet does not foul it.
6. The vessel should show the not under Command lights (two red all-round lights, one over the other) plus the under way lights (red port, green starboard and white stern light). Note that the white steaming light is NOT to be used.
7. There are a few possible situations. The one that comes to mind is a vessel with damaged steering gear which cannot avoid another vessel in a collision situation.
8. Neap tides occur just after when the Moon is at first quarter or third quarter, when the solar tidal force partially cancels the Moon's. The word Neap comes from an Anglo-Saxon word “nip” meaning "without the power".
9. Each lunar cycle takes about 28 days. As there are two neaps each cycle (and also two springs each cycle), they occur about every 14 days – or about 26 times a year. However – if you look through the tide table you will note that some are more pronounced or larger in range than others.
10. LAT is Lowest Astronomical Tide; MLWS is Mean Low Water Springs and is above LAT. Tide tables are usually taken from LAT – but be sure to check this if you are in an unfamiliar area or country!

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET															
		JAN - DEC 2016															
DATE =		Feb 15-21	Mar 12-13	Apr 23-25	May 21-22	Jun 4-5	Sep 17-18	Oct 1-3	Nov 12-13			Compass	Attendance	Technical	TOTAL		
EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Rose	at	Corner			
ENTER CREW FOR EACH		Gosford Cruise	Wish & Raft up	Anzac Cruise	Lane Cove River	Check Safety	090 & Raftup Sugarf	Lake Macq	TBA			Feature Articles Points	Monthly Meeting Points	Projects compl't'd Points	CUMUL' SEASON POINTS		
YACHT	No. Nights	2	1	0	1	1	1	2	1			2	1	3			
Sanctum	Crew											0	3	0	3		
	Noel & Jean																
Bliss	Crew											2	3	0	8		
	Michael & Astrid																
Breeze	Crew											6	1	0	7		
	Bill & Helen																
Dignity	Crew											0	0	0	0		
	Peter & Sue																
eXpresso	Crew											2	4	0	6		
	Phil & Maralyn																
Flemingo	Crew	2	1											0	3	0	13
	John Eastway	2	1														
Galan	Crew											0	0	0	0		
	Mike & Hilary																
Jabiru	Crew											0	3	0	3		
	Mike & Suzanne																
Jenzminc	Crew											0	0	0	0		
	Andy & Jen																
Kachina	Crew	2											2	3	0	11	
	Trevor/Lena	2															
Mereki	Crew											0	1	0	1		
	Richard																
Nashira	Crew	2		3								4	4	0	15		
	Evan & Kelly Clark	1		1													
Rapture	Crew	0	1	1								4	4	0	12		
	Paul & Anne	1		1													
Simply Irresistible	Crew											6	3	0	12		
	Glynn & Gill																
Shazam	Crew											0	0	0	0		
	Colin & Scott																
Galaxy 3	Crew	2	2								0	3	0	12			
	Chris & Diane	2	1														
Slack'n'Off	Crew	2	2	2								2	4	0	18		
	Gabriele & Martin	2	1	1													
Caviar	Crew	2												0	4	0	7
	Max & Dot Theeboom	1															
Altair	Crew											2	4	0	6		
	Kieth Watson																
No. of Boats =		4	5	0	7	0	0	0	0	0	0				Points 18		
<p>Boat = 1 Point per Night 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.</p> <p>Compass Rose Articles = 2 points per feature Representation at Meetings = 1 point per month Technical Projects implemented = 3 points each</p> <p>First 3 Bottles of Wine Second 2 Bottles of Wine Third 1 Bottles of Wine</p> <p>Skippers are required to email <paul_wotherspoon@bigpond.com>with results to receive points</p>																	

The Leading Boat is....
Slack'n'Off

25



HELLO SAILOR!

Is it time for a new sail? What will happen to the old one?

When you throw your used sails away they end up in a landfill, designed to stand up to the harsh Australian elements they are made with durable materials that prevent it from breaking down for more than 600 Years!

Thankfully there is another way...

They can be recycled, upcycled and transformed! We create unique and bespoke lifestyle products from your used sails.

By recycling your sail with NANU you will not only contributing to a greener planet by reducing landfill waste but can also see your used and damaged sails remodelled into exclusive products for your home... Imagine inviting your guests to an outdoor lounge made from the sail you cruised the ocean with.

Laser, cruising or racing... Every Dacron sail will be welcome.

A damaged sail is too good for the bin! Contact NANU to recycle your sail and arrange a collection.

NANU

Sail through life



0478 956 957

jordan@nanu.com.au

for more information visit www.nanu.com.au



**Middle Harbour Yacht Club Cruising Division
Annual General Meeting 2016**

Nomination Form

Position on Committee:

Name of Nominee:

Name of Proposer:

Signature of Proposer:

Name of Seconder:

Signature of Seconder:

Acceptance by Nominee:

Please forward to the Secretary prior to the AGM Monday 20th June 2016
Or hand in prior to commencement of the meeting.

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 31st May 2016**

Cash at Bank as at 30.4.16 \$1,818.43

Plus Receipts

Less Payments

Cash at Bank as at 31.5.16 \$1,818.43

Outstanding Receipts

Membership Contributions \$0.00

Outstanding Payments

\$0.00

Account Balance \$1,818.43

Signed as a true record

Trevor D'Alton

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