



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 36. No. 4 May 2016

Editor: Maralyn Miller

NEXT MEETING:

MONDAY MAY 16TH, 7:30 P.M.
B.Y.O. BBQ 6:30 P.M

GUEST SPEAKER:
PRESENTATION:

CHRIS CANTY
CRUISE TO LORD HOWE ISLAND



PRACTICING MAN OVERBOARD

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 3rd June 2016**

The **EDITOR** for the next Compass Rose is **Evan Hodge + Kelly Clark**

Please forward contributions via email to:

Evan Hodge <ehodge@ibt.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 Program 2016

May	7 th	Annual Prize-giving
	16 th	Cruising Division Meeting
	21 st to 22 nd	Mystery Cruise
June	4 th & 5 th	CD Get Checked Weekend
	18 th & 19 th	Club Get Set Weekend
	20 th	Cruising Division Meeting (AGM)
July	10 th	Long Lunch
	14 th	MHYC Annual General Meeting
	18 th	Cruising Division Meeting
August	15 th	Cruising Division Meeting
	25 th	Skippers Briefing
September	TBA	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 (TBC)	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)

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PRESENTATION: **CRUISE TO LORD HOWE ISLAND**

Greetings fellow cruisers,



Breezes have been mostly light as we enter the shorter days of autumn, but it hasn't stopped a few boats getting out for a twilight cruise and dinner in Middle Harbour. Nashira, Slack N Off and Bliss took the opportunity on one unseasonably balmy evening to muse over the East Australian coastal charts at anchor in Sugarloaf Bay.



Other crews from Simply Irresistible, Kachina, Rapture, Altair and eXpresso enjoyed the land event to La Perouse, where they explored some of the maritime history of the early days of European exploration and subsequent settlement of Sydney.

John Taylor wrote a wonderfully detailed article in the April edition of Cruising Helmsman about our own back yard treasure, Middle Harbour, including the secluded bays of Bantry and Sugarloaf. We are blessed with many secluded overnight anchorages at our doorstep that provide shelter from most prevailing winds. The tributaries that feed these Bays offer excellent dinghy safaris.

Thanks to Phil Ross, editor of Cruising Helmsman and our April guest speaker, for an inspiring presentation on how to write and photograph our cruising experiences for successful publication. We learnt to consider the reader and make our photos "POP"! Not to mention duct tape and WD 40 enabling beer and our blues names. If you don't understand the last sentence, be sure not to miss the next meeting!

Thanks to Mike Gallagher for donating a huge roll of old charts that several members took home from last meeting for training purposes. I still have a few left if anyone else would like some please let me know. I will bring them to the May members meeting.

This month at our members meeting on Monday May 16 we look forward to hearing of Chris Canty's adventure to Lord Howe Island and back on his S&S 39, Galaxy III.

MHYC annual prize giving awards night is on Saturday May 7. Please book online as per the Club E-News.

The next full moon will coincide with our Mystery Cruise to the upper reaches of Lane Cove River. Coordinator, Evan Hodge, will show us his (and my) old stomping ground over the May 21-22 weekend.

The Cruising Division AGM on June 20 will include the annual election of committee members. If you would like to be more involved with any of the various events and activities of the Cruising Division please put your nomination forward to any one of the committee members. Each year sees members cycle off the committee and so we need new members to come forward with fresh ideas to reinvigorate plans for the year ahead.

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

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

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B.Y.O. BBQ 6:30 P.M**

**GUEST SPEAKER: CHRIS CANTY
PRESENTATION: CRUISE TO LORD HOWE ISLAND**

Chris Canty has been a CD member for a couple of years. His beautiful navy hulled Sparksman Stephens 39, Galaxy III has participated in Club feature events as well as Cruising Division events.

Galaxy III participated in the MHYC - Gosford Challenge, where she arrived at Box Head before at least one of the competitive racing yachts. Chris has recently sailed her to Lord Howe and back and will share this adventure with the Cruising Division at the May 16 members meeting.

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**JUNE MEETING: MONDAY JUNE 20TH
ANNUAL GENERAL MEETING**

PLUS WACHMAN RE-LAUNCH

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CHEESE PLATE APRIL MEETING: CHARO DEVERY

ENVELOPING APRIL COMPASS ROSE: EVAN HODGE

FUTURE EVENTS:

MYSTERY CRUISE SAT 21ST - 22ND MAY.

Your Mystery cruise will be

"Up a lazy river, bring extra fuel for your dinghy (or it may not be so lazy after all)"



The Mystery Cruise to be held on the weekend of 21-22 May 2016 will include a dinghy safari, history tour of the Lane Cove River and surrounds, and a picnic.

There will be activities on both Saturday afternoon and Sunday depending on the weather.

The meeting point is to be in Hunters Bay 11am Saturday 21 May where final instructions will be issued.

It will be a fun and informative weekend. See you on the water.

Evan Hodge, 'Nashira' (Mob) 0419 247 500
Mystery Cruise Co-ordinator

CRUISING DIVISION GET SET WEEKEND JUNE 4TH - 5TH 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 Phil 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 and Phil) 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 Phil to ensure you can be checked on either the Saturday or the Sunday. The alternative is the club's “Get Set Weekend” several weeks later – usually a more frantic and stressful event. No wine and bikkies at that one

Phil Darling, 'eXpresso'

PAST EVENTS:

LA PEROUSE MUSEUM AND BARE ISLAND — ON LAND EVENT



How do you make a 12 ton gun disappear?

Answer: Get some very clever engineers with the assistance of a confusion of hydraulics, sliding covers pneumatically driven by soldiers pumping their hearts out, so said gun could not be seen from the sea until it was needed to be used in anger –

Alternatively: Get a group of bored soldier veterans who desperately want the space to play a game of billiards and with the assistance of a couple of shovels and a few bebies it disappears - almost for good!

La Perouse did not disappoint the small but extremely enthusiastic group from Cruising Division. Keith Watson, Maralyn and Phil Darling, Paul Wotherspoon and Ann, Lena and Trevor D’Alton and Gill A. We arrived in lovely weather to appreciate this amazing little spot, which could rival Bondi or Manly Beach. As well as information on the considerable distances La Perouse explored, Keith was interested to read about New Caledonia as his French Grandmother came from this region. Always knew he had class. There was much information on La Perouse; Trevor was interested to note that La Perouse’s two 500 ton Frigates were called “Astrolabe” the French name for an early sextant and “Boussole” a Compass.

There were displays of the times when this was a Telegraph Station, and a display of reminders of yester-year, which sadly many of us could remember from childhoods! Maralyn decided to give the room showing photos of snake-men of the past and their various snakes a miss! In fact as we left the area the present snake man was entertaining a goodly sized group with his display of live snakes and lizards of today. I don’t suppose Maralyn fancied that either.

Also at the Museum a room was set aside for photos of the varied marine life to be found in Botany Bay. These were quite amazing from an Indian fish (who stand on their tail and look just like a red Indian in full head costume), close ups of nudibranchs, weedy sea dragons and the weirdest of fish species. Time for lunch and Danny’s did us proud with the best fish and chips helped down with a drop of white before we took on Bare Island. This was named by Lieutenant James Cook starting the endearing habit we Aussies have of calling things the b--- – obvious.

“Observed a small bare Island; what shall we call it?” said he. Botany Bay’s original Aboriginal name was Kamay. However, after catching a large number of stingrays the ship’s company renamed it Stingray Harbour, thank goodness they had a rethink.



The downpour which had been promised all day arrived just as we were making our way from restaurant to Bare Island, to make us feel like hardy cruising division explorers not letting a bit of the wet stuff spoil our day.

All found the history of the island fascinating. Built to defend Sydney’s backdoor from invasion from Russians, French and Pirates – in fact none of the guns were actually fired in anger. Phil Darling remembered visiting the island, maybe he thinks with a school group in 1963, when the place was used as the first war veterans home in Sydney, for soldiers who fought in the New Zealand War, Abyssinian Campaigns, “Indian Mutiny” later veterans from other wars. He remembers the place had washing drying everywhere. Obviously clean fighters! Also full marks to Phil for knowing when Empire Day was – Queen Victoria’s birthday, 24th May (or maybe he knew it because it was cracker night, dear to every small boy). It was a home until 1963.

The Fort completed in 1885 was very badly built by a respected architect of the time, James Barnell. However, he had used coral and shell instead of cement so when the guns were fired in practice the parade ground collapsed and one wall fell down. After being highly respected in the new colony, he was very much in disgrace.



And the disappearing gun? This had authorities puzzled as being so large and with documentation of it being taken off the island, where was it? Luckily one old chap remembered his father telling him when he was a boy of a hole being dug alongside the gun, which was pushed into it and covered over to give them a covered area for playing billiards! With a metal detector she was located, uncovered and is now on display again!

Gill Attersall, “*Simply Irresistible*”



Bare Island as it was when Cook saw it and as it is today

CD Quiz – May 2016 by Phil Darling

1. Your chart has written on the side a message “WGS 1984 positions CAN be plotted directly onto this chart”. What does this mean?
2. What is “WGS 1984”?
3. OK – now we understand this – aren’t all charts WGS 1984 compliant?
4. I have an old chart (or maybe a new one from somewhere else) that says “WGS 1984 positions CANNOT be plotted directly onto this chart”. What should I do with it?
5. Thinking about the GPS – how can I find out how accurate it is?
6. Is a radar unit best used to determine distance or direction of an object?
7. You are off the east coast of NSW. The wind is backing and freshening, and some high light cloud is starting to obscure the sun. What weather pattern is most likely approaching?
8. What is the White Flare in your flare kit for?
9. What is the Angle of Vanishing Stability?
10. What stability is required by the YA Blue Book for various categories of offshore sailing?

ANZAC LONG WEEKEND CRUISE TO BROKEN BAY

Friday saw 3 cruising division vessels, Simply Irresistible, Rapture and Nashira head north from Middle Harbour to Broken Bay in a stiff 20-25 knot southerly breeze. Nashira was a bit tardy in getting away on time so were about 30-40 minutes behind the others. Under full sail with a poled out headsail Nashira made up some ground on the others in the stiff southerly.

Rapture and Simply Irresistible encountered the unexpected when a Japanese submarine appeared. The comment was it is much smaller than the Collins class Australia currently has in its fleet.

As it was all 3 vessels arrived at Barrenjoey pretty close together and proceeded to Coasters Retreat and the Basin for the night. Pre-dinner snacks and beverages were hosted on Nashira before everyone retired to their own vessels for dinner and a well-earned rest.



Even though the stiff southerly continued the moorings in Coasters provide a calm and comfortable night. Saturday was drizzling and overcast so crews took it easy surfacing for a great quiche and salad lunch aboard Simply Irresistible which has been lovingly refurbished after the lightening incident. Post lunch entertainment was led by Paul in the form of repairing a troublesome light switch over the nav table. Sunday morning saw the end of the wet weather with a bright sunny autumn morning. Wind was a 10 to 15 knot south easterly which was perfect for a sail further up into Broken Bay. Simply Irresistible and Nashira sailed up to Jerusalem

Bay then Nashira proceeded over to Yeomans Bay for a bit more exploring.



Sunday afternoon we all reconvened in Americas/Refuge Bays. Whilst there were a lot of visitors in these 2 bays there were still plenty of moorings available.

Simply Irresistible ran an impromptu Man-Over-Board training session

demonstrating the bits of kit they keep at hand for just such an event. Using a 4 to 1 pulley system attached to a halyard, Glynne was successfully winched from the dinghy back onto Simply Irresistible. Glynne and Gill demonstrated the use of a buoy hook making it possible to attach a line onto the MOB especially if the victim is unable to assist in attaching a line to themselves. Used with an extended boat hook it allows the crew on deck a much better chance of hooking the MOB in a heaving sea by providing a much longer reach.

Sunday evening sunset soirée was held on Nashira followed by a barbeque dinner and a quiet red wine or two.

5am Monday morning had the haunting sound of 'The Last Post' being heard across a perfectly calm bay. Yes it was Anzac Day morning and what a very moving start to one of Australia's more solemn public holidays. It really was fitting when history tells us Refuge Bay was the training ground for the Z-Force commandos that staged the daring WWII attack on Singapore Harbour by the fishing boat (Krait) and kayaks. The Krait is on display at the Maritime Museum in Darling Harbour.



Late Monday morning had Gill & Glynne from Simply Irresistible testing their new dinghy ladder. After a test of a few different anchor points both were able to get back on board the dinghy. Kelly and Evan from Nashira tackled the rather steep climb up to the top of the Refuge Bay waterfall. Although a tough climb the view from the top out across Broken Bay were spectacular.

Monday afternoon the 3 CD vessels motor sailing back to Middle Harbour. Winds were 5-10 knots from the south east with a SE swell of 1-1.5 metres. Weather and passage were perfect.

Kelly Clark, Evan Hodge, 'Nashira'.

PHOTO CORNER COMPETITION 2016

May 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 from **Lena D'Alton of *Kachina*** from their last Trip North.



Reflections at Dawn of the catamaran "*Infusion*"
taken at South White Cliffs, Great Sandy Straits.

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 and **only** to <paul_wotherspoon@bigpond.com>.

Good Shooting - !!!



FEATURE ARTICLE....



TEN DAYS IN THE WHITSUNDAYS CHARTER CRUISE OCT 2015PART 3 ...

We woke to showers again on Sunday 11th and after our stores arrived for the remainder of our cruise we set off for Cid Harbour.

Well nothing has changed. The wind was blasting through the Whitsunday Passage. With 2 reefs in the main and a reduced jib, we beat, bashed and crashed our way towards Cid Harbour.

A real slog in this wind and seas, so maybe we are getting used to it. We could not make Cid Harbour on one tack so we closed with the shore, took down the sail and motored along the shoreline in relative protection, south, to Cid Harbour. We are slowly getting smarter. We decided to anchor in reasonable shelter from the south east wind, instead of a mooring. Oh what peace and tranquillity! No banging mooring. After lunch Phil and I went ashore and walked along Sawmill Beach.

The creek was reduced to large puddles, even after all the rain. Last time I was here we had freshwater baths in the deeper hollows of the flowing creek. At the base of the track, hikers came down from Whitsunday Peak, 434 metres high, telling us of the magnificent views from the top. Back at our dingy we assisted an American and his adult son to launch their large rubber ducky and discovered they were from the beautiful 50ft + Oyster yacht I had been admiring after we had anchored. They were on a world cruise. I later sighted this yacht again in North Harbour Sydney. We had dinner in the cockpit to watch a lovely peaceful sunset.

We were up at 06.30 Monday morning to a sky of cloudy patches and an east south east wind, with no rain yet. After a quick breakfast we lifted our anchor and motored through Hunt Passage between Cid Island and Whitsunday Island, by 07.30. Around the south western point of Whitsunday Island we continued motoring south east through Fitzalan Passage, past Henning Island and up to Hamilton Island.

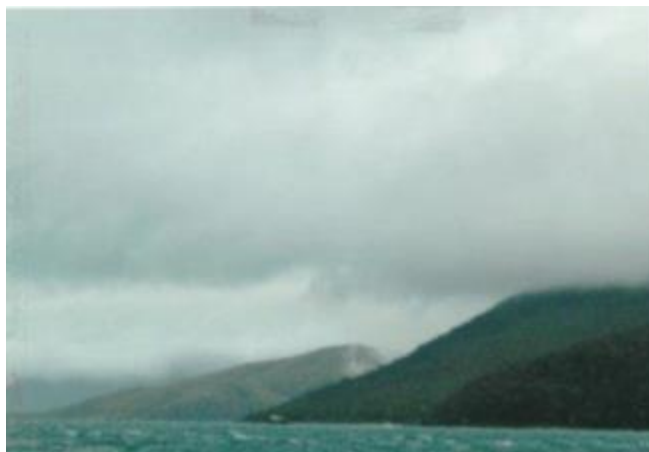
A little hiccup occurred. Approaching Fitzalan Island the depth of water rapidly decreased down to near 7 metres. Time for an immediate U turn and then go over close to Hamilton Island as a reef extends south from Fitzalan Island leaving a narrow passage between these two Islands. Up close under the lee of Hamilton Island's eastern point, we hoisted sail and hard on the wind we headed for Solway Passage and Whitehaven Beach. After a few tacks we sailed through this notorious

passage with the motor ticking over as a precaution, even though we had timed our sail to pass through around high tide. At 10.45 we anchored off Whitehaven beach in 5.5 metres and away from other boats and went ashore for a walk and a swim.

After lunch we set off in the dingy to enter and explore Hill Inlet. We had anchored at the southern end of Whitehaven Beach so it took us about 45 minutes to approach the entrance. The wind was still blowing 15+ knots and the tide was quite low but still running out so a nice little surf existed across the inlet. Even at the northern end we could not find safe water and since I had taken Harvey through the surf in our dingy once before, he did not want to try that trick again. So we left the exploration for another time. After returning to the yacht we went ashore for a walk. Back on board we had drinks in the cockpit and then a nice chicken dinner, watching a magnificent sunset. It is definitely beautiful some days.

Tuesday morning we woke at 05.45 and took our time with a full breakfast of fresh fruit salad, followed by eggs bacon sausages tomatoes and toast. It is all one can manage on a yacht!!! (No Espresso Machine). We left Whitehaven Beach at 08.00 under full sail, with a refreshing 12 knot east south east breeze and a cloudless sky. This was our best day yet. We sailed north between Lagoon Rocks and Esk Island and eventually with a fading breeze and the current against us we motored past Dumbel Island to Border Island and Cataran Bay.

On the way to this bay we passed two moorings along the shore. There were 7 boats occupying all the moorings in the bay, so we retreated to one of the shoreline moorings. We went by dingy to the bay and snorkelled but found very little coral so we returned to the shore near the yacht. Along this northern shore of this Island we found lots of beautiful coral. Huge coral heads with a magnificent range of types and colours. We had found beautiful coral again at last.



Back on board after lunch we decided to stay overnight. It was a lovely afternoon followed by a wonderful sunset, we tucked into steak with mushroom sauce and veges and listened to beautiful music from Harvey recorded by Chris, Harvey's son. Harvey is our entertainment manager. There was no rain overnight but some banging from the mooring as the cone top of the half-submerged mooring tapped our topsides. Wednesday was a bright sunny morning, we left the mooring at 07.25 and set off under sail in the 14-16 knot ESE wind and headed for Tongue Bay.

This was a nice beat to windward and we anchored in the bay. This allowed us to go ashore and I walked over the hill and down to Hill Inlet, while Phil walked up to a Lookout. We returned to the yacht and set off for Hook Passage, between Whitsunday Island and Hook Island. We had another nice sail in the same wind and just reached the passage at the change of tide. This passage was sheltered in this wind so we lowered sail and motored through it.

After passing through the narrowest part, we looked back to see whirling currents starting already. We reached Sawmill Bay in Cid Harbour about 13.15 and anchored near the spot we had previously anchored. Later we started packing up and tidying up, because Harvey was leaving in the morning at Hamilton Island to meet his wife Viviane and Phil and I were going to spend one more night on board.

Thursday morning we up anchored at 08.30 hoisted full sail to sail around Cid Island. The breeze was 12 to 14 knots from the south east, so we reached out on starboard tack and jibed onto port, to round Cid Island. Well the mainsail could not take the slight slap of the jibe and split about 1.5 metres from the top from luff to leach. We radioed the charter base to allow arranging repairs for the next charter. Shortly after the wind headed us so we rolled in the headsail and motored to Hamilton Island.

We waited our turn to enter because boats were leaving and a few were waiting to enter. We docked in the Hamilton Island Marina and after tidying up Harvey left to meet his wife. Phil and I hired a car to update our memories of the Island. We met up with Harvey and Viv that evening for our farewell dinner. Viv had booked a first floor table in the corner giving beautiful views out over the Marina just after sunset. The location was great, the food very good giving us a very enjoyable and relaxing evening after an eventful cruise. After handing the Yacht over next morning Phil and I flew back to Sydney to reality and Harvey and Viv stayed on for a few more days.

Bill Humel, *'As Free as the Breeze'*



CD Quiz – May 16– Answers

1. The message “WGS 1984 positions CAN be plotted directly onto this chart” means that the lat/long position obtained from your GPS can be plotted directly onto the chart.
2. “WGS 1984” stands for “World Geodetic System 1984”. Since the world is (mostly but not quite) spherical, and our charts are flat, we need a method of translating from one to the other. WGS 1984 is the standard model used to do this on most (but not all) charts nowadays, and is the model used by the GPS satellite system.
3. Actually no. Almost all Australian charts are, but many overseas have not yet been converted – and in some cases there is no plan to convert them. Navigator beware!
4. Your non-WGS 1984 chart is still useful (provided you have updated it with any changes). “Traditional” coastal navigation techniques such as three-bearing fixes, running fixes etc will still work well on it. When using GPS fixes, however, look for a note that tells you how to adjust these for use on the chart. This note should be on the chart somewhere – if not then be very wary of plotting GPS fixes on the chart as some can be up to 3 miles out!
5. Your GPS -if it is a good one – should have a parameter called “HDOP” standing for “Horizontal Dilution of Precision”. This is usually on the page that shows the number and strength of satellites received. The lower the number the better – 1 is excellent, 3-4 is “average”, if it is higher than about 6 or 7 then turn the unit off as it is useless today.
6. Radars are very accurate for distance estimation (use the range rings). They are much less accurate on direction or bearing and targets will tend to drift around a little (at a constant distance).
7. Likely a cold front approaching – we will expect the wind to back around to the north initially, then strengthen and continue backing further around to the west then south west as the front passes.
8. The white flare is for use in collision avoidance at night. It is NOT a distress flare.
9. The Angle of Vanishing Stability is the angle of heel beyond which the vessel will no longer self-right, but will continue to roll. Common values for cruising boats are well in excess of 90 degrees (ie mast-in-the-water angle). At angles less than this the vessel will roll back upright.
10. This used to be a fairly simple answer – 126 degrees for Cat 1 and 115 degrees for Cat 2. The most recent Blue Book has a fairly complex section on this (Appendix B) which may require a naval architect to interpret it for you – but as a general guide production boats with a Design Category of A will generally meet the requirements for Cat 1 & 2 and this should mean an AVS of at least 115 degrees or well past horizontal! The writer can guarantee from experience that eXpresso does come back up from 90 degrees!

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



- The Atlantic Ocean is saltier than the Pacific
- The Pacific Ocean (64,186,600 sq miles) is nearly as big as all the other oceans in the world combined
- The Pacific Ocean has the deepest location - the Marianas Trench off Guam which is nearly 7 miles deep (don't drop that winch handle)
- More than 45,000 pieces of plastic debris float on every square mile of ocean
- A message in a bottle thrown into the ocean near Cairns N.Q. in 1910 was picked up 73 years later on Moreton Island
- The Marianas Trench in the Pacific is so deep that a coin dropped into it from the surface will take more than an hour to reach the bottom
- Sound travels through water 3 times faster than through air
- Ocean waves can travel as fast as a jet aeroplane
- Every cubic mile of sea water holds over 150 million tons of minerals
- In a Force 12 Hurricane, the estimated height of the largest wave was 14 metres
- It has been estimated that if all the gold suspended in the world's seawater was mined each person on earth would receive 18 dollars
- It will take 450 years for a plastic bottle to dissolve at sea
- It has been estimated that there is more than 100 million tons of rubbish in the ocean
- The English Channel gets a foot wider every year
- There are 1040 islands around Britain, one of which is Bishops Rock, the smallest in the world
- At 4 km deep, the sea pressure is 5800 lb per square inch
- At its mouth the Amazon River is nearly as wide as the Thames is long



CHEF'S CORNERWITH COLIN PITSTOCK

Hello Sailors - This month a little something exotic, with my on land expedition with Bliss, so wavy on your Sarong and head to the galley, for our Balinese food experience. These are a couple of things I did at cooking School. So grab a Bintang and let's get started.

Katanga Me Santok - Gado Gado. Serves 4 to 6.

Ingredients:

- 2 cups shredded cabbage
- 2 cups snake or string beans cut to 5cm lengths
- 2 cups bean sprouts
- 1pkt hard tofu
- 1 small cucumber cut in thin strips
- 3 table spoons coconut oil for frying.

Peanut sauce:

- 1 1/2 cups fried peanuts
- 1 thumb size piece of Galangal
- 2 candle nuts or macadamia nuts
- 2 cloves garlic
- 1 hot chilli
- 1/2 a medium size tomato
- 5 tablespoons Indonesian sweet soy sauce (Kecap Manis)
- 1 lime
- Salt optional



Cooking:

- Slice chilli - remove seeds if you don't want the heat
- blend peanuts, garlic, candlenuts, galangal, chilli, tomato
- Put in a blender or a mortar and pestle and blend to paste.
- Mix the paste to half a cup of water
- On a low heat add the Kecap Manis and salt, plus a squeeze of lime
- Stir until mixed thoroughly
- Blanch cabbage and bean sprouts for less than a minute
- boil beans for 3 mins
- cube tofu and fry in coconut oil until golden.

To serve mix veg and tofu together place in a large dish and pour over sauce.



Date Siap - Minced chicken bamboo sticks. Makes 15

Ingredients

- 1/2 kg chicken mince
- 1/2 cup fresh coconut if not fresh add tablespoon coconut cream
- 2 tablespoon base gede yellow sauce
- 1 tablespoon palm sugar
- 1 wedge lime
- 1 tablespoon fried shallots
- Salt & pepper to taste.
- Bamboo sticks 15.

Cooking

- Mix mince, base gede, coconut, palm sugar, fried shallots, salt & pepper into a bowl
- squeeze lime, mix in thoroughly.
- Take a table spoon of mixture, form a ball and squeeze around stick
- repeat 15 times.
- Grill sticks over charcoal or on the bbq.

Serve with peanut sauce

If you want the yellow sauce recipe send me message.

Happy sailing, Colin.

PHOTO CORNER



HINTS FROM
PAUL WOTHERSPOON.



***NIKON COOLPIX S6900,
\$284 16 MP, 12x ZOOM.***

SEASCAPE AND COASTAL PHOTOGRAPHY...

Shoot around sunrise and sunset

The best time to photograph seascapes is around sunrise and sunset. Some people prefer to shoot right after sunrise and right before sunset. There is approximately 15 - 30 minutes of exceptional light after sunrise and before sunset. The warm colour of the low sun is often considered desirable to enhance the colours of the scene. Also low angle sun rays reveal rock shapes and textures.

Filters for seascape photography

Polarizing, neutral density (ND) and graduated neutral density (GND) filters are essential in landscape and coastal photography. A Polarizing filter not only darkens the sky on a sunny day but also saturates colours by cutting through glare and reflections. By rotating the filter you'll see reflections disappear, a general increase in colour saturation and darkening of blue skies. The last effect is one of the most useful for shooting land or seascapes



during the day, as it increases the contrast between the sky and the clouds, giving it more impact. The effect is most pronounced on areas of the sky at 90 degree to the sun, with other areas showing less darkening. A Polarizing filter adds about 1 or 2 stops to the exposure if you want to blur water motion.

These two photos show the difference a polarizing filter can make.

Good Shooting - !!!



USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET													
		JAN - DEC 2016													
DATE =		Feb 15-21	Mar 12-18	Apr 25-28	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	Easter Cruise	Mystery	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	2	0	2
	Noel & Jean Nights														
Breeze	Crew											2	1	0	3
	Bill & Helen Nights														
eXpresso	Crew											0	2	0	2
	Phil & Maralyn Nights														
Flemingo	Crew	2	1									0	2	0	10
	John Eastway Nights	2	1												
Jabiru	Crew											0	1	0	1
	Mike & Suzanne Nights														
Jenzminc	Crew											0	0	0	0
	Andy & Jen Nights														
Kachina	Crew	2										2	2	0	10
	Trevor/Lena Nights	2													
Mereki	Crew											0	1	0	1
	Richard Nights														
Nashira	Crew		2									0	2	0	5
	Evan & Kelly Clark Nights		1												
Rapture	Crew	0	1									2	2	0	6
	Paul & Anne Nights		1												
	Nights														
Simply Irrestible	Crew											2	1	0	3
	Glynne & Gill Nights														
Galaxy 3	Crew	2										0	1	0	7
	Chris & Diane Nights	2													
Slack'n'Off	Crew	2	2									2	2	0	13
	Gabriele & Martin Nights	2	1												
Caviar	Crew		2									0	2	0	5
	Max & Dot Theeboom Nights		1												
No. of Boats =		4	5	0	0	0	0	0	0	0	0				13
<p>The Leading Boat is....</p> <p>Slack'n'Off</p> <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>															



**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 Secunder:

Signature of Secunder:

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 30th April 2016**

Cash at Bank as at 31.3.16 **\$1,836.43**

Plus Receipts

Less Payments

Cash at Bank as at 30.4.16 **\$1,836.43**

Outstanding Receipts

Membership Contributions **\$50.00**

Outstanding Payments

Make A Wish BBQ - food per MHYC **\$68.00**

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