



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 35. No.10 November 2015

Editor: Maralvn Miller

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

AFTER THE MEETING: FLARE PRACTICE!



Phil Darling – Demonstration Co-ordinator

Trevor D'Alton – Organiser

CRUISING DIVISION OFFICE BEARERS – 2014 - 2015

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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: **Tuesday, 1st December, 2015**

The EDITOR for the next Compass Rose is:

Michael Mulholland-Licht.

Please forward contributions via email to:

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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

MHYC Cruising Division Program 2015 - 2016

November	14 th & 15 th	Mystery Navigation Challenge & Harbour Luncheon
	16 th	Cruising Division Meeting & Flare Practice
December	5 th	Setting Storm Sails and Raftup Sugarloaf
	11 th	Club Christmas Party (replaces December meeting)
January 2016	18 th	Post New Year Evening BBQ and get together
	30 th	Chaos and Bedlam Point Cup
February	15 th	Cruising Division Meeting
	19 th to 21 st	MHYC and Gosford Sailing Club Challenge followed by CD Late Summer Cruise to Lake Macquarie
March	12 th & 13 th	Harbour Night Sail and Raftup Preceded by a Make a Wish Harbour Cruise on Saturday 12 th .
	21 st	Cruising Division Meeting
	25 th to 28 th	Easter Cruise – Pittwater/Broken Bay include Safety Practice and Slocum event
	31 st	Twilight racing ends.
April	12 th	On Land Event - Visit to Heritage Fleet. TBC
	18 th	Cruising Division Meeting
	23 rd to 25 th	ANZAC Day LWE
May	18 th & 19 th	Mystery Cruise
	16 th	Cruising Division Meeting
June	11 th to 13 th	Get Checked Weekend and Raft-up LWE
	18 th & 19 th	Club Get Set Weekend
	20 th	Cruising Division Meeting (AGM)
July	10 th	Long Lunch
	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 Raftup
	19 th	Cruising Division Meeting

CAPTAIN'S COLUMN – NOVEMBER 2015



Greetings fellow cruisers,

What a great turn out at our October members meeting and BBQ, where we had 36 attendees and a general buzz of enthusiasm in the club.



Andrew Dally's presentation on big ships and how we can best share the waterways with them was informative and insightful.

It was a pleasure to see new members joining the Cruising Division and receiving their burgee and cruising manual.

- Martyn Colebrook and Gabrielle Jordan of "Slac 'n Off"
- Wendy and Antony Tisch of "A Bientot"
- Melinda Rohan and Mark Adams along with their daughter Amelie
- Noel Ramsden

Jeff and Bronwyn Rowe of "Bonito", who are long standing members who had not attended for some time, were also welcomed back.

Martyn and Gabriele also wanted to race "Slack n Off" in their first twilight race so I jumped ship from Stormaway and helped them get started in a perfect light Nor'easter. It's great to see sailors making the most of what MHYC has to offer and really getting maximum use of their boats, both cruising and casual racing.

The MHYC 7 Island Feature event will be held on November 28. The usual divisions of racers will participate, but this year will include a cruising division! Our boats will be appropriately handicapped for start times (we do have libraries, wine cellars and tool sheds on board) and we will be given a series of navigation questions pertaining to each of the 7 islands. Crews can then join the fun at the club after the event. Bliss was the only Cruising Division boat in the first Feature Event. Nashira was also alone in the second. Let's see how many cruisers we can get to this one. I reckon we should get 5-6 this month. This event really is a grand tour of Sydney Harbour that several cruising boats have participated in the past.

Meanwhile Bliss is based in Pittwater for the month after haul-out, antifoul and polish. We had dolphins riding our bow-wave and saw plenty of whales still off the coast between the Harbour and Broken Bay during the delivery. Astrid and I love sailing Pittwater for a change. Visitors who had only sailed lakes in Austria were thrilled to reach down from Lion Island on a stiff Noreaster and following swell.

They were also intrigued by the concept of rafting up, as we did with Shazam, where we proceeded to serve three course meals and wine on a cloth covered table in the cockpit. Ahhhh the cruising life. Bliss will be back in the Harbour in a few weeks for more fun back home.

See you on the water, living the dream!

Michael Mulholland-Licht, Vice Commodore Cruising. SY. "Bliss"

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

AFTER THE MEETING: FLARE PRACTICE!

The 16th November 2015 Flare Practice starts at around 8.00pm, after the normal Cruising Division meeting. Bring your own flares and let them off on the beach in front of the club house.

Gloves, long sleeves/trousers and eye protection are recommended. No parachute rockets are permitted – these are a fire hazard to our neighbours.

We recommend in-date flares. If you must bring old (out of date) flares then you do so at your own risk – and please check them carefully for signs of damage or deterioration prior to letting them off. **Definitely no flares over 10 years old.**

This exercise is highly recommended for all skippers and crew members who have never ignited a flare in an emergency. Flares are an essential (and required) safety feature on all boats, and if you really do need them then best not to be fumbling around trying to read the instructions at the time (in the dark? can't find your glasses? crew are panicking?) Learn how to use them safely and effectively in controlled circumstances.



Phil Darling – Demonstration Co-ordinator

Trevor D'Alton – Organiser

FUTURE EVENTS:



MYSTERY NAVIGATION CHALLENGE & RAFTUP SAT 14TH & SUNDAY 15TH NOVEMBER

This note is by way of an initial explanation of the general format of this upcoming event to give you an idea of what will be involved.

The current plan is to assemble in Hunters Bay off Balmoral at 11:00 hrs on the Saturday where detailed instruction sheets will be passed to each boat. The exercises will take you to many parts of the Harbour and require you to use some simple navigational techniques to get the answers to a few questions.

You may stop for lunch on-board at any point and should aim to be finished by 16:00 hrs. The fleet will then assemble at a suitable location (to be announced on the day) to hand in their answer sheets for marking. We will then anchor for the night to swap experiences and enjoy each other's company. This is not intended to be a competitive event, but to support the Division's mission of keeping our seamanship skills current by employing some rarely used navigational techniques, as well as have some fun.

Sailing instructions will be issued a week before the event and in the intervening period you should ensure that you have the following items on-board for the exercise.

Tide Tables
Hand Bearing Compass
Sydney Harbour Chart (AUS200)
Working VHF Radio
Binoculars

At the last General meeting the following boats expressed an interest in joining the fleet:-

Simply Irresistible	Kachina	Slac 'n Off	Flemingo
Nashira	Sanctum	Rapture	Bliss

As always the event is weather dependant. Participants will be informed closer to the date if it is to be cancelled.

For further information contact Trevor D'Alton on 0419 211 602.

MHYC ANNUAL CHRISTMAS PARTY

Friday December 11, 2015

6:00 p.m. to 9:00 p.m.

MHYC Members \$48 pp

Non Members \$53 pp

(includes drink on arrival & 2
course meal)

Lower Parriwi Road
Mosman NSW 2088

Please R.S.V.P. by November 23 to
MHYC Reception on 02 9969 1244
or book online at www.mhyc.com.au



PAST EVENTS:

Increase in Cruising Numbers

Our numbers are swelling

It was wonderful to welcome three 'new' families to the Cruising Division at the October Meeting. For those of you who were not able to attend the meeting, here's the 'scoop' on our latest members.



Martyn and Gabriele Jordan, own a Jeanneau 39 called Slack n Off. They have sailed in different parts of the world and are keen to do more sailing in Australian waters. Obviously have had great sailing experiences - perhaps a talk from them at some stage?

Antony and Wendy Tisch, own a Beneteau 461 called A Bientot . When I asked them about their sailing experience they were quite modest about their skills - think that they will actually prove to be excellent sailors. I checked out the meaning of A Bientot and in French it can be 'bye for now', 'see you soon' or 'see you later'. Think we definitely need a My Boat article from Antony and Wendy.



Mark, Melina and their daughter Amelie are in the process of working out what kind of boat they should own, which as you all know is a fairly difficult task. Hopefully, being in the Cruising Division will help them understand which way to go. Lots of expertise in the group so am sure they will get a lot of help. Sounds like Melina has done a bit of sailing and both Mark and Amelie are keen to do more.

I enjoyed meeting them all and, of course, in true Cruising Division style, by the end of the evening it felt like they had been members forever. Now that you know who they are make sure you say hello. Look forward to catching up with them again.

Charo

Our Lucky Cruising Division Ladies



The Cruising Division Ladies were dressed up to the Nines for the MHYC Ladies' Luncheon. Amanda Tabberer gave an amusing and informative talk about her life living on the Amalfi Coast. The main bar was transformed into an elegant ladies dining room by Karen Baldwin our Manager.

Lunch was delicious and we had artwork, jewellery, cosmetics, and more, displays so we felt truly pampered.

The Grand Prize of a self-drive barge cruise in France went to a very deserving recipient; Hilary '**Galan**' won the lucky table prize, Maralyn '**eXpresso**' won a journal and the (usually unlucky) raffle-ticket winner of 'My Amalfi Coast Recipes' by Amanda Tabberer, was won by an astonished me! Many thanks to Karen for a lovely day.

Gill Attersall, '**Simply Irresistible**'

CD Quiz – November 2015 by Phil Darling

1. A rolling hitch is used for: a) tying to a ring; b) securing to an anchor warp; c) tying a warp around a bollard; d) taking the strain off another rope?
2. On the Australian coast does a sea breeze normally back or veer during the day?
3. What is the meaning of the following on a compass rose of a chart: 11 35'E 2012 (02' W)
4. In navigation what describes the effect of the wind blowing a boat sideways?
5. Which international code flag indicates that a diver is down? What does it look like?
6. A vessel is flying a red flag, swallow tail. What does this indicate?
7. What is the name of the line often led from the end of the boom to a forward cleat or block to prevent an accidental gybe?
8. What information is found in Admiralty Chart 5011?
9. You are sailing on a beam reach, and want to reduce the twist on the mainsail to prevent flapping in the upper leech. What would you do?
10. What is the name given to the edge or lip of a table top to prevent items from falling off?

CHANGE TO PHOTO CORNER:

The Cruising Division's members must surely have noticed a vast improvement in their photographic skills, if they have taken on-board a fraction of the knowledge that has been imparted by Wolfgang Kullik. I would hate to hear how many years he has been submitting articles for his 'Photo Corner' and always finding a new angle (*sorry!*) with which to interest us. Sadly, Wolfgang and his favourite model, Trisha, have decided to return to their old home port of Wollongong and we wish them both happy and healthy times.



Very many thanks Wolfy for so many interesting and informative articles. We hope we will see you both at the occasional Cruising Division meeting or raft-up whenever you are up in Sydney.

NEW PHOTO COMPETITION!



And now we would like to see what Wolfy has taught us! The photo competition hasn't been run for a couple of years now, but the Committee thought it would be fun to bring it back with the winner being announced at the MHYC's Annual Awards Night, which is usually held in May.

The main prize will be for a photograph of an on-water theme and the second prize will be for a general photo. Both photos are to be taken between January 2015 and March 2016. All photographs are to be submitted by March 2016 by email to: gattersall61@optusnet.com.au, reduced to less than 5MB. Happy clicking!

Gill Attersall, "*Simply Irresistible*"



FRENCH POLYNESIAN ISLANDS CRUISE August-September 2015

From Papeete-Tahiti to the Tuamotus, the Marquesas and return to the Society Islands on a cruise on the “Paul Gauguin” and then back to the Island of Moorea, from Friday 28th August to Thursday 17th September 2015.

The weather almost all of the time was fine weather. One morning on Moorea we woke up to fully overcast and rain, but by 10.00 am it was sunny. Most of the time there were clouds around the mountains on the mountainous Islands. At sea between the Island groups the swell was light to moderate with mild trade winds from the east up to 15 knots, with about 20 knots on one day. We were told the previous cruise had bad weather, with rain most of the time.

The small Cruise Ship “Paul Gauguin” was about 10,000 tons, larger than the 4,000 ton “Silver Galapagos”. The “Paul Gauguin” was in very good condition, renovated recently and had about 8 decks, plus an aft Roof Deck. A maximum of 340 passengers could be carried and we had near 300 on board. The largest tender could carry 120 people. The ship cruised at 15 knots. Deck 7 was all cabins, decks 3, 4, 5, 6 and 8 had some cabins and public areas. There were 3 dining areas and several lounges inside and deck lounges outside and a gym and a swimming pool. The food was very good with wide choices and all drinks were included. The 230 crew were exceptional, mostly Philipino.

Saturday afternoon, we boarded the Ship in Papeete Tahiti at about 1500 hours (3.00 pm). Our cabin was nice, but seemed small and compact, which proved good for Helen, to avoid falling, when the ship was rolling. The small verandah/balcony was useful, not only for viewing, but for drying swimming and snorkelling gear. At 1730, (5.30 pm) we had the mandatory Life Boat Drill. This was followed by a beautiful 4 course dinner in the Boutique Restaurant, just after sunset. A large Cruise Sailing Ship was tied up on the other side of the dock, all lit up, looking spectacular.



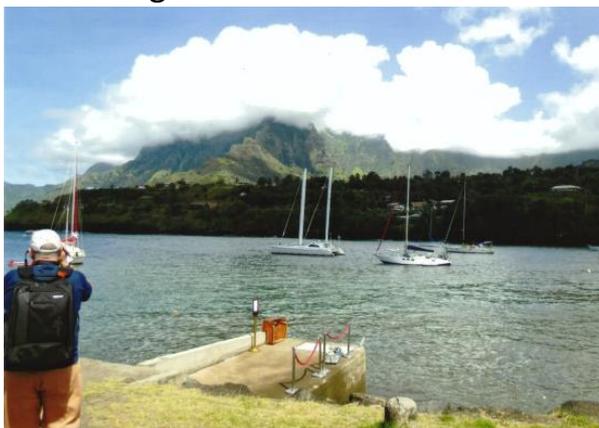
The ship left Papeete at midnight and headed for one of the Tuamotus Islands, a small island named Fakarava on a coral reef, about 500 miles away. The ship rocked and rolled some through the night, taking the swells and seas on the starboard fore-quarter. Sunday we were at sea crossing part of the Pacific, heading east nor-east, into the wind and swells, which seemed less than last night. The ship gently pitched

and rolled in the easterly swells, so one swayed when walking around. There were lectures and talks given during the day about these Islands and musical entertainment before and after dinner.

Monday morning we cruised to a narrow band of reef around a huge lagoon. The Lagoon was about 70 miles long and 20 miles wide, like a huge string of Pearls, with a wide natural pass through the reef, near the coral atoll named Fakarava. We anchored near this Island in flat calm water, about 70 metres deep. This Island was flat and only a few metres above the water and about 4 miles long by about 1 ½ wide. It was a real coral atoll. Since all Excursions were booked out, (Passengers had booked these before boarding the ship) we went ashore in the morning and walked in the village and arranged to hire a car and driver after lunch, to explore this little Island. This island had an airstrip and a very tall grey stone (Granite I think, but from where ?) stepped pyramid shaped light house, that had been lit once on completion as a test, but never again!!. Buildings on the Island were mostly one storey, with no high rise. The drive took 1 hour and cost 5,000 French Pacific Franks, about \$50 US. We returned to the ship had a Pina Colada and a swim in the ship's pool, then a beautiful meal in the main restaurant. Ah this is cruising!

The ship left about 5.00 pm in the tide race out through the pass of this huge lagoon, very impressive. A yacht could not enter against this huge current. On Tuesday we were at sea again and heading for the Marquesas Islands, another 500 miles away. Again there were entertaining activities through the day and evening. One of the Lectures given was about the Ancient Culture and DNA of the people on the Marquesas Islands. We met a couple from Gerringong, (on the NSW south coast) Derick and Lani, who had sailed round the world from 1998 to 2001 and had come on this cruise to see once again the Islands they had visited and spots where they had anchored, and snorkelled, when on their world cruise. There was another elderly American couple on board, doing the same. These two had circumnavigated nearly 60 years ago and could see so many big changes in these islands.

Wednesday morning we approached the very mountainous and spectacular Marquesas Islands. There are no surrounding coral reefs so we only had ocean anchorages. Hiva Oa was the first one we visited, followed by Fatu Hiva on Thursday,



Tahuata on Friday and Nuku Hiva on Saturday. We hired a car and local driver each day at each of these four Islands. Here the minimum hire was 3 hours. The total Marquesasian population now is about 3,000. The tragedy is there were 50,000 to 100,000 inhabitants before white man came. The Spanish came first with Spanish Flu then the Europeans arrived.

On Wednesday morning at Hiva Oa, we had an ocean anchorage, near a small island forming a bay with the main island. The surf was breaking against the rocky shore and dark grey gravelly “beach”. In this bay there was a small breakwater, forming a little boat harbour, with one yacht rocking gently inside. We disembarked into a 120 passenger tender/lifeboat and landed at the small wharf



and tiny jetty. It was very bouncy getting off the ship’s ladder/landing into the Tender. Three crew were on the landing and they escorted (threw) you into the arms of crew on the tender, without any accidents!! “It is all timing” they said. Freda a local was our driver, who drove us to Paul Gauguin’s grave, the Paul Gauguin Museum and Art Gallery and to the other side of the Island, including beautiful lookouts to the mountains and picturesque bays. Just before the drive ended, Freda took us to a mountain top Hotel overlooking the bay, our ship and the mountains, for a cool drink. Wow!

When asked, Freda said her preference was for her Islands to be self-governed, instead of French governed. French and English are taught in the schools and only recently the island’s language was re-introduced, because it was being lost. Back on the ship with a similar “embarkation”, we had lunch and watched a film in the main theatre on the life of Paul Gauguin. We completed the afternoon with a drink and a swim. At sunset we were underway, leaving this beautiful island, spectacular in the palest warm reddish twilight, as the island faded into the distance and darkness. We were on our way to Fatu Hiva.

The tallest peak is near 6,000 feet high on Fatu Iva. This island is only about 4miles by two and these mountains rise up from the sea into the clouds, fantastic. Our most precarious drive in a raised 4x4 dual cab ute was over this Island. The road at the start and through the small village of Omea, with a population of 270, was concrete only about 5 metres wide for two way traffic. The road deteriorated into a dirt and rubble track and only about 2.5metres wide, or two ruts allowing a speed of only 3 to 5 kilometres per hour. Fortunately very few cars are on this Island. On “roads” cut into the very steep sides of the mountains, we were winding around the sides with a 2,000 feet or more precipitous steep slope, with no trees, straight down to the water. The hairpin bends were very tight requiring backing up 2 or 3 times to get around and no safety rail. We made it around to the other side of the Island and back again. The views and experience were unforgettable. “This was a once in a lifetime experience, not to be repeated.” Looking at the mountain peaks, sometimes in thick clouds, which caused the landscape to be in dark shadow, particularly in the valleys, gave a mysterious and spirit like atmosphere. These Islands were recently formed geologically, experts varying between 1 to 18 million years old!!!



After two more days at sea, when we had cruised about 1,000 miles, we arrived at the western end of the Society Islands. Huahine was the first Island we visited, followed by Bora Bora, Taha'a and Moorea, then back to Tahiti. This group of Islands are also volcanic and mountainous and surrounded by coral reefs forming beautiful lagoons around the Islands. At Bora Bora, which we circumnavigated by small boat, our small

group were enticed to snorkel in an enclosure with a couple of large Sting Rays and two sharks, one a lemon shark about 2.5 metres long and the other a dark coloured Nurse Shark about 3 metres long. We then entered a large enclosed lagoon with about 25 Lemon sharks up to 3 metres long and many large Sting Rays and snorkelled the entire length of this lagoon among the sharks and rays. I don't know how I was talked into this caper. I would never consider doing this in home waters.

Derick and Lani our world circling sailors, told us it took them about 20 days to sail from the Galapagos Islands to the Marquesas Islands. At 24 years of age I had ideas of sailing around the world solo. Two years later, I launched my Allan Payne designed yacht, and started sailing solo on short coastal cruises in preparation. I met Helen and my intentions were postponed, which maybe saved my life, as I was inexperienced and the yacht was not equipped for such a voyage. On this cruise I see the tremendous distances to sail and the time it takes, I think if I had started, I may have changed my mind after one or two long passages. After a few weeks, I am ready to get off the boat, even though I just love being out on the ocean.

We returned on a ferry to Moorea for a three night stay in an over water Bungalow. These Bungalows are built out into the lagoon connected by a jetty. The water was about 1.5 metres deep around our Bungalow at low tide, with only less than a third of a metre between low and high tides. There was a large glass panel in the floor, for viewing the water below. These Bungalows were spacious and beautifully fitted out just like any modern hotel room. They also each had stairs down to a little pontoon and a ladder down into the water for snorkelling from your own Bungalow. The jetty to the Bungalows was wide enough to take a Golf Buggy. The Hotel provided a buggy with a driver, to take us around the complex and to and from the restaurant and swimming pool. Just on dark, lights came on under the walkway, illuminating the water, so we could see the reef sharks cruising through.

Altogether, another wonderful, beautiful, unforgettable experience.

Bill and Helen Humel, 'as Free as the Breeze'

USE YELLOW CELLS ONLY	CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET														
	JAN - DEC 2015										CompassAttendance Technical			TOTAL	
ENTER CREW FOR EACH	DATE =	Feb 22-1	Mar 22-23	Apr 3-6	May 16-17	Jun 6-8	Sep 12-13	Oct 3-5	Nov 14-15	9th	10th	Rose	at		Corner
YACHT	No. Nights	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Feature Articles Points	Monthly Meeting Points	Projects compl't'd Points	
		Feb Cruise	Hen & Chicken Bay	Easter Cruise	Hardys bay	Check Safety LWE	Fish Markets	090 & Raftup Sugarf	Harbour Navgtn Challenge	Port Hacking & Slocum					
Sanctum	Crew	2				2						0	6	0	12
	Noel & Jean	Nights				2									
Breeze	Crew	2				1						12	8	0	37
	Bill & Helen	Nights	5			1									
eXpresso	Crew				4	1						4	8	0	19
	Phil & Maralyn	Nights			1	1									
Flemingo	Crew				1	1	1					4	5	0	17
	John Eastway	Nights			1	2	1								
Jabiru	Crew	2					2					12	7	0	28
	Mike & Suzanne	Nights	2				1								
Jenzminc	Crew											0	3	0	3
	Andy & Jen	Nights													
Kachina	Crew		2	2		2		2				6	9	0	39
	Trevor/Lena	Nights		1	3		2	2							
Mereki	Crew											0	0	0	0
	Richard	Nights													
Nashira	Crew	2	2	2	2	2		2				4	8	0	57
	Evan & Kelly Clark	Nights	6	1	3	1	2	2							
Rapture	Crew Avge	1	1	1	1	1	1	1				16	8	0	56
	Paul & Anne	Crew	6	1	3	1	2	1	2						
		Nights													
Simply Irrestible	Crew					2						4	6	0	16
	Glynne & Gill	Nights				2									
Galaxy 3	Crew											0	3	0	3
	Chris & Diane	Nights													
												0	0	0	0
												0	0	0	0
No. of Boats =		4	3	5	4	8	5	3	0	0	0				57

The Leading Boat is....
Nashira

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.

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

Cruising With a Difference - Lake Powell – Arizona/Utah USA

Ever thought of going cruising in a desert canyon? Neither had I until I saw a travel USA special by Stephen Fry on television. I was impressed and vowed to one day go there to see for myself this unusual boating experience. The opportunity presented itself when Kelly and I went to visit her sister in Phoenix Arizona. We planned to go to Phoenix, see the family then head to the Grand Canyon via Sedona and then onto Lake Powell where we had organised a houseboat for 5 days.



Sedona, renowned for its striking red sandstone formations and gorge is an easy 2 hour drive from Phoenix. With towering red walls surrounding the town and a river through the base it has many tranquil and almost spiritual places to relax and contemplate life. As depicted in these two photos it seems many couples choose to have an Indian wedding ceremony in and around Sedona. We witnessed this one on a rock platform by the river with towering rocks above. A start to the road trip!



From Sedona it was onto the Grand Canyon another easy 2.5 hour drive north. We were travelling in September (early autumn) with temperatures still in the high 90s early 100s. Plenty of fluid required as the humidity is well below 30%. We have all seen pictures of the Grand Canyon but what really struck me on seeing it in person is the sheer scale of the wonder. It is absolutely huge with the Colorado River up to a mile (yes this is America and they have not caught up with the rest of the metric world) below the rim of the canyon.



After viewing it from the rim and flying over it in a helicopter, it really does allow one to appreciate the scale of the canyon in both breadth and depth, it was time to head west to Page, the town closest to Lake Powell. Lake Powell is formed by the Glen Canyon Dam, the second largest dam on the Colorado River behind the Hoover Dam. So Glen Canyon is still part of the same system that forms the Grand Canyon, so after flying over it and walking along it we were in effect preparing to go boating on the “grand canyon” and that is what it actually feels like.

Lake Powell is one of the largest man-made lakes in North America. At full pool (3700' elevation) it is **186 miles (299 km)** long, has **1960 miles (3161 km)** of shoreline, over 96 major side canyons, and a capacity of 27 million acre-feet (32 million cubic meters). In other words massive!



So in over 38 degree heat and drier than dry conditions we arrived at the Wahweap Marina to pick up our 48 foot houseboat. There were 5 of us for the trip and the houseboat had sleeping for up to 12 persons although it would be cramped and the battles for the single bathroom might get intense. The layout of the houseboat included a large dining/living/kitchen area, 3 cabins, bathroom (toilet/shower), front deck with bbq and a top deck with covered area including a set of controls to be able to drive the vessel from here. (I have to add that this was my preferred position as the views were 360 degree and the breeze was delightful.)

There was of course a massive air conditioning system which had a compressor and fan system about 1.5 metres square but gee it really did cool the cabins and all living areas of the houseboat well when run in conjunction with the generator. With our houseboat orientation complete we were ready to take off on our first house boating adventure!



Equipped with twin 60hp Mercury outboards this was no rocket ship but it did cruise along at about 5-6 mph providing plenty of time to take in the extraordinary scenery. I used to think Nashira was a little slow to steer but piloting one of these houseboats makes Nashira feel like a Formula 1 race car.

We were late leaving the marina and got underway about 3pm. When you read about the lake and distances from the marina there is one thing they do not mention and that is the level of the lake, and whether or not particular direct routes (shortcuts) are open. These are the routes the distance/time calculations for various destinations are based on. The level of the lake for our trip was 316ft which is about 90 ft below high water level. This meant to get out of Wahweap Bay we had to motor up the Narrows channel which is about 6kms long and 500m wide with the current and prevailing wind being against you heading up the lake. The twin 60hp Mercs were flat out pushing us along at just over 5mph.

The first night we did not get through the channel but found a great little beach to run aground and test our anchoring skills. Unlike yachts where the anchor is dropped in the water and backed in, the houseboat is run ashore on a beach with a reasonable slope so the bow is aground but there is still plenty of water under the engines. There are anchors port and starboard and each is carried up the beach and dug in at 45° angles to the rear of the houseboat. The lines are then tied off using the cleats at the rear of the vessel. Being our first attempt it was a bit nerve racking but the wind was non-existent and the current only a couple of knots. The next morning when we awoke to find we were in the same place, all was good.



Some might think that the scenery is repetitive but we did not find that. The colours change at different times of the day and the angles change with the bays and canyons. The sheer size of this lake is comparable to that of the Grand Canyon it is massive.

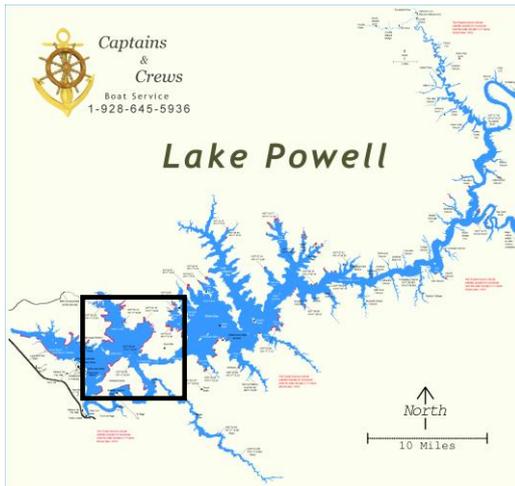
Our routine developed over the next few days. An early morning walk or climb depending on the immediate terrain. A relaxed breakfast followed by about 3+ hours of motoring to the next location and we were usually parked and at anchor by about 2.30 – 3pm. We would then launch the kayaks and explore the surrounding shoreline. It usually involved a water splashing session and a swim to cool off. Even though we were here in mid-September the temperature was still in the high 30's by mid-afternoon. It is a very dry heat so quite bearable provided one keeps up the fluid intake. At one anchorage we met a couple who lived about 3 hours from Lake Powell and had been there a number of times. They said this was the best trip they had had to the lake as the temperature was good and the number of bugs was much lower than at other times of the year when they had visited Lake Powell.

The third night we stayed at Last Chance Canyon where we had to motor for about 4.5 hours to find a sandy beach to run up on. Last Chance Canyon has very deep rocky sides falling mostly straight into the water. We persevered up the canyon and eventually found a beautiful bay with sandy beaches tucked away up one of the canyon branches. In the evening we took advantage of the double berth on the top deck to lay back and watch the satellites and shooting stars zipping across the night sky. The Milky Way was intense and the sky so full of stars your conversations would turn to pondering who else was out there to look back at us.



This particular early morning walk was more of a climb as we attempted to reach what may well have been a swimming hole halfway up the 200ft canyon wall. We will never know as the route we took proved too difficult near the end. It is not worth ruining a holiday for the sake of ego so we returned to the houseboat for a well-deserved breakfast.

For more on where Lake Powell is located, it straddles the northern border of Arizona and the southern border of Utah. You may have heard of Monument Valley in Utah where the flat country gives rise to towering mesas and red rock formations.



It is part of the Navajo Tribal Lands. This is the country directly east of Lake Powell and many of the buttes and mesas we were viewing are similar to those seen by people visiting Monument Valley by road. We were getting the best of both worlds with similar views, cooler temperatures on water and the ability to explore and interact with our environment. On the map we did not get outside the box so when we do another trip there is plenty left to explore.

With two days left it was time to reverse direction as it would take us more than a day get back to the marina. There was also a bit of a storm brewing with rain falling in isolated showers in the distance. The wind started to pick up and if we thought Nashira had a bit of windage it has nothing on a house boat. When motoring on this fourth day we were going into a headwind most of the way, the steering was ok but the progress was reduced to under 4 mph with the motors running flat out.

On the way back down the Narrows we thought we would detour up Navajo Canyon a narrow high sided canyon that looked interesting and protected from the wind. It was quite stunning with vertical walls about 30 metres high and about the same width in the widest places. It had plenty of tight turns which required a good deal of concentration to keep on course. With the strong winds and slow progress we were running low on fuel so decided to turn around and head for the Antelope Marina which was about mid-point on the Narrows. Heading back out of the canyon we were hit by a 30knot squall head on which slowed progress to next to nothing for 10 minutes or so. As the wind died down our progress towards the fuel stop resumed.

Fuel prices in the USA are creeping up and the marinas are charging about \$1.10/ltr USD. With the exchange rate you can base your fuel costs on Aussie prices. The research before we left said to allow about \$100 USD per day for fuel. We probably did not travel as far as others and used the air conditioner less so our fuel for the 5 days was a bit over \$300USD.

The last night on the house boat was different from the others as we had wind squalls hitting us side on and a very nervous Evan constantly shining the torch on the anchor lines making sure we did not pull an anchor out of the sand. A few times when the wind squalls were quite strong I would start the engines and put both of them in forward at about 2,000 rpm to keep us firmly attached to the beach. By 10pm the wind had died down quite a bit which allowed us to slip back into a laid back holiday mode.

So if you looking for something different in a boating holiday Lake Powell is an unusual, quirky and stunningly beautiful place to explore.

Till our next adventure.

Kelly and Evan, 'Nashira'

CD Quiz – November 2015 – Answers

1. d) taking the strain off another rope
2. It normally backs – ie in Sydney it starts as an easterly and ends as a north easterly. In Perth it starts as a westerly and ends as a south westerly.
3. Magnetic variation was 11deg 35'E in 2012 but decreasing by 02' each subsequent year.
4. Leeway.
5. Code flag Alpha – swallowtail flag with white half against the hoist and blue half flying.
6. This is code flag Bravo – dangerous goods on board.
7. The “Gybe Preventer”, or more often just the “preventer”.
8. The Symbols and Abbreviations used on Admiralty Charts (and also on Australian charts).
9. Tension the Vang.
10. Fiddle



CHEF'S CORNERWITH COLIN PITSTOCK

Some of you have asked for the recipe, so here it is again.



Nana's Xmas Pudding.

Ingredients:

- 3/4 cup sago. (seed or pearl it can be called)
- 2 cups milk
- 185 grams butter
- 2 cups sugar
- 2 eggs
- 2 teaspoons bicarbonate
- 1 teaspoons salt
- 2 cups soft white bread crumbs
- 2 cups fruit

Method:

- Soak milk and sago overnight or for a least 3 hrs.
- Cream butter and sugar together
- Add beaten eggs, salt and bicarbonate to the mixture
- Fold in milk and sago
- Stir in fruit and breadcrumbs

- Line bottom of pudding basin and grease
- Pour in pudding and cover tightly
- Steam for 3 hrs and further 1.5 hrs on the day.
- Don't let it steam dry.

Serve with vanilla custard or ice-cream, and a glass of bubbly.



PHOTO CORNER

HINTS ... FROM *PAUL WOTHERSPOON*.

CAMERA LENS FUNGUS

Lens fungus is caused by moisture trapped inside or on the surface of the camera, which when combined with warmth, enables fungus to grow from that moisture. The fungus as it grows, eats into the soft glass of the lens, and almost looks like a small spider web.



This time of the year, when rainy conditions are common and there's a lot of moisture in the air, you may be more likely to find yourself facing the issue of camera lens fungus. These tips should help you avoid camera lens fungus problems.

- The best way to avoid lens fungus is to prevent moisture from entering the camera. Sometimes this is unavoidable. However try to avoid using the camera in high humidity areas and during wet weather. If possible, stay out of the rain
- If your camera does become wet, try to dry it immediately. Open the camera's compartments and then seal it in a zipped plastic bag, with a silica gel pack.
- If you operate your camera in high humidity, make sure you store the camera later in a dry, cool location. The container should allow light to enter, as most types of fungus prefer darkness. However, don't leave the lens and camera in direct sunlight, which can also damage the camera.
- Fungus can be introduced to your camera and lens when you touch the lens surface and viewfinder. Try to avoid leaving fingerprints on these areas, and clean any fingerprints immediately with a clean dry cloth.
- Avoid blowing on the lens to clear dust or breathing on the lens to purposefully fog the glass for cleaning purposes. The moisture in your breath could cause the fungus you're trying to avoid. Instead, use a blower brush to remove particles from the camera and a clean, dry cloth to clean the lens.
- If you do encounter a lens fungus problem, the lens will need to be cleaned. A mixture of vinegar and water placed on a dry cloth can clean the fungus. However, because the fungus grows inside lenses and between glass elements, cleaning the lens yourself is extremely difficult without damaging the lens components.
- Sending the affected lens to a camera repair centre for cleaning is a good idea.



Good Shooting - !!!

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

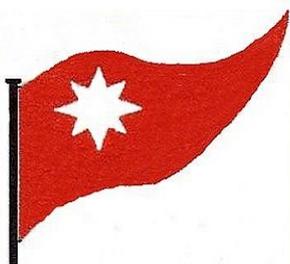


- A baby blue whale gains 200 pounds weight per day while drinking 50 gallons of milk
- An air-breathing leatherback turtle can remain under water for an hour
- The brain of a great white shark weighs almost the same as that of a cat
- The largest jellyfish ever found had tentacles more than 36 metres long
- A dolphin's hearing is so acute that it can pick up an underwater sound from 15 miles away
- A seagull can drink seawater - special glands filter out the salt
- A Blue Whale has been weighed at 143 tons while a sailfish has been clocked at 68 mph
- There are 300 species of sharks of which one quarter are in Australian waters
- A Great White shark has 3000 teeth and a whale shark can grow to 18 metres
- The largest eggs in the world are laid by sharks, the largest of which caught on a rod was 17 feet long
- The flying fish has been known to glide up to 90 metres
- Some Australian seals swallow stones so as to more easily sink to the bottom to feed
- An Albatross with a wingspan of 12 feet can fly up to 1615 miles in 24 hours
- The killer whale, the Orca, is the world's largest dolphin. They live and hunt in families for life
- Sperm whale oil was used in the gear boxes of American cars up until 1972
- Lady Elliot Island is a popular place for Manta Rays. They have a wingspan of up to 7 metres, have no barb in their tails and are harmless to humans.
- Manta Rays can cover 2000 km in a week swim up to 500 meters deep, feed on 27kg of plankton daily and can live more than 50 years

Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 31th October 2015

Cash at Bank as at 30.9.15	\$2,369.74
<i><u>Plus Receipts</u></i>	
Membership Contributions	\$100.00
Interest	\$0.00
<i><u>Less Payments</u></i>	
Cash at Bank as at 31.10.15	\$2,469.74
 <i><u>Outstanding Receipts</u></i>	
<i><u>Outstanding Payments</u></i>	
Purchase of CD Burgees	\$734.25
 Account Balance	 \$1,735.49

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