



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 35, No.9 October 2015

Editor: Phil Darling

NEXT MEETING: MONDAY OCTOBER 19TH, 7:30 P.M.
B.Y.O. BBQ 6:30 P.M

GUEST SPEAKER: ANDREW DALLY
"BIG SHIPS AND SMALL SHIPS
- HOW TO CO-EXIST"



Picture courtesy RMS

CRUISING DIVISION OFFICE BEARERS – 2014 - 2015

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: **Wednesday 4th November 2015**

The EDITOR for the next Compass Rose is Maralyn Miller.

Please forward contributions via email to:

Darling.maralyn@ozemail.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 2015 - 2016

October	19 th	Cruising Division Meeting
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 at Club
	30 th	Chaos & Bedlam Point Cup
February	15 th	Cruising Division Meeting
	TBA	Late Summer Cruise
March	12 th & 13 th	Harbour Night Sail & Raftup
	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	11 th to 16 th	Sail Port Stephens week
	23 rd to 25 th	ANZAC Day LWE
May	18 th & 19 th	Mystery Cruise
	20 th	Cruising Division Meeting
June	11 th to 13 th LWE	Get Checked Weekend and Raft-up
	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 Sailpast
	17 th & 18 th	090 plus Sugarloaf Raftup

CAPTAIN'S COLUMN – MAY 2015

Greetings fellow cruisers,



It was great to see many of the cruising fraternity attending the two Skippers' Briefings at the Club as part of the season launch. Both evenings saw several members attending expressing interest in joining the cruising division. The important take home reminder from Sydney Ports and RMS was the "steer clear" distances from ships and ferries. Recreational vessels must not pass within 30 metres of the sides or stern of ferries or ships and 200 metres off the bow of ferries and 500 metres off the bow of ships. Boats must not pass between the pilot vessel and the ship. Remember that if you are within these margins you are NOT visible from the bridge of the ferry or ship due to their size and shape. Our guest speaker this month, Andrew Dally Master 1, will give us an insight into large ship handling which should explain why we need to give them such a large berth.

Please extend a warm welcome to our new members this month when you see them on the water or at the club:

Wendy Tisch	A Bientot
Panos Papantoniou	Harry's Story
Max and Dorothy Theeboom	Cav Sav

Max and Dorothy have had a busy fortnight preparing Cav Sav for their first Cat. 4 audit, which was completed this week.

Astrid and I are back from a quick trip to North America where we had the privilege to see some traditional windjammers on the Maine coast. Originally trading sailing ships, these 3-5 masted vessels now take tourists out for day trips. This region of New England has a long history of wooden boat building and is where Wooden Boat Magazine was born in the 1970's as a reaction to the introduction of fibreglass construction. Lobster boats of the region catch 40 million pounds (over 18 million kilos) of lobster per year. The Maine coast is so convoluted and has so many deep harbours that it boasts that the navies of the entire world could anchor there.

Twilight racing started again this week. Thursday nights throughout daylight saving time attract several of our cruising members, both on their own boats or crewing on other boats, as I do, in a relaxed non-spinnaker race. This year there will be cash prizes for the twilight series.

Your committee met this month to develop an exciting calendar of events for 2016 that you will see in this edition. There are also moves afoot to make skills training exercises, like the Watchman modules, more accessible.

MHYC and Gosford Sailing Club are holding a two-day event that will include cruising yachts and motorboats on 19-20 February. Day one will go from Middle Harbour to Broken Bay. Day two will go from Broken Bay to Middle Harbour. More details to follow soon.

The Cruising Division has a new notice board which you will see as you enter the Club breezeway on the left hand side. This gives us a dedicated space to provide information on the Division's activities and to give us more exposure within the club.

See you on the water, living the dream!

Michael Mulholland-Licht
Cruising Captain SY. Bliss

NEXT MEETING: MONDAY OCTOBER 19TH, 7:30 P.M.
B.Y.O. BBQ 6:30 P.M

GUEST SPEAKER: ANDREW DALLY,
PRESENTATION: "BIG SHIPS AND SMALL SHIPS –
- HOW TO CO-EXIST".

Andrew is a Master Class I which enables him to Captain any size ship in the world. He has sailed on tankers and drybulk carriers, and held pilotage exemptions for Sydney, Adelaide and Esperance.

More recently he has been ashore managing an Australian owned Ship management company and ship owners in Sydney.

Sailing wise Andrew has done six Sydney Hobarts and numerous Sydney to Mooloolaba and Southport races. He currently owns "Khaleesi" with his wife Pauline, and has been a member at MHYC since 1980!

NOVEMBER 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.**

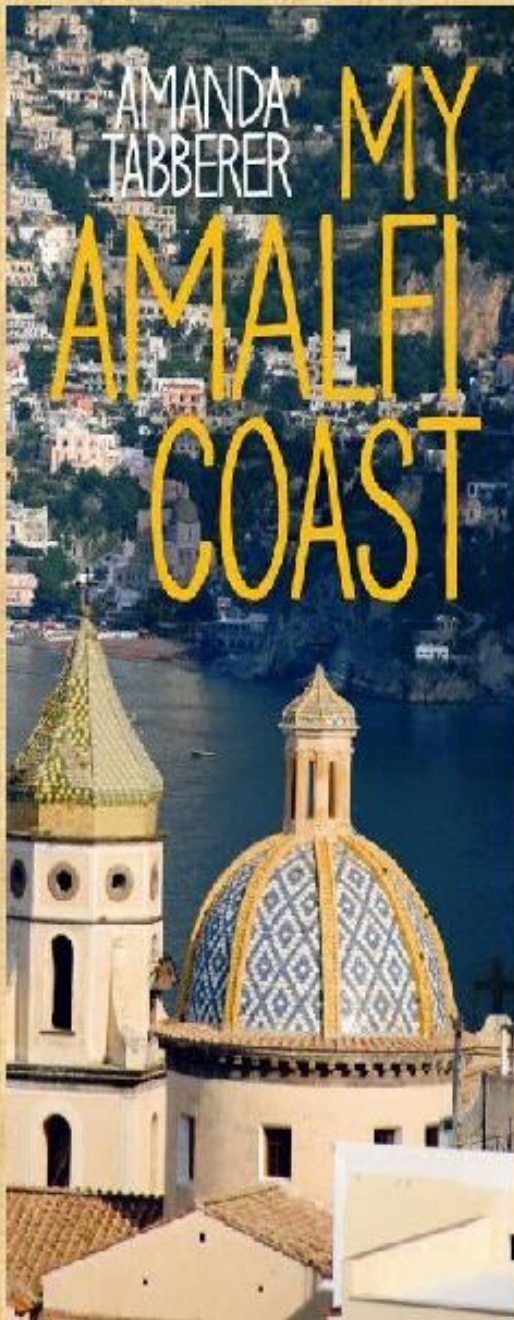
This exercise is highly recommended for all skippers and crew members who have never ignited a flare in an emergency. Flares are an essential (and required) safety feature on all boats, and if you really do need them then best not to be fumbling around trying to read the instructions at the time (in 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:



LOCABOAT
holidays
Let the journey be the destination



TRAVELVIEW CRUISEVIEW

Join us at
Middle Harbour Yacht Club
for a
Ladies Luncheon
On
Thursday 22nd
October, 2015
At 12 noon

Guest Speaker:
Amanda Tabberer

Two course meal with wine +
tea/coffee

\$60 Members

\$65 Non Members

Bookings essential at

www.mhyc.com.au

or call 02 9969 1244

The prize of a 7 night holiday, kindly
donated by Travel View Cruise View and
Locaboat Holidays, on a self drive barge
on the Canal Du Midi, South France will
be drawn at the lunch.

FUTURE EVENTS:

MYSTERY NAVIGATION CHALLENGE & HARBOUR LUNCHEON SAT 14TH & SUNDAY 15TH NOVEMBER

A fun day, Harbour Rally/Navigation Challenge followed by a raft up in the evening.

All welcome – see how well you know Sydney Harbour and whether you can outwit the organisers.

More details at the October meeting. Any queries to Trevor D’Alton.

CD Quiz – October 2015 by Phil Darling

1. What do the letters EPIRB stand for?
2. What is the difference between an EPIRB, a PLB and an ELT?
3. What frequency or frequencies do EPIRBs transmit on?
4. You are looking to charter a yacht in Europe and the charter company tells you that you will need an ICC. What is this?
5. You are arranging for an ICC assessment in Australia prior to leaving, and the assessor asks “do you need the CEVNI endorsement”? What is this?
6. You receive a Mayday call including “Position 030T Montague Island Lighthouse 4 miles”. Would you start looking north or south of the island, and towards the shore (to the west of it) or towards the ocean (east of it)?
7. What are the two words used by the co-ordinating authority (usually Marine Rescue) to cancel radio silence after a distress incident?
8. Do the cones on Cardinal Marks point towards or away from the Black Band(s)?
9. What sail is the “Cunningham” often found on and what is it used for?
10. In Navigation, what is the GHA? Where do I look to find it?

FUTURE EVENTS:



MIDDLE HARBOUR YACHT CLUB'S
**MELBOURNE
CUP**
Lunch

TUESDAY 3RD NOVEMBER 2015
12 NOON IN THE
HARBOURVIEW ROOM

\$70 MEMBERS
\$75 NON MEMBERS

INCLUDES A GLASS OF FRENCH CHAMPAGNE
ON ARRIVAL, HORS D'OEUVRES AND 2 COURSE
'FRENCH STYLE' LUNCH

FANTASTIC PRIZES FOR 'HIS' AND 'HER' BEST
DRESSED AND BEST DRESSED HAT

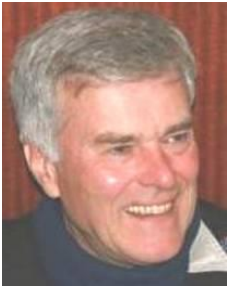
←————→

BOOKINGS ESSENTIAL ON 02 9969 1244
OR ONLINE AT
www.mhyc.com.au



MHYC
MIDDLE HARBOUR YACHT CLUB

PAST EVENTS:



OFFSHORE COURSE 090 TRUE AND SUGAR LOAF RAFT UP.3RD – 5TH OCTOBER 2015

Saturday's weather was capricious, fickle, and totally frustrating. It was fine and hot but lacking in wind. Three boats, As Free as the Breeze, Nashira and Rapture struggled to make it out through the Heads but to no avail as the tell-tales blew straight down.



Simply Irresistible was represented by Glynne Attersall crewing aboard Rapture. After three months abroad and with his own boat not yet in commission, Glynne was desperate to feel the kick of the wheel as the bow climbed the crest a wave. Fortunately one or two wind gusts allowed a few moments of proper sailing which were enough to satisfy him.

Meanwhile, Trevor D'Alton, working feverishly to install a new house battery bank aboard Kachina, managed to join the returning boats proceeding through the Spit Bridge to Sugarloaf Bay. A raft up ensued with *Kachina* as the anchor boat, *Nashira* and *Rapture* being joined by Ewan and Evelyn Rees on their Maritimo 50 foot Fly bridge Motor Cruiser, *Sir Lunchalot*.

Ewan and Evelyn contributed to a lively and entertaining conversation with "Five o'clock drinks" lasting well into the night.

Needless to say, next morning most crews slept in well past a respectable hour with *Sir Lunchalot* missing a timed departure, saved only by their expected guests also sleeping in.

Of course, the change to “Daylight Saving” had nothing to do with it.

Next morning, after a sound and relaxing sleep, boats gradually let go lines and returned home, refreshed from a weekend away.

Sunday was hot with the temperature climbing to 35 degrees. Crews remained below decks and surprisingly the temperature measured there, never climbed above 24 degrees.



Sunday evening, with the heat subsiding, turned into a balmy evening and again “Five o’clock drinks” lasted well into the night.

Next morning, after a sound and relaxing sleep, boats gradually let go lines and returned home, refreshed from a weekend away.

Paul Wotherspoon ...*Rapture*

All photos – Kelly Clark

THE JOYS OF VESSEL MAINTENANCE ...STERN GLANDS..!



Recently I discovered the stern glands, yes plural, were both leaking more water than they normally would. It coincided with the time I was about to arrange for the engines, each of the 200 HP Volvo Penta diesels, to be serviced.



Frankly, the monsters need professional attention as they are 26 years old and have had three previous owners whose servicing schedule is an unknown quantity.



When I first purchased Jabiru in June 2012, there were no log books of engine maintenance and it was suspected that the last owner have services done by the "dodgy brothers". So, I started with a full 100 hour service being done professionally and I have stuck with the same mechanic ever since. Mind you, there have been some large expenses as various very tired parts were replaced e.g. oil cooler on the port engine

The recent service was the least expensive to date so we are now on the right track with no major issues found. Excepting, that is, the port fuel pump where the diaphragm is working only 10% of its capacity. Let's see if it will last until next winter.

Back to the stern gland leaks. I first noticed the issue when turning on the batteries to start the engines. This requires descending under the saloon deck into the engine room.

There, water was sloshing around under the floors just above the keel. Initially I was very concerned at the rate of the leaks because I saw them just after arriving back at the mooring when the prop shafts had been turning over at 3000 RPM on the journey back from Barangaroo.

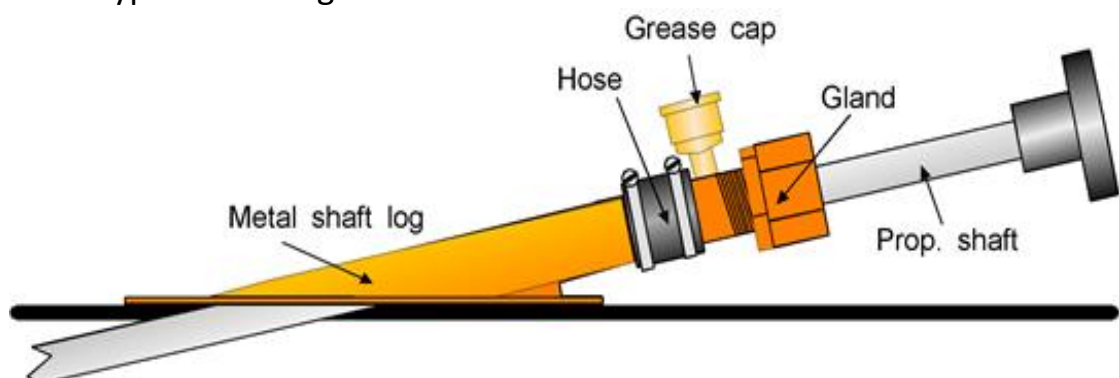


Subsequently, I have found that once at rest the stern glands are doing their job because they eventually seal out the ingress of seawater when the shafts are not revolving.

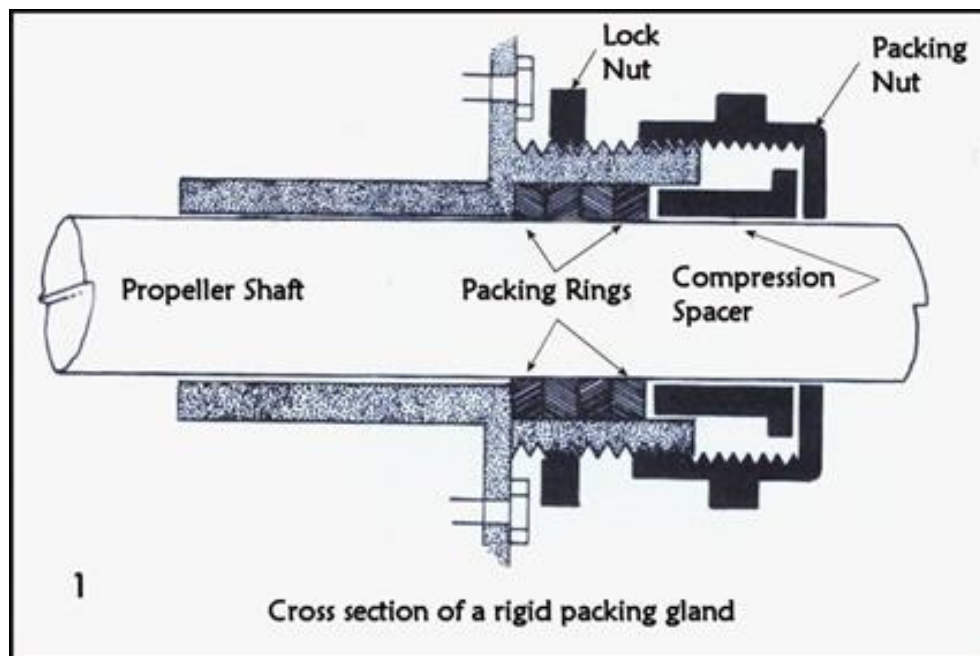
Further, water leaking into the bilge travels down the length of the bilges, which have openings from the various levels so that while Jabiru rises up to the plane the water sloshes to the stern and the automatic bilge pump at the stern, pumps the water overboard.

This is all to the good except when at the mooring, as I discovered during routine maintenance, the float switch on the automatic pump in the sump in the middle of the boat was itself floating. It had come adrift from its mounting and simply was not automatically turning on.

.See examples of types of stern glands.



Fortunately, the fault was found before anything nasty happened and the float switch has been reaffixed to work correctly. Previously I had taken comfort in the three electric pumps with float switches attached that permanently have power. With the addition of the PV solar panel there is always power available to automatically pump out any water.

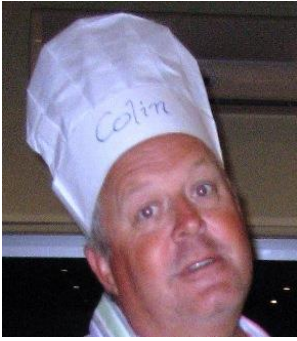


Just to be sure, I brought forward from November the annual anti-foul to end September since we will be overseas all October. Part of that exercise will be a thorough inspection of the stern glands and repacking or other repair as

necessary. I wouldn't want to be worrying about Jabiru sinking while I was away.

Another little issue is the amount of Stainless Steel on Jabiru, that is not quite stainless and which leaves rust stains on nice white gelcoat. A proprietary product from the chandlers, containing mainly Oxalic Acid quickly takes care of the rust stains. But, be careful in its use, it smells highly toxic. I would recommend using a respirator mask if doing a lot of spraying with this product.

Mike McEvoy ...*Jabiru*



CHEF'S CORNERWITH COLIN PITSTOCK

Hello sailors.

After last weekend I think we all cranked up our BBQ's & had a few beers or a Sav Blanc or 2. So here is something that's easy & goes on the BBQ or can be done on a stove top. I'm having this for lunch tomorrow. I'm also doing this having a G & T sailing down Pittwater. Magic afternoon.

So grab a glass of something & let's get started.

Sandbar Chicken Kebabs (chicken skewers with fennel and rocket salad)

INGREDIENTS:

- 2 tablespoons finely grated lemon zest
- ⅓ cup (80ml) lemon juice
- ¼ cup (60ml) olive oil
- 1 tablespoon honey
- sea salt and cracked black pepper
- 2 cloves garlic, crushed
- 1 cup flat-leaf parsley leaves, roughly chopped
- 1 cup dill sprigs, roughly chopped
- 800g chicken thigh fillets, chopped
- 440g bulbs baby fennel, thinly sliced
- 100g rocket (arugula) leaves
- 1 cup mint leaves
- 1 cup basil leaves
- 1 cup flat-leaf parsley leaves, extra



METHOD:

- 1 Place the lemon zest and juice, oil, honey, salt and pepper in a bowl and whisk to combine. Divide the mixture in half. Add the garlic to one half and the chopped parsley and dill to the other half.
- 2 Thread the chicken onto metal skewers, brush with the garlic and lemon mixture and sprinkle with salt and pepper. Heat a large non-stick frying pan or barbecue over medium heat. Cook the skewers, in batches, for 3–4 minutes each

side or until cooked through, brushing occasionally with the garlic and lemon mixture.

- 3 Place the fennel, rocket, mint, basil and extra parsley in a bowl and mix to combine. Divide the salad between 4 serving plates and top with the skewers. Spoon over the herb and lemon mixture and serve with the lemon wedges.
- Serves 4

Something else for a hot day.

Cardinal gin & tonic Popsicles.

Author: Chelsea

Prep time: 12 hours

Total time: 12 hours

Serves: 10

A refreshing classic in popsicle-form. The addition of cucumber adds freshness and a bit more flavour.

INGREDIENTS:

- 3 cups tonic
- 1½ oz gin
- ¼ lime, juiced
- ½ cup cucumber slices

METHOD:

- Mix together tonic, gin and lime juice.
- Place cucumber slices into popsicle moulds, then pour in tonic mix. Freeze overnight before serving.

- For when you are anchored.



Happy eating.

Colin SY Shazam

CD Quiz – October 2015 – Answers

1. An EPIRB is an Emergency Position Indicating Radio Beacon.
2. PLBs, ELTs and EPIRBs are all emergency transmitters and work on the same frequencies. PLBs (Personal Locator Beacons) are designed for personal use and are generally much smaller and more portable than an EPIRB. ELTs (Emergency Locator Transmitters) are generally designed for aircraft and have higher standards of impact resistance (some variants are activated by G-forces). Neither PLBs nor ELTs are designed to float upright in the water – although they are immersion proof.
3. EPIRBs (and also PLBs and ELTs) operate on two frequencies – 406 MHz for primary alerting, and also on 121.5 MHz for final stage homing.
4. The ICC, or International Certificate of Competence, is a certification many European countries are requiring before you can sail in their waters. At least the skipper must have (and produce) an ICC in these countries.
5. CEVNI (Code Européen des Voies de la Navigation Intérieure) covers navigation on most European inland waterways ie rivers, lakes and canals. You only need this extra endorsement if you are planning to sail on these waters.
6. The vessel in distress is located 4 miles roughly SSW of the island (it is bearing towards the lighthouse on 030T). So start looking to the south and slightly inshore of the island.
7. Seelonce Feenee (sort of “Silence Finished”).
8. Have a quick look at them – the cones always point towards the black band or bands.
9. The Cunningham (if present) is a hole close to the bottom of the luff on the mainsail. A line attached to it (the “Cunningham Line”) is used to tension the lower part of the luff to improve sail shape when going to windward.
10. In Celestial Navigation, the GHA (Greenwich Hour Angle) is used as the measure of how far westward (in degrees) a celestial object is from the prime, or Greenwich, meridian at a particular time. Values for GHA are tabulated for the Sun, Moon and major planets in the Nautical Almanac for each year.

PHOTO CORNER

.....HINTS FROM WOLFGANG KULLIK



My new camera

I have previously discussed waterproof cameras and Mirrorless Digital Cameras with interchangeable lenses that offer this. After some searching, I have now bought one.

It is the Olympus OM-DE M5 compact 4/3 mirrorless interchangeable lens camera with a 12-50mm F 3.5-6.3 M.Zuiko lens. This camera was introduced 3 years ago and set the standard for Mirrorless Digital Cameras. The replacement model costs 3 times as much.

I searched online and found the best deal at Harvey Norman Online for \$521 plus \$6 postage.



Other offers for the same items are:

- Ryda Dot Com \$828.85 plus Shipping
- 13 IT Pty Ltd \$1499 plus Shipping

The camera body only:

- Digital Camera Warehouse - \$444 + Shipping
- No Worries.com.au - \$534 + 26
- Digital World International - \$649
- Camera Pro - \$749 + Shipping
- Discount Cameras - \$868 + Shipping
- Mediform Computers - \$1208.48 + Shipping

Shop around and you pay less for any camera. New models come onto the market every few months and the superseded cameras get cheaper quickly. It will take me a while to learn how to use this camera, and I may buy an advanced model at a later date.

USE YELLOW CELLS ONLY	CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET														
	DATE =	Feb 22-1	Mar 22-21	Apr 3-6	May 16-17	Jun 6-8	Sep 12-13	Oct 3-5	Nov 14-15				Compass	Attendance	Technical
EVENT =	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th		Rose	at	Comer	
ENTER CREW FOR EACH		Feb Cruise	Hen & Chicken Bay	Easter Cruise	Hardys bay	Check Safety LWE	Fish Markets	090 & Rafup Sugarff	Harbour Navigtn Challenge	Port Hacking & Stocum		Feature Articles Points	Monthly Meeting Points	Projects compl'd Points	CUMUL' SEASO N POINTS
YACHT	No. Nights	6	1	3	1	2	1	2	1			2	1	3	
Sanctum	Crew					2						0	5	0	11
	Noel & Jean					2									
Breeze	Crew	2				1						12	7	0	36
	Bill & Helen	5				1									
eXpresso	Crew				4	1						4	8	0	19
	Phil & Maralyn				1	1									
Flemingo	Crew				1	1	1					4	4	0	16
	John Eastway				1	2	1								
Ja biru	Crew	2						2				10	7	0	26
	Mike & Suzanne	2						1							
Jenzmic	Crew											0	3	0	3
	Andy & Jen														
Kachina	Crew		2	2		2		2				6	8	0	38
	Trevor/Lena		1	3		2		2							
Mereki	Crew											0	0	0	0
	Richard														
Nashira	Crew	2	2	2	2	2		2				4	7	0	56
	Evan & Kelly Clark	6	1	3	1	2		2							
Rapture	Crew Avg	1	1	1	1	1	1	1				14	7	0	53
	Paul & Anne	6	1	3	1	2	1	2							
	Nights														
Simply Irresistible	Crew					2						4	5	0	15
	Glynne & Gill					2									
Galaxy 3	Crew											0	3	0	3
	Chris & Diane														
												0	0	0	0
												0	0	0	0
No. of Boats =		4	3	5	4	8	5	3	0	0	0				56

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 Bottle of Wine

Skippers are required to email <paul_wotherspoon@bigpond.com> with results to receive points

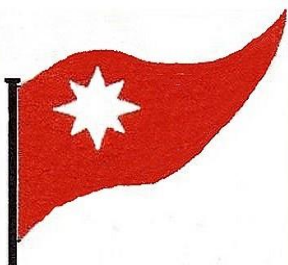
**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 30th September 2015**

Cash at Bank as at 31.8.15	\$ 2,119.20
<i><u>Plus Receipts</u></i>	
Membership Contributions	\$ 250.00
Interest	\$ 0.54
<i><u>Less Payments</u></i>	
Cash at Bank as at 30.9.15	\$ 2,369.74
 <i><u>Outstanding Receipts</u></i>	 \$ 0.00
<i><u>Outstanding Payments</u></i>	\$ 0.00
 Account Balance	 \$ 2,369.74

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