



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 36, No.01 February 2016

Editor: Trevor D'Alton

Next Meeting: February 15th, 19:30 Hrs
BYO BBQ 18:30Hrs

Guest Speaker: **Jenny Lawton.**

Presentation: **Cruising the South Pacific.**



Image courtesy of www.starscruisingnightclub.com.au

CRUISING DIVISION OFFICE BEARERS – 2015 - 2016

<i>Cruising Captain</i>	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	
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	



DEADLINE FOR THE NEXT EDITION OF THE COMPASS ROSE, IS: TUESDAY, 1ST MARCH, 2016

The EDITOR for the next Compass Rose is:

Paul Wotherspoon.

Please forward contributions via email to:

paul_wotherspoon@bigpond.com

Opinions expressed in the Compass Rose are those of the contributors, and do not necessarily reflect opinions of either Middle Harbour Yacht Club or the Cruising Division

MHYC CRUISING DIVISION ANNUAL PROGRAM 2016		
February	15 th	Cruising Division Meeting
	19 th to 21 st	MHYC and Gosford Sailing Club Challenge followed by the CD Late Summer Cruise to Lake Macquarie.
March	12 th & 13 th	Harbour Night Sail and raft-up. Preceded by the Make a Wish Harbour Cruise on Sat 12 th .
	21 th	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	17 th	On Land Event. Visit to La Perouse.
	18 th	Cruising Division Meeting
	23 rd to 25 th	ANZAC Day LWE.
May	16 th	Cruising Division Meeting
	21 st & 22 nd	Mystery Cruise
June	4 th & 5 th	Get Checked Weekend.
	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 Raft Up
	19 th	Cruising Division Meeting
October	1 rd to 3 th	Lake Macquarie (tides look OK)
	6 th (TBC)	Twilight racing starts
	17 th	Cruising Division Meeting
November	12 th & 13 th	On Water Event (TBA)



Captain's Column – February 2016



Greetings fellow cruisers.

It was inspiring to catch up with many of our members at the January BBQ and hear about the cruising adventures that have been enjoyed over the summer. Some had been to Lake Macquarie, some to Port Hacking, some explored Pittwater and Cowan while others enjoyed all that Sydney Harbour has to offer including the New Year's Celebrations and fireworks. Bliss rafted up with Nashira, Slack n Off, Shazam and others at different times over the break. Astrid and I enjoyed the Pittwater NYE fireworks from Treharne Cove. The spring tides made for some excellent kayaking adventures up the estuaries of Cowan and Middle Harbour. We have enjoyed 20 nights aboard since December.

We really do have spectacular cruising grounds at our doorstep. In the last month we have spotted sea eagles, whistling kites, kingfishers, penguins, kingfish, taylor, dolphins, shark and seals (and more) from the deck of Bliss. It really is a privilege to wake up to a different waterfront view each weekend and then cruising to the next!

Our next members meeting will be on February 15, where Jenny Lawton, long standing member of MHYC Cruising Division, will discuss extensive cruising in the South Pacific and her book recording these adventures. This promises to be a very inspiring evening. Please note that Compass Rose is now circulated a week earlier than our members meeting to allow better planning.

Feb 19th to 21st is the inaugural Middle Harbour - Gosford Challenge. Read more in this edition. This event will end back in Middle Harbour in time for the Barefoot Ball. Due to this big event, the proposed late summer cruise to Lake Macquarie has been cancelled. Several cruising boats have already registered. Entry forms are available at the Club office.

The revised Wachman Trophy exercises will be ready for members in March. Paul Wotherspoon has progressed the previous work done by Trevor D'Alton. The committee is completing final editing this month. This manual will make the skills development material for alternate skippers much more accessible. Our cruising culture supports ongoing skills development of all on board.

I would like to thank your committee for their efforts in developing and coordinating the events that we all enjoy through the year. As well as monthly meetings they dedicate many hours of their time developing events and material in great detail. MHYC Cruising Division has an enormous wealth of seamanship skills and experience that is generously shared. Thank you all.

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

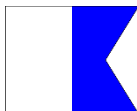
Michael Mulholland-Licht

Vice-Commodore Cruising. SY. "Bliss"

CD Quiz – February 2016 by Phil Darling

This month I would like to talk about code flags and their meanings. With a few exceptions we rarely use them today – however big ships and other waterway users do and we should be aware of a few key ones.

1. We should all know this one:



2. We may be familiar with the racing use of this one in a big ship what is it's meaning?



but if we see it

3. We quite often see this one on ships entering or leaving port:



4. You should know the significance of this pair:



5. You may not know this pair but they are always flying around the harbour in various locations:



6. In what order should the Compass Rose and the Club Burgee fly?

7. Where would you see this flag instead of the one in 1?



8. What does the term “Dress Ship” mean, and when should it be done?

9. What order should the flags be hoisted in to “Dress Ship” (tough one this – and there are several answers depending on which part of the world you come from).

10. What Ensigns are we allowed to fly on our yachts?

MARCH MEETING INFORMATION

Monday March 21st, 7:30 p.m. B.Y.O. BBQ 6:30 p.m.

Guest Speaker: Paul Wotherspoon – Safety up the mast.

Cheese Plate March Meeting: Lena D’Alton

Enveloping March Compass Rose: Paul Wotherspoon

POINTSCORE WINNERS 2015

It can now all be revealed.

The winners for the hotly contested Participation Pointscore for the 2015 cruising season are as follows ...

Third place on 43 points is the popular boat *Kachina* winning one bottle of hand-picked quality wine.

Second place on 58 points is *Rapture* who was the only boat to attend all on-water events and scores two bottles of wine.

First place on 63 points goes to the valiant *Nashira* who wins 3 bottles of hand-picked quality wine.

Prizes will be presented at the annual Club Prize Presentation night in May.



Remember, if you want to be among the winners for 2016 you need to attend as many on-water events as possible, attend the monthly Cruising Division meetings and write articles for the Compass Rose. Each activity gains you points.

NEW STANDARDS FOR SAFETY EQUIPMENT

With the advent of new standards recently for our liferafts and lifejackets, Yachting Australia arranged a demonstration recently which illustrated very well the entry techniques which may be used.

Many thanks to Martin Silk (Chief Instructor) and Sonia Robinson (slightly reluctant demonstrator) from yachting Australia!



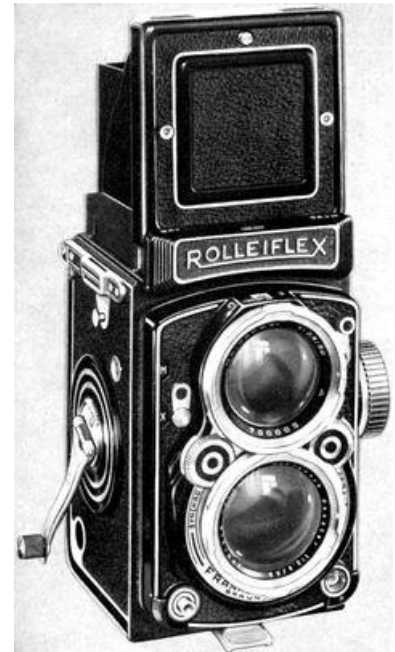




PHOTO CORNER

Hints ... from *Paul Wotherspoon*.

Storage...



Here are a few tips in how to store your digital camera safely. If you don't store the camera properly, you could cause damage to the camera during its period of inactivity.

Any time you know you will not use the camera for at least a week, consider using these tips to learn how to store your digital camera safely.

Avoid electronic equipment. When storing your digital camera, avoid placing the camera near an electronic device that generates a magnetic field. Long-term exposure to a strong magnetic field could damage the camera's LCD or its other electronic components.

Avoid extreme temperatures. If you're going to store the camera for quite a while, be sure to store it in an area where it won't be subjected to extreme temperature fluctuations. Extreme heat can damage the camera case over time, while extreme cold could damage the camera's LCD over time.

Avoid high humidity. Storing the camera in an extremely damp location could damage the camera's components over time. You could end up with humidity inside the lens, for example, which could lead to condensation inside the camera, which may ruin your photos and damage the internal electronics of the camera. Over time, you could end up with mildew inside the camera as well.

And in use, avoid leaving the camera in direct sunlight.

Good Shooting - !!!





Dear Fellow Skippers,

Whether you are interested in cruising or racing, sail or power, and would like to have a lot of fun, I am writing to encourage you to participate in the inaugural Middle Harbour Gosford Challenge being held on Friday 19 and Saturday 20 February, 2016.

This is a “trial event” and we hope, if successful, several more will enter our calendar next season. The challenge is well publicised on the MHYC website and is a joint venture between Gosford Sailing Club and MHYC. The event is open to cruising motor boats and yachts, and racing yachts.

We race or cruise from MHYC to Gosford on Friday 19 February , and have a function at Gosford with a “Cook Your Steak” and salad bar from 6pm. We then race or cruise back to MHYC for a prize giving and the ever popular Annual Barefoot Ball on Saturday 20th. Gosford Sailing Club boats will join us for the return leg.

The aim is to get members with all different levels of experience out on their boats going to new locations and socialising!!! We have many prizes and side events and fun planned, so come along, spread the word and help the event be as successful as possible.

I look forward to seeing you there. Please see website for details –

<http://www.mhyc.com.au/en/sailing/regattas-championships/middle-harbour-gosford-challenge>.

Kind Regards

Peter Lewis
Club Captain MHYC



ADDITIONAL INFORMATION FOR CRUISING YACHT AND MOTORBOAT ENTRANTS

This information is supplementary to that contained in the NOR Link at the bottom of this page.

As well as the race categories participating in this event, provision will be made for non-race boats, both sail and motor vessels.

Participating yachts should hold current Cat 4 safety audit certification and powerboats should meet RMS Standards. It is recommended that all vessels going to sea log on and off with Marine Rescue NSW. This can be done using the Marine Rescue NSW App: <http://marinerescuensw.com.au/component/content?id=79/>, radio or telephone.

While race boats will battle to complete the passage as quickly as possible, cruising yachts and motor boats will make the passage at a more leisurely pace, while observing good seamanship and have the option of completing 4 navigation and communication exercises. These exercises are optional. Some boats may simply prefer to cruise in company.

The additional navigation exercise will take the form of 4 questions to be answered and a radio procedure on VHF radio. Details will be included in the sailing instructions, available after 1700hrs on Wednesday 17 February 2016 on the event website www.mhyc.com.au and www.gosfordsailingclub.com.

Answers to the questions along with the boats name will need to be emailed to event coordinator at conclusion of the day's passage. The event coordinator will check all answers and allocate awards accordingly. Each day will have a separate set of questions. One set for Friday 19 February and another set for Saturday 20 February.

Results will be announced at MHYC prior to the Barefoot Ball at MHYC

http://www.mhyc.com.au/images/Sailing/2015-2016/Regattas/Middle%20Harbour%20Gosford%20Challenge/MIDDLE_HARBOUR_GOSFORD_CHALLENGE_NOR.pdf

NOAH'S ARK :

Everything I need to know, I learned from Noah's Ark.

- ONE:** Don't miss the boat.
- TWO:** Remember that we are all in the same boat!
- THREE:** Plan ahead. It wasn't raining when Noah built the Ark .
- FOUR:** Stay fit. When you're 60 years old, someone may ask you to do something really big.
- FIVE:** Don't listen to critics; just get on with the job that needs to be done.
- SIX:** Build your future on high ground.
- SEVEN:** For safety's sake, travel in pairs.
- EIGHT:** Speed isn't always an advantage. The snails were on board with the cheetahs.
- NINE:** When you're stressed, float awhile.
- TEN:** Remember, the Ark was built by amateurs; the Titanic by professionals.



Submitted by Lena. SV "Kachina".

Extract from the Middle Harbour User Group Meeting of 18 November 2015
Chaired by RMS Dan Duemmer, Manager Operations, Sydney Harbour

• Business from last minutes

Reviewed previous minutes.

MM asked about the Camp Cove public mooring. DD indicated that it is now in place.

• Outcomes of User Groups, Charter, Terms of Reference

DD introduced this as a new agenda item.

BM asked to be given more warning of upcoming user group meetings so as to have more preparation time. Seconded by MM.

MJ asked about the possibility of a 'marine alert' to announce meetings and issues out for public comment. Other attendees expressed an interest to be included.

DD raised idea of preparing terms of reference for future user group meetings to increase relevance of group and outcomes.

MJ is interested in the development of a clearer pathway for someone new to become involved in the user group. Discussed ideas of how to engage more stakeholders. Possibly included in the terms of reference? Expression of interest?

DD made comment on seeking Expressions of Interest to advertise the user group in Afloat (and other outlets) to possibly generate greater interest and participation.

• Sydney Harbour Boating Destinations Plan

DD introduced re-launch of Sydney Harbour Destinations Plan and demonstrated associated maps. MM will distribute at the MHYC Christmas Party on 11 December

Relevant links to SHBD info will be provided.

<http://www.rms.nsw.gov.au/maritime/using-waterways/boating-destinations-plan/index.html>

• Infrastructure Update

DD provided summary of planned and/or current infrastructure works in the following locations:

.1 Glebe Island Bridge

Minor works to bridge currently being undertaken. Explained upcoming developments and investments associated with Urban Growth project.

.2 Cockle Bay

Refurbishment and board walk/floating pontoon to be constructed. South Steyne to be removed. Works to coincide with new exhibition centre.

.3 Barrangaroo Bay

Barrangaroo Delivery Authority intends on the bay and wharf to be used for water taxis only.

Also, new Barrangaroo ferry terminal/hub for sole use by Harbour City Ferries. Build starting in February 2016 on NW angle. Due to be complete by October 2016. Will take some ferries away from Circular Quay, particularly those operating to/from Parramatta River.

.4 Homebush Bay

Bay remains closed. Due for completion in March. Bay to be re-opened after that.

.5 Spit Bridge

Remediation works planned. Commencement date to be confirmed; likely in coming months. Will pose no restriction to boating, except during erection of scaffolding. One span to be blocked at a time.

MM asked about signage re. reduction of air draft during remediation works. DD indicated that reduction of air draft will be negligible and appropriate signage will be installed.

.6 Ryde Bridge

Significant refurbishment works upcoming. Multiple spans to be closed, posing temporary restriction to boaters, rowers and ferries.

.7 Rhodes Ferry Wharf

Brand new ferry wharf planned for construction. Dates to be confirmed.

Action: DD to investigate potential for getting use of wharf at Boy Charlton Pool (DD contacted RMS Property and is waiting on advice re wharf owner).

• Aquatic Events

DD outlined upcoming events. See link to Special events Brochure:

<http://www.rms.nsw.gov.au/about/news-events/sydneys-summer-aquatic-events/index.html>

.1 5 Ships

Wednesday 25th November, 5 P&O ships will enter Sydney Harbour.

.2 Special Event Brochure

Special Events brochure to be distributed soon.

MJ suggested identifying common issues of boaters and certain types of boats from Marine Rescue, and implementing appropriate recommendations/education leading up to special events.

<http://www.rms.nsw.gov.au/about/news-events/sydneys-summer-aquatic-events/index.html>

•

• New Marine Safety (General) Regulation Update

WS provided brief update on upcoming changes that were due to come into force 1st December 2015. Changes to the new regulations have been delayed until early 2016.

Some of the items include Lifejackets on all kayaks and hire boats, PWCs penalties are changing, distance off power vessels changing and registration labels will no longer have to be displayed, much like vehicles in NSW

- **General Business**

- DD

- Mentioned working closely with owners re. salvage of sunken timber ferry 'Mulgai' off Castlecrag. Not posing any environmental or navigational hazard.
- Indicated no fuel planned at Clontarf marina development. Asked group if it would support fuel at Clontarf – they support the motion unanimously.

- JB

- Issues re. proposed new wharf/pontoon at Catalina's.
- Raised problems re. congestion and navigation issues in 4kt zone. This was raised in the context of yachts charging out of the MHYC marina without due regard for other vessels in the channel.

- MM

- Flare demo on Monday at MHYC.

- BM

- Suggested dividing 4 knot zone into two channels with line of buoys? DD, WS indicated why this is not a suitable approach to address issues in the area.

- KH

- Davidson Park ramp/pontoon – raised issue re. council imposing prohibition to vessels over 13 m to use the finger arm.

Actions: - Will investigate why this change has been implemented. DD has since contacted NPWS who advise the restriction is due to the structural integrity of the wharf and obstructions to the boat ramp

Members of MHYC Cruising Division are asked to give consideration to the above item, ***“Outcomes of User Groups, their Charter and Terms of Reference”***. It is many years since Maritime have formally asked for input.

Regards,
Mike McEvoy

Middle Harbour Yacht Club - Cruising Division

Treasurer's Report As at 31st January 2016

Cash at Bank as at 31.10.15	\$1,735.49
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Plus Receipts

Membership Contributions	\$50.00
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Interest	\$0.50
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Less Payments

Purchase of CD Burgees	\$734.25
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Cash at Bank as at 31.01.16	\$1,785.99
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Outstanding Receipts

Outstanding Payments

Account Balance	\$1,785.99
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Signed as a true record

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Trevor D'Alton
Treasurer

Editorial Note:

Many of us are still wrestling with the aftermath of the generous Christmas Fare. So as not to undermine our New Year's resolutions it has been decided to postpone the first 2016 segment of the incredibly popular Chef's Corner until the March edition of the Compass Rose. I am sure it will be worth the wait.



SAILCLOTH

I s t h e r e a l i f e a f t e r s a i l i n g ?



NEW SET OF SAILS?
WHAT WILL HAPPEN TO THE OLD ONES?

Sailing can be costly, unfortunately also for our planet.

In 1953 DuPont invented Dacron®, a PET-based polyester fibre, that is



now the most commonly used sailcloth for recreational vessels around the world. The properties that make sailcloth perfect for resisting the elements at sea also contribute to slow degradation rates. Every synthetic sail produced since the 1950s still exists on our planet. Dacron®, Kevlar® and Mylar® do not break down quickly; some estimates suggest that the woven and laminated structures take over 1000 years to degrade in landfill.

Setting sail on a new course



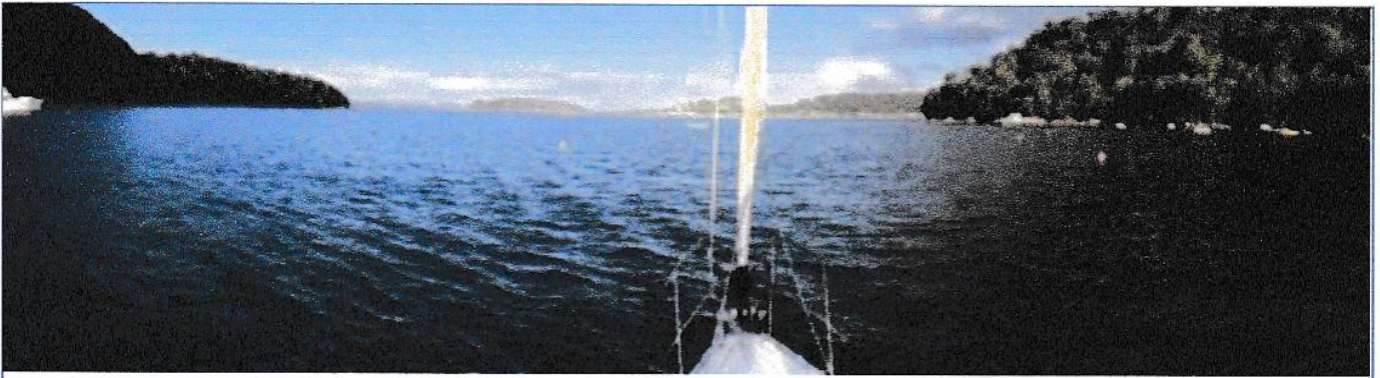
The majority of boat owners would prefer not to send their used sails to landfill. Unfortunately the options for redirection of used sailcloth are currently limited. That's why private houses and garages are filling up with used sails.

So is there a solution for that problem?

Good old days



The most popular fabric for sails from the earliest times through to the mid-nineteenth century was finely woven linen made from flax, along with more coarsely woven hemp. These fabrics were gradually replaced by cotton 'duck' sailcloth from around 1820, which was more durable and cheaper to make.



Recycling

While sailcloth is currently difficult to recycle, due to its woven or laminated structure of mixed materials, the other components of a sail such as rope, rings and battens can be recycled or reused. Of course, this can only be done if someone takes the time to separate each part from the sail.

On the Isle of Wight in the UK, *Wightsails* recycles used sails into new products and are also exploring processes and uses for shredded unusable sail, which can be used for insulation and filling material. Their hope is to be able to strip this sailcloth back into fibres that can be sold back to manufacturers.

Reuse

There is a small market for second hand sails in Australia for recreational sailors. Individuals and traders, such as

secondsail.net, tend to list their stock online.

In the US, *Sails for Sustenance* collects used sails and donates them to subsistence fishermen in Haiti, who otherwise use makeshift sails made from discarded flour sacks and plastic sheeting. In response to the crisis caused by the earthquake in Haiti, in 2010, *Sails for Sustenance* diverted its donations to provide sails to be used as temporary shelters for displaced people.

Upcycling

On a small scale some artists and craftspeople have realised the potential of sailcloth as a durable, strong and lightweight material that can be repurposed into a variety of different products.

On a larger scale the manufacturing process to transform used sails into fashionable products shows a lack of sourcing the material.

Infrastructure

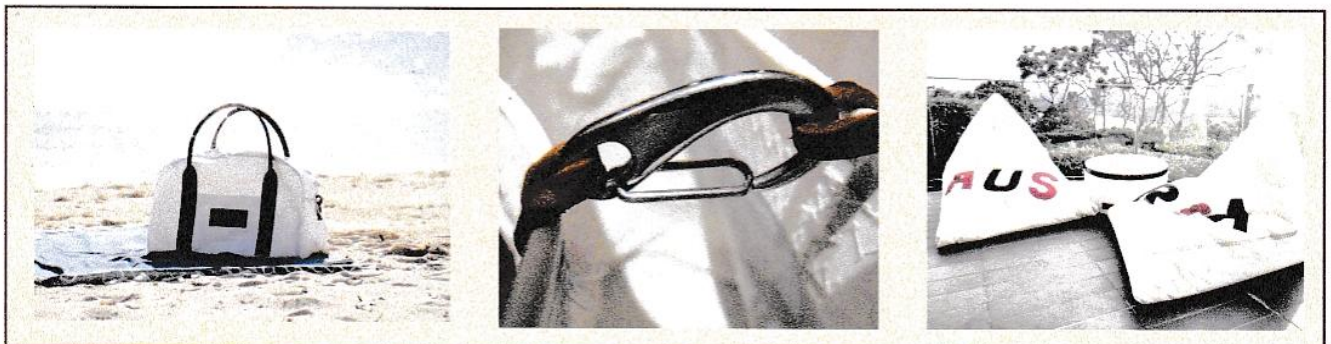
The majority of old sails could be put to new uses. For recycling and upcycling to be more effective there needs to be an infrastructure that collects discarded sails before the material becomes part of the landfill waste stream, as there is with paper, metal, plastics, etc. Currently, there is no such infrastructure.

A win-win solution:

- Reducing the waste cost for sailmakers and boat owners,
- reducing the increasing amount of landfill,
- creates jobs and skills in manufacturing and
- might create an Australian made product you can be proud of.

nanu
Sail through life

Gabriele Jordan



CD Quiz – February 2016 – Answers

1. Diver Down – Keep Clear (code flag Alpha). We often see this one.
2. Dangerous Goods on Board (code flag Bravo). Often flown by fuel tankers and ammunition ships in the harbour. If you answered “protest” then go to the bottom of the class – or maybe back to racing!
3. Pilot on Board (code flag Hotel).
4. Distress (November over Charlie). This has the same meaning (and puts the same obligations to assist) as a Mayday call, flares, or any of the other distress signals.
5. Keep Clear/No Wash (Romeo over Yankee). This is usually flown by work barges around the harbour, and also from many of the naval wharfs.
6. The Club Burgee should always be flown above the Compass Rose Pennant. Typically from the starboard spreader or from the backstay.
7. This is the Diver flag used in the Americas and also in some Asian countries. It has a wider use than our Code Flag Alpha and may also be flown at dive shops, refilling stations. Etc.
8. “Dress Ship” refers to decorating the ship with flags for a festive occasion. The Cruising Division Manual states (based I think on Royal Navy etiquette): Ships may remain dressed whilst at anchor or berthed, but may only be dressed while underway if they are proceeding as part of a parade (or on their maiden or final voyage).
9. The Cruising Manual lists the British order, as follows (stem to stern): A B 2 U J 1 K E 3 G H 6 I V 5 F L 4 D M 7 P O Third Subst R N First Subst S T Zero C X 9 W Q 8 Z Y Second Subst. US ships use a different order, and in the past it was not unusual for a junior ship’s officer to be tasked with devising an order that looked good on that ship.
10. We are entitled to fly either the Blue Ensign (the usual national flag) or the Red Ensign (the national flag with a red background).



The Squadron Cruise fleet, of approximately 40 boats, is heading to Pittwater after Easter on 16 April and returning on 23 April.

Our Cruise Captain, Richard Lawson and the organising committee extend an invitation to your flag officers and any MHYC members who may wish to join us. It is a terrific experience of camaraderie with a choice of social activities, cruising or racing planned each day. I have attached the notice of race and entry form.

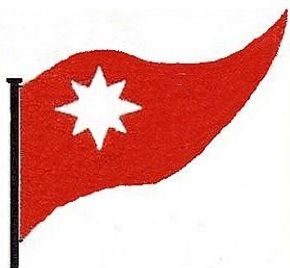
http://www.rsys.com.au/images/Sailing/Cruise/2016/NOR_2016.pdf
http://www.rsys.com.au/images/Sailing/Cruise/2016/Entry_form16.pdf

For more information, please do not hesitate to contact me.

Kind regards
Margaret Carney
Assistant Sailing Manager - 02 9955 7171

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**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 3<sup>rd</sup> 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](http://www.mhyc.com.au)