



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 37 No. 03 April 2017

Editor: Michael Mulholland



NASHIRA. DAY 58 MHYC.

CRUISING DIVISION OFFICE BEARERS – 2016 - 2017

Cruising Captain	Michael Mulholland	0418-476-216
Vice-Commodore Cruising	Michael Mulholland	0418-476-216
Secretary	Evan Hodge	0419-247-500
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Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Waterways User Group	Mike McEvoy	9968-1777
Sailing Committee	Michael Mulholland	0418-476-216
Guest Speakers	Committee Members as required	
On Water Events Coordinator	Evan Hodge, Michael Mulholland, Phil Darling, Kelly Nunn-Clark	Michael 0418-476-216 Phil 0419-247-500
On Land Events Coordinators	Kelly Clark, Gill Attersall	
Committee Members	Michael Mulholland, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge	



Editor's note:

Deadline for the next edition of the Compass Rose, is **30th April**

The **EDITOR** for the next Compass Rose is **Evan Hodge**

Please forward contributions via email to the editor: ehodge@ibt.com.au

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

MHYC CRUISING DIVISION CALENDAR

April	14 th to 17 th	Easter Cruise – Pittwater/Broken Bay
	24 th	Cruising Division Meeting
	29 th	ANZAC Day ‘Two Up’ Cup – MHYC Feature Event
May	6 th	Annual Prize Presentation
	15 th	Cruising Division Meeting
	28 th	On Land Event – TBC
June	10 th to 12 th LWE	Get Checked Weekend and Raft-up.
	17 th & 18 th	Club Get Set Weekend.
	19 th	Cruising Division Meeting (AGM)
July	17 th	Cruising Division Meeting
	30 th	Long Lunch

**NEXT MEETING: Monday April 24th 7:30 p.m.
BYO BBQ from 6:30 p.m.**

Followed by our guest speaker:

David James – Essential rig maintenance and emergency repairs at sea.

David is an experienced rigger and sailor who has ensured the seaworthiness of several of our members boats. Come and hear a no-nonsense presentation that no sailor can afford to miss.

**PLEASE NOTE THAT THE NEXT MEETING WILL BE
APRIL 24 DUE TO EASTER BREAK AND PITWATTER CRUISE**

CAPTAIN'S COLUMN – APRIL 2017



Greetings fellow cruisers,

2017 has and continues to be a year of more combined sea miles under the keels of members' boats than I have ever seen. Four MHYC cruising boats ventured to Hobart for the wooden boat festival; *Zingarro*, *Flemingo*, *Galaxy III* and *Nashira*. They all have inspiring stories to tell.

Last month's edition of this magazine recounted the calm and effective management a medical emergency aboard *Flemingo*, where Mike McEvoy utilised praise worthy first aid skills to get skipper John Eastway to medical care. Chris Canty sailed *Galaxy III* back from Hobart to Sydney solo and is now preparing to commence his global circumnavigation this month. *Nashira* docked at MHYC on April 1 (day 58) of their extensive Tasmanian cruise. If you have not already visited their exemplary website please do. <https://onelegatatime.com.au/2017/04/02/day-58/>. I am yet to catch up with John Howard to hear his Hobart tales aboard *Zingarro*, but will this month. Lee Laurie has been joined by Paul Wotherspoon aboard *Nautilee*, to make passage from the Caribbean to Australia. These members are an inspiration to us all. They are all heroes of MHYC worthy of a place on the podium.

This month's guest speaker at the April 24 meeting will be someone familiar to many. David James will share his extensive knowledge on what to keep an eye on when maintaining your yacht's rig and how to deal with some rigging emergencies that may occur at sea.

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

Michael Mulholland

Vice-Commodore Cruising. SY. "Bliss"

FUTURE EVENTS

Easter Cruise to Pittwater. April 14-17. Co-ordinator Chris Canty, Galaxy III
ANZAC Day Two Up Cup. April 29

CD Quiz – April 2017 by Phil Darling

1. We are heading off on a day trip and have the weather forecast. Should we make our sail selection based on the likely true or apparent wind? Which one of these is in the forecast?
2. The forecast is for 15kts and you are deciding which sail to use for a long upwind passage. If you think your vessel can do 6kts upwind in good conditions – what would the likely apparent wind strength be?
3. Same conditions as Q 1 – what would the likely gust strength be (both apparent and true)?
4. Now we have worked out the likely steady state and gust strengths – would you choose the No.1 (range up to 15kts), no.2 (range 12kts to 20kts) or the no.3 (range 18 to 26kts)?
5. A lighthouse has the characteristic (on the chart) of Fl(4)120s34m16M. What does this mean?
6. What is the difference between Nominal Range, Luminous Range and Geographic Range of a light?
7. What is the Loom of a light?
8. Which of the various ranges above are given on the chart for a light?
9. What are the factors that may make a light visible at greater than its nominal range?
10. A chart has a tidal arrow with “6kts” next to it. Based on this – if we are two hours after high tide and close to Neaps – what is the likely tidal current?

BUY, SWAP and SELL

SELL - Stainless steel wind vane steering system. \$5000 ONO. **Contact** Dot on 0409 030 984 or Max on 0432 713 793 for more information.

SELL - New, Carbon Fibre Rudder Kit, from our 38 ft day sailor "Revolver" complete and ready to install onto any yacht from say 25 ft to 40 ft. Rudder has been tested and has worked beautifully but we have changed steering systems and carbon rudder system is now surplus to needs.

DETAILS:

- Lift out foam core/carbon rudder blade in white
- Strong carbon rudder housing
- 316 stainless pintles and gudgeons and 316 through bolts, nuts and washers ready to fasten onto stern
- lift up foam core/carbon 2m tiller
- Light weight and fully tested and offering great high performance control.

Costing over \$ 14,000 will sell for \$5,000 ono

Contact: Bruce Ritchie - Ph: 0419436151 - Email: Bruce.ritchie12@bigpond.com

SELL - Teak 3 Loop Hand Rails. 83 cm long. Cost \$100 the pair, will sell for \$20 the pair. Never used. **Contact:** Noel Parker on jnparker@live.com.au

SELL - Danforth Anchor 24kg (52lb) heavy gal. \$60

contact: Noel Parker on jnparker@live.com.au

Free to a good home - GME VHF Aerial, 1800mm high, with pedestal base, 3 metres of cable and screw connector attached. Approx 4 years old. Just been removed from service- superseded. **Contact:** Jeff Wille 0417 064 352

MEMBERS' PLANED CRUISING:

CAVIAR

Caviar is heading north to Hamilton Island in easy stages departing July 1st together with LuLu Belle. Anyone interested in joining please contact Max on 0432713793 or uni1948@tpg.com.au.

GALAXY III

'Are we there yet world cruise' – Chris & Ben Canty.

Around the 20th April 2017, my Son, Ben and I are setting off on a 27,000 nm 'seabbatical' around the world. We have around a year before Ben returns to his marine science studies in June next year. Based on an average speed of 5kts, we will be sailing 2/3 of the year (over 5,000 hours) and enjoying the destinations for the remaining 1/3. Our route follows the trade winds and is timed to avoid cyclones (November – April) in the Southern Hemisphere and hurricanes (May-November) in the Northern Hemisphere. The countries we are planning to visit include Indonesia, Maldives, Madagascar, South Africa, Brazil, Caribbean, Cuba, Panama, Tahiti & New Zealand. Of course there will be some unplanned stops as well.

Preparing Galaxy III has taken twice as long and cost twice as much as I anticipated. It has been a steep learning curve that will stand me in good stead for most situations that might arise on our journey. The learning curve extends to sailing 6,000nm offshore over the past 2 years, RYA courses and investment in safety & communications equipment. While we feel well planned and prepared for most scenarios, no doubt there will be some risks and challenges that will test us. As we all know the ocean can be equally beautiful & peaceful one minute, ugly and violent the next.

Ben & I have 50 years surfing experience and less than 5 years sailing experience between us – so we are more comfortable in the water than on it! While they are entirely different sports, they do share a love of the ocean and an ability to read the wind and waves. We are looking forward to many adventures in and on the water that we'll share in a blog in the pipeline named 'Are we there yet?' that will include tracking maps.

CYCLONE DEBBIE DEVASTATES WHITSUNDAYS

Many of our members have cruised to the Whitsunday Islands and enjoyed the pristine waters, coral reef and sheltered anchorages. On March 28 Category 4 Cyclone Debbie seemed to hover over Hamilton Island for several hours before tracking West to the Coast, wreaking devastation in her path. The slow moving behaviour of Debbie resulted in a one in 100 year event delivering gusts of up to 140 Kts on Hamilton Island and the neighbouring coast.



Severe damage to a boat terminal at Shute Harbour, Airlie Beach. Picture: AAP.Source: AAP



A boat washed ashore at Airlie Beach. Picture: AAP.Source: AAP

A TALE OF TWO CAVALIERS

In mid-2014 I asked Dorothy if she would like to try sailing. I had sailed since my teenage years but had sold my last boat when ill health prevented me from sailing anymore. So we went off for a day's cruising on Sydney Harbour and she was hooked. In November we bought our first boat, a Cavalier 28 named "Cav Sav". Cavalier 28s were a Laurie Davidson design originally selling in New Zealand in the mid 1970's as a Davidson 28. They were very popular and were generally sold to amateur boat builders who received a hull, cockpit, main hatch, a comprehensive set of drawings specifications, instructions and photos all of which were able to be loaded on a trailer behind a car and taken home to be assembled.

Cav 28s were built in Australia in Pendle Hill by Cavalier Yachts a company originally owned by Guy Keon. A Cav 28 is easy to recognise on the harbour as there is a cavalier hat on the main sail. Cav Sav was the twenty-second Cavalier 28 built.

Dorothy learnt the basics of sailing on Cav Sav and we had great times sailing around the harbour either cruising or racing. She competed in the twilight season in 2015 but in 2016 we decided to buy a bigger boat with the aim of doing some longer distance cruising in the future. The search resulted in the purchase "Caviar", a Cavalier 37 footer with a sugar scoop making her overall length nearly 40 ft. It was Guy Keon's private boat and one will find a plaque in the cabin stating this.

Caviar is a well-travelled boat having been around the world. Amongst the papers passed on from the previous owner we found the papers for passing through the Panama Canal as well as a library of books mostly about the South Pacific.

Caviar had some work to be done on her to bring her back to a safe standard. The rigging had not been done for sixteen years as well all the running rigging, and as you know once you get started how far does one go and what can wait. Well I thought nothing could wait and it all had to be done ASAP. Next job was to get rid of all the old sails and replace them with new ones. So I met a fellow called Carl Crawford who is the owner of Sail Exchange. He had a fellow in Sri Lanka who makes sails cheaper than you can buy them here. So we bought a main and a number one. This did the job for a while with the furler one could bring the head sail in a bit if needed. I asked Carl to quote on a number two and three sail. The number two had to be a tri radial laminate and the number three a Dacron. I also checked Rolly Tasker's price for the same sail, which came in at \$1000 cheaper so I bought from them.

A TALE OF TWO CAVALIERS (CONTINUED)

Next were the instruments, which either did not work or gave the wrong reading. So all the instruments were replaced and am waiting for the AIS to be installed. We need to put lighting on deck so one can see what one is doing when tidying up after sailing at night or just having dinner at anchor or on a mooring. We have also just replaced the propeller from a fixed blade to a folding one. I suggest you look around as prices vary a lot. I bought a Flexo fold online from Denmark for \$1830 plus fitting cost. It was suggested I buy a Max propeller at a cost of \$5000, I think I did a lot better. The outhaul and reefing lines were at the mast. I thought it would be safer to operate them from the cockpit, so that would mean three new jammers. The old ones did not work well either. So all in all we bought fourteen new jammers.

I think I have reached the line in the sand now and Caviar is as we want it. We are off to Port Stephens to race and in July we will head north to the Whitsundays.

Max and Dorothy Theeboom, *Caviar*

DRIFTWOOD:

Cruising sailors are always attentive to on-board power consumption. The editor has often been quoted saying; cruising is so relaxing that his greatest anxiety aboard Bliss is what level of charge the house batteries are holding. My sailing had a good article this month in that regard

Read more at : [//www.mysailing.com.au/cruising/kiss-goodbye-to-power-drain-how-to-simply-reduce-your-power-usage](http://www.mysailing.com.au/cruising/kiss-goodbye-to-power-drain-how-to-simply-reduce-your-power-usage)

CD Quiz – April 2017 – Answers

1. We select the sails for our trip based on apparent winds as that is the wind pressure that they are subject to. However – the various forecasts give only the true wind, of course – so we will have to work out the apparent based on our likely speed and course.
2. If we could sail directly upwind then the likely apparent wind strength would be $15+6=21$ kts – but of course we have to sail off the wind by about 30 degrees or more which reduces the apparent a little. I would estimate the apparent wind speed to be about 20kts (if the forecast proves to be correct).
3. The BOM (Bureau of Meteorology) tells us that gusts can be up to 40% greater -so we could expect gusts of up to about 21kts true – so about 25 or 26kts apparent.
4. If I was cruising I would choose the No.3 to avoid damage to the sail and make the cruise easier as the predicted apparent wind is well within it's range. On the other hand – if I was racing ...
5. It has 4 white flashes every 2 minutes (120 seconds), the height of the light (actually the top of the structure) is 34 metres (usually above MHWS - Mean High Water Springs – but may be different on some charts), and it has a nominal range of 16 nautical miles.
6. Luminous Range is maximum distance at which a light can be seen at a given time - determined by the strength of the light and the atmospheric visibility. Nominal Range is the luminous range when the meteorological visibility is 10 nautical miles. Geographic Range is the theoretical range of a light limited only by the curvature of the earth and the refraction of the atmosphere, as well as the eye height of the observer (does not take the light strength into account).
7. Loom of a light is the diffused glow from a light below the horizon (i.e. at greater than it's geographical range) due to atmospheric scattering
8. If a range is given on a chart for a light it will be the Nominal Range.
9. A light may be visible at greater than it's nominal range if the meteorological visibility is better than 10nm, and also the height of the light and of the observer together allow a geographical range greater than the nominal range.
10. About 2kts. The tidal arrows always show the maximum tidal current – i.e. mid tide during a spring tide. Since we are at Neaps the tide is likely to be (roughly) half the size so max is about 3kts (check relative heights of springs and neaps at this location to check). Also – from the rule of twelfths we know that the tidal height (and hence flow) is about $\frac{2}{3}$ the maximum if we are an hour either side – so we expect (roughly) 2kts of tidal current.

FATHER AND SON CIRCUMNAVIGATION

Interview with Chris Canty, owner of *GalaxyIII* prior to his imminent departure on a global circumnavigation with his 20 year old son Ben. April 2017



Chris at the Helm near Tasman Island

Ed

When did you first think about circumnavigating by yacht? When did you actually decide that you would do it?

CC

I had a teenage dream that it would be an adventure of freedom, but it was *just* a dream. Then after a school reunion in October 2014 it crystallised. There is a window of opportunity when we can do these things and I'm in my mid 50's. Ben is my youngest son and he had finished school and so there was freedom to pursue more sailing.

Ed

When did you start sailing and what craft was that in and where.

CC

Windsurfing, if that counts, in Harvey Bay, 1985. I did a Competent Crew course in

2003. In 2004 we chartered a Bavaria 38 in the Whitsundays during holidays. After that I organized a mooring near home in Hardy's Bay, but ironically I never found a boat for it

Ed

When did you purchase *Galaxy III* and why did you choose her?

CC

Galaxy is my first Boat. My friend Nick has a passion for solid, older boats with a strong keel and proven sea-worthiness. S&S ticks those boxes, so I decided that would be the boat. She had done some ocean racing and was within my budget. I found her in Adelaide Jan 20015 and delivered her back from Adelaide in April with my brother Greg, Randle Rankin (grinder on for Alan Bond in the Americas cup off Freemantle) and Paul. It took 14 Days. It was a wet trip due to Easterly's in Bass Straight. We made 4 stops including sitting out a front in Eden.

Ed

Cruising with your son is a unique pursuit to share. What are the best and worst elements of that so far?

CC

We share love of the ocean, surfing, fishing and photography. He is a young man and so has a reflex to argue or say no. I can have a bit of a temper when pushed. Ben is a heavy sleeper and we plan 3-hour watches, but I'm also happy to do hourly checks otherwise.



Ben on the Tuna

Ed

What are you most looking forward to on the circumnavigation and what least?

CC

Most: Trade winds, finding remote surf breaks, life on the water, fishing and surfing. Ben is keen to see the Galapagos Islands and Madagascar.

Least: Head winds, bureaucracy in foreign ports. I'm familiar with it from working in Africa and can see some obstacles there. I'm a fan of Noon site and Jimmy Cornel's Cruising Books

Ed

Is there anything that you would like to share with readers about this cruise or it's preparation?

CC

Preparation has taken twice as long and cost twice as much, but I guess all cruisers know that. I'm conscious of the limited window of time to live this dream at mid 50's. It doesn't stay open forever. So I need to do it while I'm physically and mentally able.

Ed

You are an inspiration to MHYC Cruising Division sailors. We all wish you and Ben well on this adventure. How can we follow your progress and keep in touch?

CC

I'm meeting Kelly this week to set up a website: Are-we-there-yet. People can follow us on Predict wind tracker.

When I tell people what we are doing the responses fall into two camps. 1. "You must be crazy, what about storms, pirates, do you have a death wish". Or 2. "What an amazing thing to do with your son." I guess it's a bit of both really.



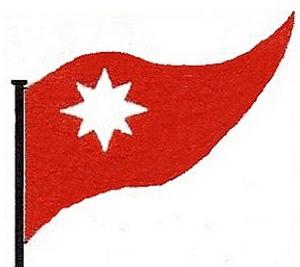
Different Helming Styles

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 31st March 2017**

Cash at Bank as at 01.03.17		\$1,855.37
<i>Plus Receipts</i>	<i>Interest</i>	\$0.00
<i>Less Payments</i>		\$0.00
Cash at Bank as at 31.03.17		\$1,855.37
<i>Outstanding Receipts</i>	<i>New Member Mark & Lee-Anne Kent</i>	\$50.00
<i>Outstanding Payments</i>		\$0.00
Account Balance		\$1,905.37

Signed as a true record
Evan Hodge
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