



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 36. No. 3 April 2016

Editor: Phil Darling

NEXT MEETING: MONDAY APRIL 18TH, 7:30 P.M.
B.Y.O. BBQ 6:30 P.M

GUEST SPEAKER: PHIL ROSS – EDITOR CRUISING HELMSMAN
“WRITING FOR SAILING MAGAZINES”



Children enjoying the ‘Make A Wish’ Day

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 as required	
On Water Events Coordinator	Colin Pitstock, Michael Mulholland-Licht, Phil Darling, Paul Wotherspoon	Michael 0418-476-216 Phil 0411-882-760
On Land Events Coordinators	Kelly Clark, Gill Attersall	
Committee Members	Michael Mulholland-Licht, Phil Darling, Trevor D’Alton, Colin Pitstock, Paul Wotherspoon, Kelly Clark, Gill Attersall, Evan Hodge	



Editor's note:

Deadline for the next edition of the Compass Rose, is **Friday 29 April 2016**

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 2016

April	17 th	On Land Event. Visit to La Perouse
	18 th	Cruising Division Meeting
	11 th to 16 th	Sail Port Stephens week
	23 rd to 25 th	ANZAC Day LWE
May	7 th	Annual Prize-giving
	16 th	Cruising Division Meeting
	21 st to 22 nd	Mystery Cruise
June	4 th & 5 th	CD Get Checked Weekend
	18 th & 19 th	Club Get Set Weekend
	20 th	Cruising Division Meeting (AGM)
July	10 th	Long Lunch
	14 th	MHYC Annual General Meeting
	18 th	Cruising Division Meeting
August	15 th	Cruising Division Meeting
	25 th	Skippers Briefing
September	TBA	Club Opening Day and Sailpast
	17 th & 18 th	090 plus Sugarloaf Raftup
	19 th	Cruising Division Meeting
October	1 st to 3 rd	Lake Macquarie
	6 th (TBC)	Twilight Racing Starts
	17 th	Cruising Division Meeting
November	12 th - 13 th	TBA

NEXT MEETING: MONDAY APRIL 18TH, 7:30 P.M.
B.Y.O. BBQ 6:30 P.M

GUEST SPEAKER: PHIL ROSS,
PRESENTATION: "WRITING FOR SAILING MAGAZINES".

CAPTAIN'S COLUMN – APRIL 2016



Greetings fellow cruisers,

The days are getting shorter but the El Niño pattern has kept us mostly dry as we enter autumn with delightfully mild weather persisting. The El Niño is forecast to weaken this winter and possibly transition to La Niña.



Some crews are starting to plan their winter trips North. Three MHYC Cruising division crews attended Doug Brooker's Cruising North series of talks, hosted by the Coastal Cruising Club. Doug's experience as a marine surveyor, boat builder and sailor with thousands of miles under the keel with his wife Val were generously shared with about 40 cruising couples. Doug used Alan Lucas's cruising guides as a reference and added his years of personal experience to thoroughly cover boat and crew preparation and then a virtual cruise from Sydney Harbour to the Whitsunday Islands. We explored the big rivers and discussed the merit and shortcomings of outside anchorages in a variety of prevailing winds. Special attention was given to bar crossings, safety and the need to be patient. Doug & Val suggest that three months is a good amount of time to go up and back, but six is better! Having sailed past many of these places on deliveries, I look forward to next winter to explore some of these hidden treasures on Bliss. It's always inspiring to get together with other cruisers and discuss various plans and means of sailing to new destinations.

I took the opportunity to meet with Jim Flaye, Commodore of the Coastal Cruising Club. We agreed to keep in contact so that we can discuss ongoing collaboration between clubs.

Phil Ross, Editor of Cruising Helmsman, will be back at MHYC as guest speaker at our Cruising Division meeting on April 18. Phil will give us some tips on how to write better cruising articles so that they will be published in the likes CH or CR. Phil has also spoken to me about his idea of holding an annual meeting of Commodores and Vice Commodores of Sydney's cruising clubs to foster collaboration and yearly planning so that we avoid event clashes and explore synergies between clubs.

Chris Canty from Galaxy II will be our May speaker, sharing his recent cruise to Lord Howe Island and back on Galaxy II

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

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

NEXT MEETING: MONDAY APRIL 18TH, 7:30 P.M.
B.Y.O. BBQ 6:30 P.M

GUEST SPEAKER: PHIL ROSS,
PRESENTATION: "WRITING FOR SAILING MAGAZINES".

Phil Ross, Editor of Cruising Helmsman, will be back at MHYC as guest speaker at our Cruising Division meeting on April 18. Phil will give us some tips on how to write better cruising articles so that they will be published in the likes of the Cruising Helmsman or Compass Rose.

We have all enjoyed extraordinary days sailing and we have all taken some great photos of those days. A few of us have written articles and had photos and stories published by magazines.

What makes an editor chose one article to publish over others? What are the do's and don'ts of being published. Phil will give us the inside information.

oooo0000oooo

MAY MEETING: MONDAY MAY 16TH
GUEST SPEAKER: CHRIS CANTY – "CRUISE TO LORD HOWE ISLAND"

JUNE MEETING: MONDAY JUNE 20TH
ANNUAL GENERAL MEETING PLUS "WACHMAN RE-LAUNCH"

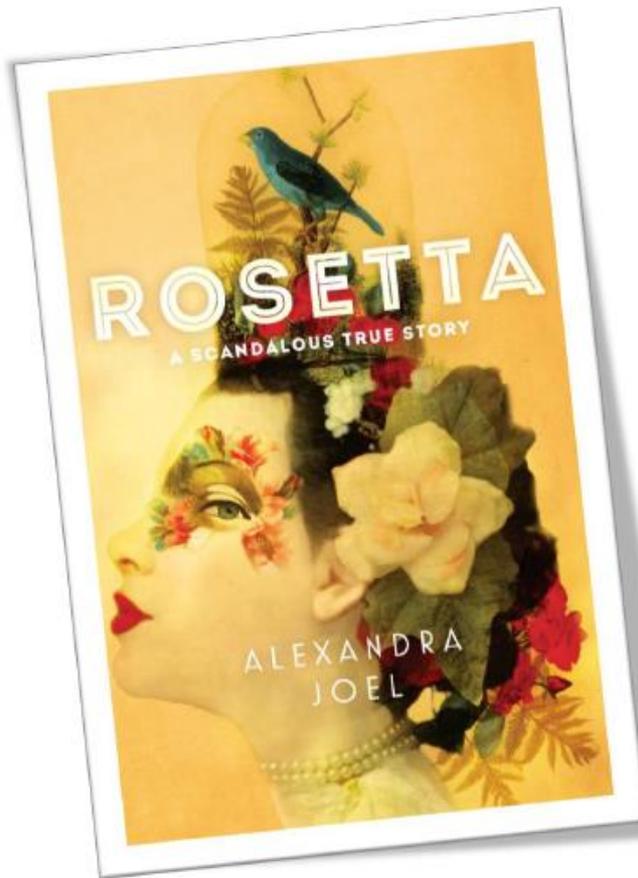
oooo0000oooo

CHEESE PLATE APRIL MEETING: GILL ATTERSALL

ENVELOPING APRIL COMPASS ROSE: GLYNNE ATTERSALL

FUTURE EVENTS:

LADIES PLEASE NOTE THE CHANGE OF DATE TO 14TH APRIL.



Sponsored by:



Aviation opposite Village Centre | 02 99 18 4444
Mosman Yacht & Boat Club | 02 999 0444
Email: sales@travelview.net.au | Web: www.travelview.net.au

Middle Harbour Yacht Club
Lower Parriwi Road, Mosman NSW 2088
Ph: 02 9969 1244 | E: info@mhyc.com.au | W: mhyc.com.au

Ladies Luncheon
Guest Speaker:



Alexandra Joel

Thursday April 14th,
2016

12 noon

Members: \$60

Non Members: \$65

Includes 2 course lunch
plus wine & coffee/tea

To book, call the MHYC office
on 02 9969 1244

Alexandra Joel is the author of *Best Dressed: 200 Years of Fashion in Australia* and *Parade: the Story of Fashion in Australia*. Both books detail the development of fashion, style and national identity.

She is a former editor of the Australian edition of *Harper's Bazaar* and of *Portfolio*, Australia's first magazine for working women. She has also been a regular contributor to a number of national and metropolitan publications including *The Australian* and *The Sydney Morning Herald Good Weekend Magazine*.

ON LAND EVENT TO LA PEROUSE AND BARE ISLAND SUNDAY – 17TH APRIL, 2016.

We will use the Museum as a meeting point after all have braved the drive through the City Centre. The Museum opens at 10am. There are plenty of coffee shops for recovery caffeine if you arrive early. I would suggest an 11am inspection of the Museum before lunch.

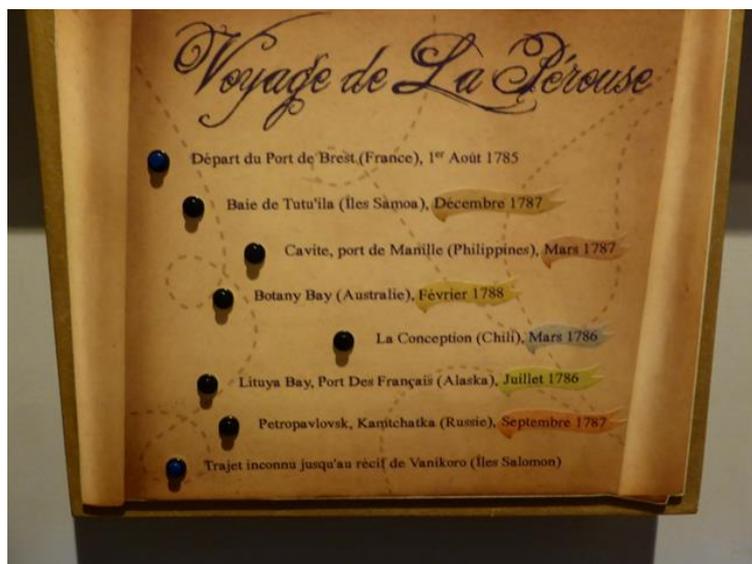


If you have already checked out this fascinating Museum previously, the Bare Island Tour is very well worth taking. The tours must be paid for at the museum and leave from the iron gate across the wooden bridge at either 2.30pm or 3.30pm. Or, just come down to La Perouse, check out the anchorage, enjoy the area and a delicious seafood lunch with other Cruising Division Members. The division expert on this anchorage is Richard Underwood, who has visited it solo on many occasions.

Please ring Gill Attersall, if you have any questions Tel: 9452 2708 or 0417 028 931.

French explorer, La Perouse, arrived off Botany Bay on 24th January, 1788 and spent 6 weeks in the colony before heading north east. Unfortunately, this was his last recorded landfall, which followed an extensive cruise around both the north and south Pacific. As you can see from this he had a very interesting history.

Whilst in Noumea doing a cruise on a ship (just about 86,000 tons heavier than “Simply Irresistible”) Glynne and I called in for a ‘quick’ look at their Maritime Museum and once again the quick look took about 3 hours it was so interesting! There the end of La Perouse’s story was well documented with many recovered artefacts.



In 1826 Peter Dillon, an Irish Seaman and sandal-wood trader, was offered swords for sale in New Caledonia which were obviously recovered from a French wreck. Other traces of the wreck and objects ashore in a deserted camp on Vanikoro (Santa Cruz Islands) have since been recovered and there are also local stories recalling the events of the wreck. Some survivors were massacred by local inhabitants and some survivors built a 2 masted craft from the “Astrolabe” and left to westward but were never seen again.

The French sent many expeditions to verify these findings. The discovery of a Mercier sextant at ‘the ravine’ identified beyond doubt the identity of the vessels. The ‘Boussole’ lay in the ravine and the ‘Astrolabe’ in the ‘False Passage’.

Gill Attersall, “Simply Irresistible”

MYSTERY CRUISE SAT 21ST - 22ND MAY.

Your Mystery cruise will be

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





2015/16 Annual Prize Presentation

**Saturday 7th May, 2016
6.30pm for 7.00pm**

**\$25 per person
(inc. arrival drink & canapes)**

Drinks can be purchased from the bar

To book call MHYC on 02 9969 1244 or online at www.mhyc.com.au

Image courtesy of afrancolini.com

CD Quiz – April 2016 by Phil Darling

1. Your rigger recommends new wire for your rigging as “7x7 FSWR”. What does this mean?
2. Your rigger also offers you some 3-strand ropes, but advises “it is a little different – left hand laid rather than right hand laid”. What does this mean?
3. By how much does a bowline reduce the strength of a rope? 20%? 30%? 40%?
4. What about the strength reduction from using an eye splice instead of a bowline?
5. What is “prop walk”?
6. Which way does prop walk take the stern in most boats?
7. Do you get more prop walk from a sail drive than from a conventional shaft driven propeller, or the other way around?
8. You see a bridge ahead, and check the chart to find that the clearance shown is 10.2m. Your own mast height is 11.0m to the top of the VHF aerial. Can you get under it?
9. According to the rules – when is a vessel deemed to be overtaking?
10. At night time, when do you know that you are no longer overtaking?

PAST EVENTS:

Make A Wish Event and Sugarloaf Raftup Saturday 12th March 2016

Founded in 1985, the ***Make-A-Wish*** foundation is an Australian charity for sick kids and now in their 30th year, they have granted over 8,000 wishes so far to children with life threatening illnesses.

They believe in the healing power of a wish. Make-A-Wish allow the wishes of seriously ill children to come true, grant strength to face the challenges of their illness, give hope for the future, and joy from their incredible wish experience. As a leading wish granting Australian charity for sick kids, there are still thousands of children with life-threatening illnesses who would benefit from the healing power of a wish each year.

Early on the Saturday, before 8:00 am, four volunteers of the Cruising Division were on the job, Trevor, Paul, Kelly, and Evan enthusiastically assisting in the clean-up of the Club premises from the popular Property Industry Event the previous Friday. Rubbish was removed and the beach raked clean from end to end to allow the erection of shade tents for the afternoon ashore.

Barbeque and supplies were arranged for the ever popular Sausage Sizzle when the *Make-A-Wish* children returned.

A total of four boats took 21 sick children, their carers and family members for a day out from their worries.

Many thanks to *Flemingo, Nashira, Slack'N'Off, Galaxy3* and *Caviar* who generously donated their time and boats to give a delighted group of sick children a day out on the water.

Rapture's crew were seconded for the day to the larger *Flemingo*, only joining the Raftup in Sugarloaf Bay after the work was done.

Next year the event will be on a Sunday, so watch for it.

Trevor D'Alton & Paul Wotherspoon.





LESSONS LEARNED

Over the Summer 2015/16

Lesson 1: Lake Macquarie Sand Bar The trip up and our stay on Lake Macquarie was great and we would recommend it to all. Even at the height of summer it is less crowded than a weekend on Sydney Harbour and the sailing is wonderful. Our lesson came as we were leaving Lake Macquarie. The Swansea Channel starts with a bar one should leave on a rising tide. With the rising tide comes a 3-4 knot current against vessels leaving the lake, so plenty of time should be left for the trip down channel to Swansea. Tides being as they are, require an early start so we anchored Nashira between Marks Point and Belmont to be close to the channel for a 4.30am start.



The next morning, in the cool darkness, we headed down the channel. Since the dredging there is between 2.7 and 3 metres of water beneath you down the channel, so with a depth reading 4 metres it was a surprise to have Nashira suddenly slow as if something was grabbing the keel. It lasted for only a few seconds and then released. Did we hit the sandy bottom? Had we snagged something? To this day we are not sure but what happened immediately afterward was a bad vibration going through Nashira. The bars on Nashira's "shed" were vibrating. Had we lost a blade from the propeller? Was there a rope wrapped around the prop? Then thoughts turned to what shall we do. We were more than halfway down the channel, it was still dark but getting lighter and the tide would be good for crossing the bar. Hedging our bets, we continued down the channel at a much reduced speed in an attempt to minimise the vibration. We knew we could pick up a courtesy mooring just before the bridge. There are 2 courtesy mooring on each side of the bridge for use while waiting for the bridge openings.

As we approached the mooring I put Nashira into neutral and then back into gear, no change, the vibration was still there. I put it into reverse and gave it some revs, then into forward again and the vibration appeared to have gone. No time to check it out further we had to grab the mooring which with a 3-4 knot current can be a challenge. On the mooring I left the engine running and went below to see if there was anything amiss with the engine/saildrive but all sounded good and no water so that ruled out a prop blade coming off and piercing the hull. At 6am the bridge opened and we motored through vibration free. Phew. To this day we do not know what it was maybe weed, rope or a sleeping great white. The sail down the coast back to Pittwater was great in a 15-20 knot easterly with a 1.5-2 meter ESE swell.

The lesson learned: if this happens again first slow the boat and hit reverse as this might shake off whatever has grabbed the prop.

Lesson 2: Bad Weather Sailing Came the following day in our plan to sail from Pittwater to Sydney. There was a big change moving over the coast, bad weather was forecast for a week. If we were to get to Sydney before the worst hit we would need to go immediately with 20-30 knot ESE winds forecast to turn more SE-SSE later in the day. On top of this swell was going to be 2.5m NE with 1.5-2m E seas.

We are newbies so we thought we would give it a go. We could always turn around and come back to Pittwater if it was too rough and we have always felt safe in Nashira. We set off from America Bay heading straight into this fairly sizable sea and wind. Rather than sail out we decided to motor out directly into the wind and would hoist sails once out past the headlands where it would be a reach down the coast. It was very slow going with 1800 rpm Nashira will usually do 6 knots but our SOG going out past Barrenjoey varied between 2 and 3 knots. I had noticed previously that I thought the swells seemed to pick up at the entrance to Pittwater so maybe it will be a bit better once we are out.

Once out, the wind a solid 25 knots gusting a bit over 30 knots, we hoisted sail. We would have set about 50% main and 50% genoa. As we headed south we were doing between 6.5 and 7.5 knots and were well protected from the rain squalls in Nashira's "shed". Visibility was poor at times so we kept well out from the shore. It was looking to be a good fast sail down to Sydney. Wanting to avoid Long Reef I maintained a heading of 175-180 degrees to clear it but when we were off Mona Vale I realised with the big easterly swell and seas and wind our COG was actually about 209 degrees which meant we would be too close to Long Reef. We had to sail closer to the wind and progress south slowed considerably. We cleared Long Reef but not by as much as I would have liked. Then the wind change came and turned more SE, we were close hauled in our effort to make it around North Head. The seas seemed to pick up some more and the wind was constantly at 30 knots plus. With the 2 of us it was hard work, by the time we rounded North Head we had had enough. The swell and seas occasionally combined to make pretty sizable waves. Nashira is a relatively slow and heavy yacht but coming in through the heads one of these larger waves picked us up and had us surfing at 13.5 knots SOG, what a ride!

Lessons learned that day: Take advantage of the favourable wind early when it is forecast to change. If we had sailed closer to the wind 'earlier on' we would have been further out to sea and not concerned with Long Reef and the last part of the trip, when the wind did change, would not have been as onerous. In similar wind, rain and swell conditions again, we would seriously consider **NOT** putting to sea.

Kelly and Evan, 'Nashira'.

EMERGENCY SUPPLIES WITH GILL ATTERSALL

Hello Chef's...

Even our gourmet chef can be caught short of supplies and he is just about to leave to restock the boat (with Colin not a lemongrass stalk or kaffir leaf in sight). We can all run out of supplies, so we need a strategy to forestall such social disasters!

For instance, suddenly, your long lost best friends decide to visit you on-board the boat and you desperately would like to have them stay for dinner. Or, another scenario, you are in Sugar Loaf Bay and everyone else is leaving for the working week, but you would love to have the place to yourselves for an extra day but only bought enough gourmet food for the weekend.

The solution. Along with your basic tea and coffee you can have some emergency supplies kept on-board that don't need to be kept cold in your fridge. For instance...

Entree

- As well as nuts or soya chips, which are always good to keep on board for energy, Mountain Bread in its many forms is great used as roll-ups for lunch. But can be made crisp in the oven and used as savoury biscuits with a Tapenade (green or black in glass jars) found in the supermarket next to the olives, etc.
- Or, spread the Mountain bread with a Taco base, grate onto it long-life processed cheese, olives from can or bottle and add a can of anchovies. Bake all in the oven for a short time for a delicious pizza. Large saucepans can also be used as an oven!

Main

- Tricolour Fettuccine cooked for 6 minutes, add a glass jar of Stir Through Leggo sundried tomato & roast garlic, (or other mix) and then add a tin of tuna or salmon, or even tinned chicken, which is available now. Canned Chinese Vegetables can also be added or used as a side dish.
- We always have dried fruit on board, soak in a little Rum or other Alcoholic or non-alcoholic liquid and either serve with long-life cream or instant custard.
- All can be kept on-board for your emergency supplies (boat breakdown/hiding from weather) or used for the long-lost friends in an emergency.

Happy Sailing, **Gill Attersall, 'SV Simply Irresistible'**

PHOTO CORNER COMPETITION 2016

April Winner.....

.....Photo of the Month.



Each Month the best photo received by the writer will go into the running to win a prize to be announced at the end of the year.

The panel of judges will deliberate and award a bottle of hand selected wine to the eventual winner.

To be eligible you must submit your photo *before* the closing date for contributions. Only one photo per month may be submitted.



This month's winner is from Gill Attersall of *Simply Irresistible* from their last Trip North.

Remember to be in the running to win the prize you must be in it. Hint. Give your favourite photo a Title and Place taken.

Submit your photo and **only** to <paul_wotherspoon@bigpond.com>.

Good Shooting - !!!



FEATURE ARTICLE....



TEN DAYS IN THE WHITSUNDAYS CHARTER CRUISE OCT 2015

.....PART 2 ...

On the mooring in Stonehaven at the north end of Hook Island, the wind rose to 30 knots +, followed by blinding rain.

By 1400 we decided to check with charter base regarding the weather for our jaunt to Cid Harbour. **Stay where you are !**...was the instruction. OK, that is not difficult. The weather continued to be atrocious. Gusts were laying us over with no sail up, only the bare mast. By 1600 hours the banging of the mooring on the hull had shifted to the starboard side, near the aft end. Well that is different, so it was time to have a look on deck.

The Mooring was now located at the aft Starboard quarter of the yacht and the mooring line disappeared over the Port Bow. The mooring line now passed from the port side to the starboard side between the keel and the propeller / rudder. What a pickle! Don't act in haste, it was time for thought. Some alternatives were considered.

Cut the buoy off, was not one.

Let it go at the bow.

The buoy may then catch on the rudder or propeller which could be worse.

We tried pulling it back through at the bow but the winch could not do it.

Maybe the guys at the Charter base might have a better idea.

On the radio again, (sounding like a bunch of novices with the mooring under the keel.) we explained the situation. (Situation spelt shi...)After a short discussion the advice was to let the mooring go. So I responded by saying we will follow your instructions, but I did not think that was a safe way to go. We let go at the bow and held our breath. Wonder of wonders the mooring popped up on the port side and Harvey quickly hooked it back on board and refastened it to the bow again!

We then shortened it up as much as possible again. Most of the moorings are for large charter vessels and are quite large, very heavy and have a 75 to 100 mm cable which only just fitted over the mooring bollard, on our yacht. A drink or two followed by T-bone steaks in pepper sauce plus trimmings, very nice for dinner.

However our fun was not yet over.

At 2030 hours a large Trawler with lights blazing anchored to windward of us and after letting out his chain was one boat length away. Too close for our liking. We watched for any drag on the trawler, but his position seemed fixed. More rain and squalls hit during the night with the mooring banging at 0100 and 0330 waking us up. We checked the Trawler each time. His position seemed unchanged.



Saturday the 10th we were up early and underway at 0815 motoring close along Hook Island to get to windward for a better angle for the sail across the Whitsunday Passage to Airlie Marina, where we were to pick up the next 5 days supplies. When we were ready to head across the Passage we attempted to hoist the main, but the halyard was hooked high up around the front of the mast.

The yacht was pitching and rolling so we decided to motor sail with reduced headsail only, which was reefed for the 25 knot south east wind, with gust to 35 knots. The seas in the Passage were about 1.5 metres and rain showers added to the mix. At least the salt spray was washed off us by the rain, but it was tough going. By 11.00 we were entering the Breakwaters of Airlie Marina, in clearing weather with sunny patches. Inside we circled until Don the manager came on board to dock us. This involved backing in between two big cats to a tight spot alongside. Ham sandwiches for lunch, followed by a siesta during the afternoon showers and then off to the laundry and showers and return to write up the log.



Toward sunset we had drinks on board and then went to the restaurant on the point again. We had booked a window table upstairs and had a beautiful view of all the lights of the moored yachts in the bay, whilst we had an enjoyable quiet dinner.

We woke to showers again on Sunday the 11th October and after breakfast our stores arrived for the remainder of our cruise. By 0930 we squeezed out of our berth with assistance, had a quick look at Lachlan Murdock's Super Maxie complete with cockpit that converts to a swimming pool we were told. We set off for Cid Harbour.

TO BE CONTINUED NEXT MONTH:

Bill Humel *As Free As the Breeze*

CD Quiz – April 2016– Answers

1. “7x7 FSWR” is FSWR (Flexible Steel Wire Rope) constructed of seven strands, each containing 7 individual wires.
2. Left hand laid rope runs from right to left as you go up the rope. Most mariners regard it as more difficult to work with than the more normal “right hand lay”. If you turn the rope around it does not change (try it!)
3. Most texts including Gandy’s “Australian Boating Manual” (my reference) quote a strength reduction of 40% - which is less than most other knots!
4. A “hard” eye splice (ie one with a thimble in the middle) reduces the strength by only about 10%. A “soft” eye splice (without the thimble) reduces strength by approximately 20%.
5. “Prop Walk” (also known as the Paddle Wheel Effect) is the tendency of the propeller, when driven in reverse, to take the stern to one side or another. It is particularly strong when the boat is starting astern from being stationary. There is an allied but lesser effect in forward – the two taken together are sometimes referred to as “transverse thrust”.
6. In most single-screw vessels (about 95%) the prop walk is to port in reverse; however a minority of vessels have a “left handed” propeller which does the opposite. Most twin engine vessels (many power boats and most catamarans) have propellers which are opposite-handed and tend to cancel each other out.
7. Because a traditional shaft-driven propeller is further away from the keel, the effect of prop walk is greater in those vessels than in those with a sail-drive.
8. Yes – but it will be close. The clearance shown on charts is above high water – usually HAT but sometimes above MHWS (check the chart to find out which). If your height of tide is more than 0.8 below this then you may be right (probably better to leave a little more though – just in case).
9. “Overtaking means approaching another vessel at more than 22.5 degrees abaft her beam”.
10. At night, you are no longer overtaking when you can see either the red or green lateral lights instead of the white stern light.



CHEF'S CORNERWITH COLIN PITSTOCK

Hello sailors

The nights are getting cooler but the days are pretty good, so a pasta dish is what I thought is a perfect meal for now, so a Red with the dish would be perfect, so pour a glass and head to the ships stores and let's get started.

Castle Rock Rigatoni.

Add a few baby capers to the sauce for a salty burst of flavour to this simple, tasty dish.

INGREDIENTS

2 tbs extra virgin olive oil,
plus extra to drizzle

1/2 onion, thinly sliced

150g pancetta, rind
removed, cut into cubes

400g jar tomato pasta
sauce

400g rigatoni

Grated pecorino or
parmesan, to serve

METHOD

- 1 Heat oil in a frypan over medium heat, add the onion and cook for 2-3 minutes until softened. Add the pancetta and cook for a further 5 minutes or until slightly crispy. Add the sauce and bring to a simmer.
- 2 Meanwhile, bring a large saucepan of salted water to the boil, add the pasta and cook until al dente. Drain.
- 3 Toss the pasta with the sauce until combined, then serve with grated pecorino and a drizzle of oil.



These both are easy ones to do on board. Plus this is for Admiral Astrid, loves her salads so pour a glass of wine and lets toss this one together

Smith Creek Autumn Salad.



INGREDIENTS

- 1 tablespoon olive oil
- 100g sliced flat pancetta
- 100g baby spinach leaves
- 1 radicchio, outer leaves discarded, thinly sliced
- 1 red onion, thinly sliced
- 150g Swiss brown mushrooms, sliced
- 1/3 cup (50g) roasted hazelnuts, chopped

Dressing

- 2 teaspoons honey
- 100ml red wine vinegar
- 1 teaspoon Dijon mustard
- 200ml olive oil

METHOD

- 1 Heat olive oil in a small frypan over medium heat. Cook the pancetta for 1-2 minutes until crisp. Cool slightly, then break into shards.
- 2 For the dressing, in a small bowl, combine all ingredients and season.
- 3 Place the spinach, radicchio, onion, mushrooms, hazelnuts and pancetta in a serving dish, then drizzle over dressing. Toss to combine and serve.

PHOTO CORNER

HINTS ... FROM PAUL WOTHERSPOON.



HAVE YOU EVER THOUGHT OF TAKING A SILHOUETTE SHOT ?

This is one of the most unique and creative types of sailing photography. The secret to taking a remarkable sunset silhouette photograph is to use a solid backdrop with dazzling colors with an equally strong shape in your foreground.

Do use the multi-zone metering or spot mode if you have that feature, and remember to turn off your flash. You should always start by taking a light reading of the bright section only.

Thereafter, release the shutter halfway, aim and take the photograph.



With sailing photography, you need to ensure that the correct shutter speed has been selected. The ideal speed is at least 1/250th of a second. Check your white balance when photographing sunrises and sunsets and adjust your settings for the best color results during sunsets and sunrises.



Remember that if you overexpose the image, your colors will be more vivid.

Good Shooting - !!! ...Rapture



USE		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET														
YELLOW CELLS ONLY		JAN - DEC 2016										Compass Attendance Technical			TOTAL	
DATE =		Feb 15-21	Mar 12-18	Apr 25-28	May 21-22	Jun 4-5	Sep 17-18	Oct 1-3	Nov 12-13				Rose	at	Corner	
EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Feature Articles Points	Monthly Meeting Points	Projects compl't'd Points	CUMUL' SEASON POINTS	
ENTER CREW FOR EACH		Gosford Cruise	Wish & Raft up	Easter Cruise	Mystery	Check Safety	090 & Raftup Sugarf	Lake Macq	TBA							
YACHT	No. Nights	2	1	0	1	1	1	2	1			2	1	3		
Sanctum	Crew											0	2	0	2	
	Noel & Jean															
	Nights															
Breeze	Crew											2	1	0	3	
	Bill & Helen															
	Nights															
eXpresso	Crew											0	2	0	2	
	Phil & Maralyn															
	Nights															
Flemingo	Crew	2	1									0	2	0	10	
	John Eastway															
	Nights	2	1													
Jabiru	Crew											0	1	0	1	
	Mike & Suzanne															
	Nights															
Jenzmnc	Crew											0	0	0	0	
	Andy & Jen															
	Nights															
Kachina	Crew	2										2	2	0	10	
	Trevor/Lena															
	Nights	2														
Mereki	Crew											0	1	0	1	
	Richard															
	Nights															
Nashira	Crew		2									0	2	0	5	
	Evan & Kelly Clark															
	Nights		1													
Rapture	Crew	0	1									2	2	0	6	
	Paul & Anne															
	Nights		1													
	Nights															
Simply Irrestible	Crew											2	1	0	3	
	Glynne & Gill															
	Nights															
Galaxy 3	Crew	2										0	1	0	7	
	Chris & Diane															
	Nights	2														
Slack'n'Off	Crew	2	2									2	2	0	13	
	Gabriele & Martin															
	Nights	2	1													
Caviar	Crew		2									0	2	0	5	
	Max & Dot Theeboom															
	Nights		1													
No. of Boats =		4	5	0	0	0	0	0	0	0	0	<div style="border: 1px solid black; padding: 5px;"> <p>The Leading Boat is....</p> <p style="text-align: right; font-weight: bold; background-color: #00FFFF;">Slack'n'Off</p> </div>			13	
		<p>Boat = 1 Point per Night</p> <p>Crew = 1 Point per Night per Person.</p> <p>Skippers are deemed to sleep on their own boat.</p> <p>Crew are averaged, if not present for all nights of the event.</p>														
		<p>Compass Rose Articles = 2 points per feature</p> <p>Representation at Meetings = 1 point per month</p> <p>Technical Projects implemented = 3 points each</p> <p style="margin-left: 20px;">First 3 Bottles of Wine</p> <p style="margin-left: 20px;">Second 2 Bottles of Wine</p> <p style="margin-left: 20px;">Third 1 Bottles of Wine</p> <p>Skippers are required to email <paul_wotherspoon@bigpond.com>with results to receive points</p>														



Middle Harbour Yacht Club Cruising Division Annual General Meeting 2016

Nomination Form

Position on Committee:

Name of Nominee:

Name of Proposer:

Signature of Proposer:

Name of Seconder:

Signature of Seconder:

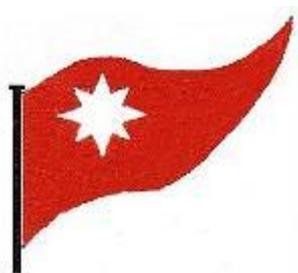
Acceptance by Nominee:

Please forward to the Secretary prior to the AGM Monday 20th June 2016
Or hand in prior to commencement of the meeting.

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 31st March 2016**

Cash at Bank as at 29.2.16	\$1,785.99
<i>Plus Receipts</i>	
Interest	\$0.44
Membership Contributions	\$50.00
<i>Less Payments</i>	
Cash at Bank as at 31.3.16	\$1,836.43
<i>Outstanding Receipts</i>	
<i>Outstanding Payments</i>	
Account Balance	\$1,836.43
Signed as a true record Trevor D'Alton Treasurer	

MEMBERS ARE INVITED TO SUBMIT ARTICLES OF APPROXIMATELY 800 - 900 WORDS ON SUBJECTS WITH A SAILING THEME, INCLUDING PERSONAL SAILING ADVENTURES, BOOK REVIEWS, SKETCHES, JOKES, AND SO ON. WRITE YOUR ARTICLE WITH TITLE, YOUR NAME AND BOAT NAME, AND EMAIL TO THE EDITOR.



The Cruising Division of MHYC meets on the 3rd Monday of each month, and uses as its sailing pennant a flag with a white compass rose on a red background.

MHYC Cruising Division members invite a raft-up or cruise in company whenever they fly our pennant, which we refer to as 'the compass rose'.

The Cruising Division newsletter is titled 'The Compass Rose Cruising Log' and is published monthly. The newsletter is also available through the MHYC web-site at www.mhyc.com.au