



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 36 No. 11 December 2016

Editor: Maralyn Miller



MHYC Christmas Party

December 9th 2016

7 p m - 10 p m

\$50 Members/\$55 Non Members

Arrival drink & 3 course dinner

Book online at www.mhyc.com.au
or call 9969 1244

Middle Harbour Yacht Club

Lower Parriwi Rd, Mosman



CRUISING DIVISION OFFICE BEARERS – 2016 - 2017

Cruising Captain	Michael Mulholland-Licht	0418-476-216
Vice-Commodore Cruising	Michael Mulholland-Licht	0418-476-216
Secretary	Evan Hodge	0419-247-500
Treasurer	Evan Hodge	0419-247-500
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Lena D'Alton / Jean Parker	
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
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	Evan Hodge, Michael Mulholland-Licht, 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-Licht, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge	



Editor's note:

Deadline for the next edition of the Compass Rose, is **2nd February 2017**

The **EDITOR** for the next Compass Rose is **Trevor D'Alton**

Please forward contributions via email to the editor: tdalto@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

<i>MHYC Cruising Division Program 2016/17</i>		
December	9 th	Christmas Party (replaces December meeting)
January 2017	14 th	January Cup & 2 Handed Race – MHYC Feature Event
	16 th	Post New Year BBQ and get together.
	26 th	Australia Day
	28 th	Chaos and Bedlam Point Cup – MHYC Feature Event
February	18 th	Barefoot Ball
	20 th	Cruising Division Meeting
	24 th & 25 th	Gosford Challenge
	TBA	Late Summer Cruise
March	4 th & 5 th	Sydney Harbour Regatta
	11 th & 12 th	Harbour Night Sail and raft-up.
	20 th	Cruising Division Meeting.
April	14 th – 17 th	Easter Cruise – Pittwater / Broken Bay includes Slocum Trophy and safety practice
	24 th	Cruising Division Meeting

**NEXT MEETING: Monday February 16th 6:30 p.m.
New Year BBQ and get together**

Captain's Column – December 2016



Greetings fellow cruisers,

Thanks to Glynne Attersall for coordinating the on-water navigation event, November 12-13 and for leading such an engaging presentation and discussion at the November members meeting.



I have had feedback from members on the importance of us all keeping current with these essential skills.

Those cruising tragics who like to read the tales of other sailors might be entertained, as I was, by Jon Sanderson's account of his 10th solo circumnavigation found on the Mysailing website: <http://www.mysailing.com.au/cruising/jon-sanders-blogs-his-way-around-the-world>

The Club Christmas party will be on Friday December 9th. Be sure to book at the club office.

Members may have noticed a vast improvement in the food and beverage offering at the Club over the past month or so. Since the termination of the contract with the previous provider, in house management has enabled a vast improvement in both the Sandbar and Harbor-view Restaurants.

I'd like to take this opportunity to thank the Cruising Division Committee for their time and diligence in providing an interesting and informative program this year. Thank you to all the member volunteers that quietly add value to the Division and the Club as a whole. MHYC is a diverse community that enriches our lives through engagement and participation.

Wishing you all a Merry Christmas, a healthy and abundant 2017 with plenty of time on the water.

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

Michael Mulholland-Licht

Cruising Captain & Vice-Commodore Cruising. SY. "Bliss"

Eagle eyed members may have noticed the change in the list of office bearers in this Compass Rose. Maybe you didn't? Bill Allen, the long standing Chief Special Regulations Auditor, has retired after very many years in the post and Phil Darling has been appointed to take his role.

Bill was in the role for over 20 years, and provided leadership, encouragement and common sense to the tasks of inspecting boats each year for compliance. He also was the club's representative on the Yachting NSW Special Regulations committee, and provided input to issue resolution and to new revisions of the "Blue Book".

Phil has been asked to take over both these roles. Apart from his participation in the Cruising Division, he has been a Special Regulations Auditor for over 15 years, and along with Mike McEvoy is one of our National Equipment Auditors. He will also be attending the Sailing Committee to advise on safety issues, as did Bill. Phil remarked "it is pretty daunting to try and live up to Bill's high standards, but he has promised to be available to advise when I need it".

Bill was farewelled from the last Sailing Committee meeting, and Phil will take over from early December. It is his second time on the Sailing Committee – until 2009 he attended as the Cruising Division representative (Michael Mulholland-Licht has that role now).

FELLOW CRUISERS **Highlights of the 2017 Australia Day on-water program**

Ferrython

Time: 10:45am-11:30am

Location: Sydney Harbour



In the Sky – Red Berets, Qantas and Russian Roolettes

Time: From 12:30pm

Location: Over Sydney Harbour

Australia Day Harbour Parade

Time: 12:45pm – 2:15pm

Location: Sydney Harbour



Tall Ships Race

Time: 1:00pm-1:45pm

Location: Starts at Bradley's Head



Australia Day Spectacular

Time: 6:00pm – 9:15pm.

Location: at Cockle Bay in Darling Harbour

Provided Courtesy of the Australia Day Council of New South Wales

Navigation Exercise presentation - revisited! By Glynne Attersall



At my presentation of this exercise during the last general meeting, I made a mess of the answer to the tide height question and promised to print the corrected one here. This is how I work it out. Use it at your own risk!

The question was,

It is 1500 on Sunday 13th November 2016 and you are in a yacht that draws 3 m.
At what time could you cross the Middle Harbour Bar?

The answer is,

1. Depth of water is the charted depth plus the tide height. When calculating a rising tide, tide height is the low tide figure plus a proportion of the height range of the tide depending on time, or, for a falling tide, the high tide figure less a proportion of the range of the tide depending on time.
2. From the tide tables, on that day and time the low tide was at 1502 at a height of 0.24 m and the high tide was at 2007 at a height of 1.65 m. The height range of this tide is therefore 1.41 m ($1.65 - 0.24$). Charted depth on the bar is 2.70.
3. You will have observed, that between one slack water and the next the tide rises or falls slowly at first, faster in the middle hours and then slows up again as the next slack approaches. It is estimated that this flow of water (and consequently height/depth) happens in the ratio per hour of 1,2,3,3,2 and 1. This adds up to 12, so at the end of the first hour of a rising tide, the depth should go up by $1/12^{\text{th}}$ and by $2/12^{\text{th}}$ in the second hour and so on. Hence the term "Rule of Twelfths". $1/12^{\text{th}}$ of the tide range in the question is 0.12 ($1.41/12$)
4. At 1500 the depth of water on the bar is likely to be the charted depth of 2.70 m plus the tide height of 0.24 m, which equals 2.94. Not enough to cross.
5. At 1600 the depth of water on the bar was likely to be what it was at 1500 plus one hour's flow of water, which is $1/12^{\text{th}}$ of the range. The calculation is therefore $2.94 + 0.12 = 3.06$. Still not enough to cross.
6. At 1700 the depth of water on the bar is likely to be what it was at 1600 plus the second hours' flow of water, which is $2/12^{\text{th}}$ of the range (0.24). The calculation is therefore $3.06 + 0.24 = 3.30$ m. Might be able to cross provided no waves or wake.

If you are calculating for much later in the tide the formula for depth of water becomes the charted depth + the tide height + $6/12^{\text{ths}}$ of range or however many hours-worth of twelfths are appropriate. I find it handy (quicker) to use a tide graph, from a book I found that has different gradients of a curve of tide height by hour for different ranges of tide.

The Story behind the Photo “Raratonga” – by Maralyn Miller

Phil and I, with a couple of friends had a wonderful holiday in the Cook Islands some time ago, where the people are incredibly friendly and welcoming. We stayed in a cabin alongside the lagoon, there we would watch the huge crabs come out of their sand holes in the evening, and cook our dinner on the barbecue at the beach front.



Phil & Fred hired a couple of scooters, and the four of us spent days cruising around the island and snorkeling at the beautiful beaches. On one such day, we were approached by a ranger saying “there’s a tsunami on the way – head up the mountain”.

Well there aren’t too many roads running up the mountain, so we jumped on our trusty bike and rushed back to our cabin, where we grabbed our valuables, passports and medication. As we were packing up, the lovely owner of the cabins came over to us and told us to head up the road opposite until we reached a beautiful big house half-way up, and there we should stay and make ourselves at home until the danger was over.

Of course, we did just that and waited in trepidation for the arrival of the tsunami, until a couple of hours later one of the owners came up to tell us we could relax – thankfully the tsunami had been and gone four hours ago! Whew!

Apparently most of the water had been sucked out of the harbor along with a few of the boats, and then it all came back in again – with very few dramas!

Bikes for Boats by Mike McEvoy

Some of you who were at the meeting last night, 21 Nov, would be aware our car had a flat tyre. I decided to leave it at MHYC overnight and deal with it in the morning. My thanks to Glynne and Gill for the ride home.



This morning I pulled out the portable bicycle that we purchased for the boat in the fond hope that, one day, it would be handy when we went cruising (still hopeful). I left home at 0700 on the bike and it took all of 14 minutes to cycle (walking up the hills) and cruise down Parriwi Road to the Club. I then reversed the car out of the way of the through traffic through the club car park and proceeded to change the flat tyre.



That was completed by 0745. So, I was able to fold up the bike and put it into the back of the car then use the Club’s amenities to wash my hands. Longest part of the exercise was the drive home in peak traffic – 18 minutes.

So, despite having had the bike for 30 years it has finally been very useful and could still, one day, be the shore transport on that cruise.

Flemingo's Queensland Cruise Cont'd - Part 3

Tin Can Bay to Moreton Bay

The East Coast Low was still forecast to intensify on the Qld border on July 30-31, so with no need to hurry, we left the Great Sandy Strait and anchored off Ida Island overnight before determining when to cross Wide Bay for the run down to Moreton Bay. By the following day conditions outside had settled down a bit so we decided to go that evening, giving us time for a look at Tin Can Bay before heading for the bar. Judging by what we glimpsed before the tide pinched our depth, development there has been more modest than in other areas, making it a definite stop for us next time. In the outer bay we spotted Sydney harbour ferry Lady Woodward, retired from her duties as a salmon tender in Tasmania and now continuing stoic duty as a live aboard.



Lady Woodward in retirement

Peaceful Tin Can Bay

Flemingo crossed Wide Bay bar at 1700, passing the incoming TCB Rescue boat towing a breakdown, and there was enough room over the bar for all of us. We settled in for another overnight passage to Moreton Bay using the same simple night pilotage approach as before, following the shipping channels just outside the markers. This time no other vessels were interested in our presence and at 0700 we anchored in Bramble Bay for breakfast. Long range weather forecasts for NSW were still looking poor, so we decided on a Brisbane River excursion, getting underway again at 1100.

Brisbane River

While we were waiting just outside the channel for a humungous tanker to clear, VTS Brisbane read our minds and called us on ch12 to confirm the port traffic situation. Being under 35m LOA we weren't required to initiate contact with VTS before entering, but we were monitoring traffic on ch12 as per Brisbane Ports requirements. In retrospect, their call may have been because we were preparing to enter the channel at the Coffee Pot, rather than via the Koopa Channel which is the Beacon to Beacon 'red line' recommendation. Anyway, we appreciated the clear and courteous communication.

The river was delightful and we decided to extend our cruise via dinghy past Brisbane CBD. When we approached Captain Cook Bridge and our intended anchorage, we were thwarted by (yet again!) another large catamaran, this time anchored in 'our spot' which was the only mooring-free hole out of the channel near the Botanical Gardens with sufficient depth for us. Unusually, there were plenty of vacant pile berths, but mooring *Flemingo* with her large bow/stern appendages and 37 tonnes between piles fore and aft in river current was way beyond our wrinkly crew's specified fend-off rating. We backtracked a couple of miles downriver and dropped the hook just outside the channel, making sure to appease local traffic by hoisting the appropriate day shape. By this time a barbeque and afternoon nap won out against the dinghy excursion. After all, with a brief pause for breakfast, we had been on the go since dawn the previous day.

Back to Southport and a wait for Sydney

The next morning we weighed anchor and headed back down river into Moreton Bay, and continuing below the Bay we found ourselves chasing a falling tide with our 6ft draft. Gunkholing up and down Sandy Strait had been good practice, but before it got too silly we anchored at Steiglitz to wait for the tide change, getting going again around 1500. As we picked our way through the shallows below Jacob's Well, just where the chart cautions "Shoaling Occurs", we encountered two yachts stopped just where the shoaling did indeed occur, with one of them hard aground right across the channel, making passing a bit tricky. We tried anyway, but of course we touched on the same offending shoal.

Given the now-rising tide and sandy bottom I decided to apply some grunt and push through anyway, using *Flemingo's* torque-laden 38" propeller and serious steel shoe to dig our own way through the sand. Perhaps not the most seamanlike approach, but the stranded skipper's amusement at what he thought was our big-stink-boat predicament was somewhat motivating.



Flemingo's serious steel shoe



EC Low using delaying tactics in SE Qld

With light fading we dropped anchor in the Broadwater at around 1900. There was no joy from BOM for the passage south to Sydney, so if we had to wait for the East Coast Low to decide what it was doing, Mariners' Cove was the best place to wait. I phoned dockmaster Russ to book a berth and Fellini Ristorante to book a table.

Swell/wave height and period is a major factor when planning passages in *Flemingo*, so we waited six days for the SE swell to drop to 2 metres @ 8 secs. This is where a crew who understand the time/safety/comfort balance is a real bonus. Peter and Craig's phones had already started ringing with enquiries as to when or if they planned to return, but they remained patient with the weather.

We eventually departed Southport - Sydney at the civilised hour of 0800 on August 8.

More Ship Chat

My favourite radio exchange of the whole cruise was during the night just NE of Newcastle. At 0100 we were running 12 miles offshore with the plotter showing a dozen AIS IDs, many of them drifting cargo vessels 'not under command' awaiting their turn. The only issue for us was one particular north-bound ship 20 miles south on a reciprocal course with *Flemingo*. There was also a NUC vessel drifting in both our paths about 9 miles away. I reckoned we had plenty of time and room to watch developments.

When we were about six miles from the north bound cargo ship, which was still on a reciprocal course steaming at 9 knots, I decided to ease over to starboard to leave plenty of room for both the NUC drifter and the oncoming vessel. According to AIS, *Golden Enterprise* was bound for Brisbane so she wouldn't be turning to port. We then heard the call on Ch16 "motor vessel *Flemingo*, this is *Golden Enterprise*". We switched to Ch6, where he explained carefully and in detail that he was maintaining speed but was turning to starboard to avoid the drifter, adding that his bridge was aft and when it was directly abeam the drifter's bow he would begin a turn to port to resume his current course. He then asked if I agreed we should now pass starboard to starboard. I confirmed that I understood his intentions and that we would pass starboard to starboard. He thanked me as we turned back to port, leaving us astonished that he would take the trouble to include our little boat in his plans so far ahead (from our POV) and in such detail. We passed a good mile and a half apart.

What great tool AIS continues to be for us – the *Golden Enterprise* called us directly to discuss his intentions in detail well before this manoeuvre, and I now realise that he preferred us to avoid crossing his bow even at over six miles distance. Unlike a couple of our earlier overnight ship chats leaving Moreton Bay, there was no sense of annoyance or exasperation, just professional communication – great stuff.

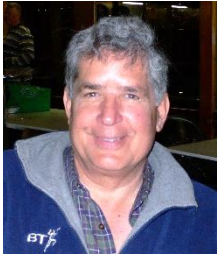
After an unusual amount of radio interaction with shipping concerned about *Flemingo's* proximity on this cruise, I've noted that at night, ships want to see our little boat make obvious course changes much earlier than we would normally think appropriate in the circumstances. Col Regs rule 8(b) I guess.

Waiting for better weather conditions was well worth it, and picking up as much as 3 knots from the southerly set we covered Southport to Middle Harbour in 46 hours engine on to engine off, compared to 44hrs from Port Stephens to Southport. We finally shut down the Gardner at Fergusons Marina at 0740 on Wednesday, Aug 10, after being away for 31 days, 199 engine hours and 1390 miles. A stress-free cruise was had by all, including the whales.

John Eastway *MV Flemingo*

CD Quiz – December 2016 by Phil Darling

1. The phase of the moon is in the third quarter. Would the tides be springs or neaps?
2. Your chart has a tidal arrow showing 4kts. What maximum tidal current would you expect at the time of Q1 above?
3. From the above two questions, what approximate tidal current would you expect at about 2 hrs after high tide? (Hint – use the Rule of Twelfths)
4. Where should the steaming light be placed relative to the sidelights for a vessel under power?
5. Does this mean that a mast top tricolour light is suitable for use under motor?
6. The forecast is for winds to 30kts, gusting to 35kts. What sort of warning if the BOM likely to issue for this??
7. You lose your rudder at night and are attempting to sail back to base using your sail balance to steer the boat. What lights should you display?
8. What chart level are the clearances under vertical items such as bridges, power line etc usually given from?
9. When are the silence periods on VHF radio, what channel(s) do they apply to, and what are they for?
10. What do the letters EPIRB stand for? Is this the same as a PLB?



A lifetime of pleasure with boats –

by John Howard, Sydney 2016

This is the first in an occasional series about boats that have brought a lifetime of pleasure, and education, into my life. These are “Var Flicka”, “Ishkoodah”, “Dynamite”, “Pampero”, “Melite”, “Sana”, “Plum Crazy”, “Kubba-Kubba” and “Zingarro II”.

Recollections of “Var Flicka”

“Var Flicka” was a Tumblaren class sailing boat that was owned by my parents, Ed and Alice Howard, in the 1950’s. She was moored at the Mentor Harbor Yachting Club, near Cleveland, Ohio.

The name is Swedish for “Our Girl”.

After the war, Ed and Alice had learned to sail on their 24 ft. hard chine sloop “Halcyon”. Dad built a beautiful little model of “Halcyon” and used this as an aid in learning about sailing. They also crewed on F.F. White’s beautiful NY32 “Tigress”, designed by Sparkman and Stephens along the lines of “Dorade”.

They also cruised with friends in the Atlantic, near Nantucket, and in July 1956 were out in the same heavy fog when the “Andrea Doria” collided with the “Stockholm” resulting in loss of 46 souls.

As I was only about 7 years old, I have no recollection of the change from “Halcyon” to “Var Flicka” other than being aware of Dad’s passion for the design, and the lengths he went to getting everything just right, including the gold leaf cove line and striking the waterline just so.

The sailing was on Lake Erie which use to freeze in winter, I can remember walking on it, so of course the boats were lifted out for storage and maintenance over the winter. This included unstepping the mast. That was varnished every year and was a work of art, spruce I think. This was fresh water sailing; fresh water is the enemy of timber yachts so keeping the bilges dry was a major preoccupation. Salt water is much kinder to timber yachts. The haul out was done on marine railways; I don’t think travelifts had been invented.

The sails were cotton duck, made by the British sailmakers Ratsey and Lapthorne who had a loft in New York. The spinnaker was nylon, made from WW2 parachute cloth and was a pink-apricot sort of colour. The sails always came home to be draped over the furniture to dry, and were absolutely never put away wet.

The “Tum” was usually crewed by my Mom and Dad and by Nancy and Jack Morrison.

Nancy was my Mother's younger sister. Jack was the perfect crew; strong, agile, quick witted and much more technically competent than my Dad; if anything was broken, Jack could fix it.

Jack was also the chief spokesperson, responsible for communication with any motor launch that should happen to pass too close or too quickly. The communication was sometimes followed for emphasis by a full can of beer, a waste I know, but Jack had a good arm and the steel cans never missed their target.

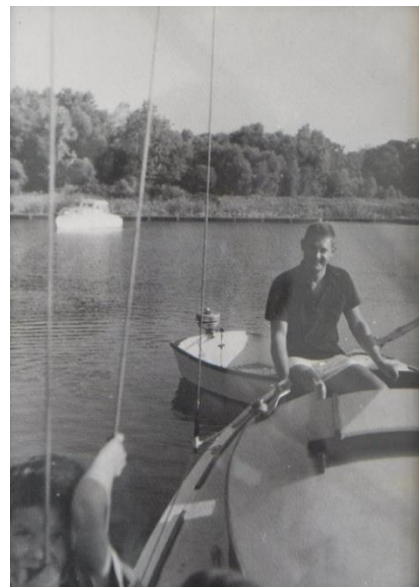
Together with my Uncle Jack, Dad built a trailer and borrowed a truck and every year "Var Flicka" would be brought to our garage for the winter. I think I spent more nights sleeping on that boat in the garage than on the water....it was my favourite place. The pocket sized transistor radio had just been invented (no speaker....earpiece only) and I use to lie on the port bunk and listen to what was then called "Kling Kling Jazz", now known as "Rock and Roll".

The boat had no life lines and Dad was very strict about our behaviour on board. Generally only one child was allowed to go sailing each weekend, so I took turns with my sister Ann and Brothers Ed (Jr) and Daniel. I think behaviour during the week had something to do with the selection process so of course Ann got to go most often. We kids were always tied on and those bulky kapok-filled "Mae West" life jackets were worn at all times on deck. If it got at all windy, kids were sent below.

I wish I could recall balmy days spent at the tiller of "Var Flicka" but it just wasn't that way; Dad and Uncle Jack sailed the boat and if we were lucky we were allowed on board as passengers. Dad sold the boat before moving to Sydney in 1962, where he bought a 22 square metre, and where our love affair with Sydney Harbour began.



VarFlicka at Mentor Harbor



John with Dad, c 1956

A POTPOURRI OF NAUTICAL TRIVA – BY KEITH WATSON, S.Y. "ALTAIR"



- + One of the biggest ships in the world is the oil tanker "Jaere Viking", 458 Metres long and 564,763 tonnes
- + The replica Dutch ship Batavia had to wait for a very low tide to enable her masts to scrape under the Sydney Harbour Bridge
- + The Titanic carried over 2200 passengers and crew but it's 20 lifeboats could only accommodate 1178
- + Two dogs, a Pomeranian and a Pekinese both survived the sinking of the Titanic in early lifeboats
- + On 7 January 1904, the distress call CQD was introduced - CQ meant 'Seek You' and 'D' meant Danger
- + The distress call CQD was replaced in 1906 by SOS - easier to send in Morse Code and to recognise.
- + The "Titanic" was the first ship to send an SOS
- + The movie "Titanic" cost 50 percent more to make than the ship of the same name
- + The "Emma Maersk" has a cruising speed of 40 km hour, is 397 metres long, with a 110,000 hp engine with 14 cylinders and carries 120000 containers
- + There are over 7000 shipwrecks around Australia
- + Between 1847 and 1979, 54 vessels were wrecked on Kangaroo Island
- + There are more than 3 million shipwrecks under the world's oceans
- + "Playstation" a catamaran 38 Metres sailed non-stop around the world in 58 days
- + In 1993 the fastest ever sailing vessel 'Yellow Pages' recorded a speed of 46 knots
- + The fastest Ice Yacht was recorded at 146 knots
- + The largest iceberg was 208 miles long and 60 miles wide

PHOTO CORNER COMPETITION 2017

Photos for Next Year..

The Photo Competition for 2016 may be over but now is the time to consider how to take some artistic photos for submission each month of Next Year, to **Maralyn Miller**.

Each Month the best photo received will be published and in the running to win a new **Mystery Prize** at the end of 2017.

Here are some tips.....and examples;
Everything can be taken into consideration;
people in the shots, rocks, the beach, the sky
etc.



Remember...

1. *Wait for the Right Time..*
2. *Use a Wide-Angle Lens....*
3. *Use a Fast Shutter Speed..*
4. *Capture Movement....*
5. *Dramatic Reflections....*
6. *Use Lines....*
7. *Photograph Lighthouses...*
8. *Time of the Day is Very Important.*



Good Shooting.....!!
Paul Wotherspoon.



“Middle Harbour User Group (MHUG)” By Mike McEvoy
16th November 2016

Following are the MHUG minutes from our most recent meeting. The key item out of the minutes is that the RMS (i.e. Maritime NSW section) are stepping down as Chair of these meetings and the Middle Harbour and the Main Harbour User Groups are being merged to become an RBAG (Regional Boating Advisory Group).

Yes, we will lose our local autonomy but not our voice. We will be just a few[er] voices in a larger group. I believe that someone from MHYC needs to be appointed / nominated by the Club to represent, not only the Club's interests but those of our various members locally, on matters that involved Middle Harbour as a geographic area. I applaud the fact that RMS have recognised that their being Chair of the meetings has inhibited discussion in the meetings. Therefore, they will be a member of the RBAG, in future, not the Chair.”

Recreational Vessel Advisory Group Minutes - abbreviated

DD discussed RVAG meeting minutes:

- Summer compliance campaigns (Oct to April). Campaigns look at different types of issues, safety, wash, lifejackets etc. They run as an education phase for 2 weeks, and then run as full compliance. 5 campaigns were conducted with wash and lifejackets being key components
- New Marine Safety Regulation 2016
- Recreational Boating Advisory Groups (RBAG)
- Recreational vessel cleaning – draft paper from RMS with EPA – a voluntary guideline for those who don't regularly clean their vessel. RVAG committee has looked at the draft paper and made some comment. It also includes underwater hull scrubbing. *Beware this is a new initiative about clean waters. Watch in future.*
- Flares – NSW Maritime will be running a flare collection from strategic locations.

New Aquatic process – Sailing Activities

New legislation and processes regarding Aquatic Licences is being implemented in close consultation with Transport for NSW to reduce red tape and cut costs. Sailing aquatic licences have a streamlined process and will not require an aquatic licence for sailing races in NSW reducing burden on clubs – conditions will be imposed. The Port Authority of NSW has also been involved. Information will be sent out to all sailing clubs who have been issued with previous aquatic licences. All other aquatic activities will be reviewed.

MM – Requested that a minimum of one month be given to clubs for review and comment. DD advised this can be considered. *Action item for MHYC to consider.*

GO – Enquired about swim events. DD explained that swim events were being reviewed as part of the next phase.

Regional Boating Advisory Groups (RBAG)

DD tabled the RBAG Terms of Reference and discussed the Nomination Form (Attachments with Minutes). User Groups (including MHUG) throughout NSW will be consolidated into RBAGS. RMS will remove themselves from the Chair of current user groups. Nomination forms are to be sent back by 23 December 2016. Members of the Middle Harbour User Group need to decide if they wish to continue with this group. If so, it will need a new chair person. An RMS representative will attend that group's future meetings as a committee member only.

BM – Mentioned this was possibly for cost savings. DD explained the move was due to the amount of state-wide User Groups and their ineffectiveness in their current form. The cost to RMS to facilitate the User Groups is little to none.

MJ – Explained the current User Group model does not allow the group to function properly as RMS is the Chair. *This is a good reason for RMS to be just to be represented on the committee not chair it.*

Ferry Procurement Update

DD gave an update on the new ferry fleet. The inner harbour ferry will run from Watsons Bay to Cockatoo, with 12 wheelchair/ramp spaces. The ferries are 35m in length with a capacity of 400 passengers. They will have a 2 wide walkway around deck, bicycle and luggage racks, Wi-Fi access and screens inside showing transport information. 6 ferries slated with the first one arriving in Sydney next week from 'In Cat' in Tasmania. These new ferries will be a phased replacement for existing ferries. *Announced in the Press on 21 Nov 2016.*

Infrastructure Update

Barangaroo Ferry Hub

DD explained the new ferry hub is due to be opened early 2017 – 4 wharf faces with up to 32 services per hour. This will relieve some congestion from Circular Quay with potential to open up new routes. Most routes will include Barangaroo to Circular Quay, with some express routes directly to Circular Quay. The wharf is approximately a 7 minute walk to Martin Place. Services west of the bridge will go to Barangaroo, east of the bridge will go to Circular Quay.

Ryde Road Bridge

DD explained the navigation restrictions during bridges works for the Ryde Road Bridge. Certain bridge spans will be temporarily closed during the erection of scaffolding for these works. Once the scaffolding is in place, the closed spans will be reopened with a reduced under bridge clearance height (air draft) of 1m. Works expected to take eight months.

Harbour Master Update (as per Sydney Harbour User Group Minutes)

- 336 cruise vessels are booked for this year.
- Full schedule available on website
- New website will be available in the coming months, feedback encouraged
- Certificate of Local Knowledge - improvement – info available on website
- Notice to Mariners for Sydney to Hobart and NYE will be on website
- Ovation of the Seas – 348m will be the largest vessel arriving at CQ. 15 December

Aquatic Events

DD gave an update on the upcoming major aquatic events:

- Extreme Sailing- 7th to 11th December hosted by the RSYS – Exclusion Zone east of Kirribilli and racing outside the EZ in the eastern harbour up to 'The Sound'.
- SOLAS Big Boat Challenge- Tuesday 13th December same courses as previous years 12:30 start and all over by 3pm
- Sydney To Hobart start- 26 December- same times, size and scale as previous years
- NYE- 31 December- also very similar to previous years. 6 knot, no wash restrictions from 3pm-2am Cockatoo Island to Steele Point. Exclusion Zone from 8pm-12:45am
- Australia Day- 26 January. Ferryathon start at 10:45 (not 11am as in previous years) and return leg to SHB finish passing north of Fort Denison. Rest of events very similar to previous years.

The Summer Aquatic Events Guide will be available from the first week in December.

General Business

In HH absence, DD asked if anyone in the group had updated information on any fuel facility at Clontarf. MM explained that there is no more fuel at Clontarf with no plan to propose a fuel facility in the future.

MM – Requested that the flare disposal program be implanted to Yacht Clubs.

Action: PG to investigate whether the flare disposal contractor can make visits on request to Yacht Clubs and if the major Clubs can be part of the next flare disposal program. MJ to discuss at next RVAG meeting. DD to provide flare disposal statistics = **6793** expired marine pyrotechnic devices collect from all of NSW end of June 2016

<http://www.rms.nsw.gov.au/maritime/safety-rules/safety-equipment/flare-disposal.html>

MJ – Requested that RMS provide the group with the navigational assessment/ comments on the Clontarf Marina extension. MJ mentioned that any available space created by the release of moorings by Clontarf Marina should be considered and managed respectfully. DD mentioned that RMS considers all stakeholders when deciding what action to take with available water space.

Action: DD to provide navigational assessment to group =

www.jrpp.nsw.gov.au/DesktopModules/JRPP/getdocument.aspx?docid=11274

Chef's Corner: with Jean Parker



Looking for a different salad to entertain on your boat over the holiday period? This salad is spicy and easy peasy.

Serves 2. Double ingredients for four.

EASY ASIAN GINGER & PRAWN NOODLE SALAD

Ingredients:

- 150g dried rice stick noodles
- 12 cooked prawns, peeled with tails intact
- 2 green onions (shallots), finely sliced
- 1 long red chilli, finely sliced
- 1/2 cup coriander leaves
- 50g snow peas, shredded
- 2 tablespoons soy sauce
- 2 teaspoons grated ginger
- 1 teaspoon sugar



Place noodles in heatproof bowl and cover with boiling water. Stand for 10 minutes or until tender, drain.

Toss the noodles with the prawns onion, chilli, coriander, snow peas, soy sauce, ginger and sugar.

WATERMELON & ROCKET SALAD – SOMETHING DIFFERENT.....

- 1 Medium red onion -sliced
- 80g Feta or goat's cheese -crumbled
- 1/4 Watermelon -cut into chunks
- 100g Baby rocket leaves -(2-3 handfuls)
- 1 Tablespoon pine nuts

DRESSING

- 1 Tablespoon olive oil
- 1 Tablespoon vinegar
- 3 Teaspoons whole grain mustard
- 1 Teaspoon mayonnaise (plus extra teaspoon to thicken if desired)



Combine salad ingredients onto a platter or in a bowl.

Whisk dressing until smooth or in a jar to shake.

Before serving-Drizzle salad with dressing and toss to combine.

Members Planned Cruises:

Adventurers here is your chance to announce to your MHYC community upcoming cruises you are planning. The idea behind this section is to allow the possibility of others heading in the same direction to cruise in company to destinations near and far. These are not MHYC CD events but cruises being undertaken by members inviting others to join them in the spirit of adventure and comraderie.

Last month Nashira notified of their intention to cruise to Tasmania in mid to late January. This month our division “mother ship” Flemingo is giving their intention of a similar trip. Sounds good in Hobart at the Wooden Boat Show and later cruising!

Flemingo - Tasmania Late January 2017

MV Flemingo has again been invited to exhibit in the Hobart Wooden Boat Festival, so we will be heading south in late January. The cruise will be in two parts, with flexible crewing options.

The cruise down will be as direct as weather permits, to allow time for a cruise in SE Tasmania before the Festival.

The cruise back after the Festival will include stops around NE Tasmania and a few stops up the NSW coast. Timing will of course be weather dependent.

Rendezvous and crewing enquiries are welcome at john@flemingo.biz



CD Quiz by Phil Darling – December 2016– Answers

1. Neaps.
2. The tidal arrows show maximum tidal current, which is at mod tide during springs. We usually assume that the maximum current during neaps is about half of this – so 2kts.
3. The rule of twelfths tells us that the approximate current 1hr after high tide is about 2/3 of the maximum – so about 1.3kts.
4. In the CollRegs Annex A it is specified that the steaming light (referred to there as the “Masthead light”) must be at least 1metre above the sidelights.
5. Generally, no. It is difficult to get a white steaming light positioned at least a metre above the tricolour light if the latter is mounted on top of the mast. Most vessels with a mast top tricolour also have a separate set of sidelights a deck level which can be switched on for that purpose (and the masthead tricolour switched off).
6. A Strong Wind warning as the mean wind speed is in the range 25-32kts.
7. Your choice – if you think you have good control of the vessel the normal sailing lights will do. I think that if I had them I would like to put up the “not under command” lights as well (two red all round in a vertical line) to warn other vessels of my state.
8. Check you chart – they are always from a high tide – usually HAT (Highest Astronomical Tide) but sometimes MHWS (Mean High Water Springs).
9. Silence periods are the first three minutes past the hour and past the half hour, on VHF Ch 16. They are to listen out for vessels in distress who have a weak signal and cannot get through at other times.
10. Emergency Positions Indicating Radio Beacon. They are similar to a PLB (Personal Locator Beacon) but a PLB is meant to be carried on the person and does not have the “float free” capability of an EPIRB ie it must generally be held above the water level to be effective where an EPIRB is designed to float in the water.

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET															
		JAN - DEC 2016															
DATE =		Feb 15-21	Mar 12-13	Apr 23-25	May 21-22	Jun 11-12	Sep 17-18	Oct 1-3	Nov 12-13			Compass	Attendance	Technical			
EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Rose	at	Corner	TOTAL		
ENTER CREW FOR EACH		Gosford Cruise	Wish & Raft up	Anzac Cruise	Lane Cove River	Check Safety	090 & Raftup Sugarf	Lake Macq	Harbour Navigat'n			Feature Articles Points	Monthly Meeting Points	Projects compl't'd Points	CUMUL' SEASON POINTS		
YACHT	No. Nights	2	1	0	1	1	1	X	1			2	1	3			
Sanctum	Crew											0	8	0	8		
Noel & Jean	Nights																
Bliss	Crew	2										2	7	0	12		
Michael & Astrid	Nights	1															
Breeze	Crew											8	6	0	14		
Bill & Helen	Nights																
Dignity	Crew											0	0	0	0		
Peter & Sue	Nights																
eXpresso	Crew											2	9	0	11		
Phil & Maralyn	Nights																
Flemingo	Crew	2	1		1	1			2			4	5	0	24		
John Eastway	Nights	2	1		1	1			1								
Galan	Crew											0	0	0	0		
Mike & Hilary	Nights																
Jabiru	Crew											6	5	0	11		
Mike & Suzanne	Nights																
Jenzminc	Crew											0	0	0	0		
Andy & Jen	Nights																
Kachina	Crew	2							4			2	4	0	17		
Trevor/Lena	Nights	2							1								
Mereki	Crew											0	1	0	1		
Richard	Nights																
Nashira	Crew		2		3	2	2					8	10	0	31		
Evan & Kelly Clark	Nights		1		1	1	1										
Rapture	Crew	0	1		1	1			2			6	10	0	25		
Paul & Anne	Nights		1		1	1			1								
	Nights																
Simply Irresistible	Crew	2										2	1	10	6	0	24
Glynne & Gill	Nights	1										1	1				
Shazam	Crew											0	0	0	0		
Colin & Scott	Nights																
Galaxy 3	Crew	2			2							2	6	0	17		
Chris & Diane	Nights	2			1												
Slack'n'Off	Crew	2	2		2		1					4	6	0	24		
Gabriele & Martin	Nights	2	1		1		1										
Caviar	Crew	2										2	2	0	9	0	18
Max & Dot Theeboom	Nights	1										1	1				
Altair	Crew											2	10	0	12		
Kieth Watson	Nights																=====
No. of Boats =		4	5	0	7	4	4	0	4	0	0				Points 31		
		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.										The Leading Boat is.... Nashira 31					
												Second Boat		Rapture	25		
												Third Boat		Flemingo	24		
		Compass Rose Articles = 2 points per feature Representation at Meetings = 1 point per month Technical Projects implemented = 3 points each First 3 Bottles of Wine Second 2 Bottles of Wine Third 1 Bottles of Wine															
		22															
		Skippers are required to email <paul_wotherspoon@bigpond.com>with results to receive points															

BUY, SWAP and SELL

FREE TO GOOD HOME - Lowrance Globalmap 2000, **Contact** Dot on 0409 030 984 or Max on 0432 713 793

SELL - GILL Off Shore Wet Weather Gear sized XXL with Musto Safety harness used only a few times, also thermal pants and top I wish to sell and will take a reasonable offer. All gear is near to new. **contact:** Peter Dally on 9453-2951 or 0415-249-093

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

FREE TO GOOD HOME - Chain Odds and Ends. Stainless 5.5 M gauge 7mm (as new) Gal chain 9M gauge 7mm heavy duty galvanising no rust. **contact:** Lloyd on lloyd.marie@bigpond.com or mob: 0409-401-008mob: 0409-401-008

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

SELL - Jabsco Marine Toilet Mk 3. Cost \$329 new, sell for \$50 ONO. Had little use.
Contact: Noel Parker on jnparker@live.com.au

Middle Harbour Yacht Club - Cruising Division Treasurer's Report As at 30th November 2016

Cash at Bank as at 31.10.16	\$1,969.36
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<u>Plus Receipts</u>	\$0.00
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<u>Interest</u>	
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Cash at Bank as at 31.10.16	\$1,969.36
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<u>Outstanding Receipts</u>	
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<u>Outstanding Payments</u>	
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PW – prizes	\$114.47	
	\$114.47	

Account Balance	\$1,854.89
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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