



MIDDLE HARBOUR YACHT CLUB

THE COMPASS ROSE CRUISING LOG

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Editor: Glynne Attersall

Next Meeting

Monday March 16th 2015, 7:30p.m. B.Y.O. BBQ 6:30 p.m.:

Guest Speakers

Gill and Glynne Attersall – “ New Perspectives on Cruising North”.



***Simply Irresistible* – boat and Hardy Reef!**

CRUISING DIVISION OFFICE BEARERS – 2014-15

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Cruising Vice Captain	Phil Darling	0411-882-760
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Secretary	Michael Mulholland-Licht	0418-476-216
Treasurer	Trevor D'Alton	02-9960-2878
Membership	Jean Parker	0403-007-675
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Compass Rose Coordinator	Maralyn Miller & Committee Members	0411-156-009
Safety Coordinator	Bill Allen	9977- 0392
Waterways User Group	Mike McEvoy	9968-1777
Sailing Committee	Colin Pitstock	0407-669-322
Guest Speakers	Royce Englehardt, & Committee Members as required	
On Water Events Coordinator	Colin Pitstock/ Michael Mulholland-Licht/ Phil Darling	Michael 0418-476-216 Phil 0411-882-760
On Land Events Coordinators	Jean Parker / Hilary Gallagher	
General Committee assistance	Royce Englehardt, Trevor D'Alton, Phil Darling, Maralyn Miller, Hilary Gallagher / Paul Wotherspoon	



Editor's note: **Deadline** for the next edition of the Compass Rose is: April 10th, 2015

The EDITOR for the next Compass Rose is
To be advised

Please forward contributions via:
email: glynne01@optusnet.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 ANNUAL PROGRAM 2015		
March	16 th	Cruising Division Meeting.
	22 nd & 23 rd	Harbour night-sail and raft-up Hen & Chicken Bay
April	2 nd	Twilight racing ends
	3 rd to 6 th	Easter Cruise – Pittwater/Broken Bay includes Safety Practice
	11 th to 16 th	Sail Port Stephens week
	20 th	Cruising Division Meeting
May	16 th & 17 th	Mystery Night Cruise (Tides Ok)
	18 th	Cruising Division Meeting
June	6 th to 8 th LWE	Get Checked Weekend and Raft-up.
	13 th to 14 th	Club Get Set weekend
	15 th	Cruising Division AGM
July	12 th	Long Lunch
	20 th	Cruising Division Meeting
August	17 th	Cruising Division Meeting
September	TBC	MHYC Opening Day & Sailpast.
	12 th to 13 th	Blackwattle Bay raft-up and Fish Market Visit (On Land and On Water Event)
	21 st	Cruising Division Meeting
October	3 rd to 5 th	Port Hacking Cruise & Slocum Trophy single handed (tides OK)
	8 th (tbc)	Twilight racing starts
	19 th	Cruising Division Meeting
November	7 th & 8 th	090 plus sugarloaf raftup
	16 th	Cruising Division Meeting
December 2015	TBC	Club Christmas Party Friday 11 th ? (replaces December meeting)

Next Meeting

Simply Irresistible, a Jarkan 10, departed for northern waters in May and returned in November 2014 after a “shocking” final leg from Coffs Harbour! Gill and Glynne will share the interesting parts of this experience in this presentation supported by more of their pictures of the trip. This will include new points of interest discovered, details of anchorages, navigation highlights and lowlights, passage planning and attempts to dodge bad weather. Most of which were successful!

Captain's Column – February 2015

Colin Pitstock
Cruising Captain
and Vice-Commodore, Cruising.



Hello Sailors

It's March already & summer is over, with Daylight savings coming to an end as we'll. The weather patterns will settle down, the thunderstorms will ease and wind will be more predictable. Cool nights, doona nights & some beautiful days. I'm sitting on Shazam on my bean bag in Pittwater writing this, thinking just how lucky we are to be doing this. Looking at how many boats are sitting here unused. So all you Cruising Division members put the dates of our cruising division events in your Calendar, use your boats & have some fun.

As you are all aware the club had a fire, but it's only the Cala Luna end that's affected. Work has started on the repairs, which will take about 6 months to complete. In that time the club is still in business & it's business as usual. We need your support.

The Cruising Division has just had its Fabulous February Cruise, thanks Paul for the fantastic job you do each & every time. I am looking forward to the stories that will be told like me not reading the instructions properly, which is not me normally. I went to the Basin on the Saturday. Luckily when I got there, Bill & Helen, As *Free as the Breeze* was there, so I had dinner with them. Thanks for a great evening. It was fantastic to see Helen climbing that ladder & swimming in the basin. Helen would disappear for hours!

Around the corner is the Easter cruise only a matter of days away, so hopefully we will see lots of you in Pittwater. We will be there; well Shazam's already there. Pittwater is an amazing place to explore, such beauty & so in touch with nature.

If anyone is interested, I'm going to RPAYC Cruising Division Meeting 1/5/15. Let me know as we need to book as a dinner is also part of the night. It's an opportunity to see how other clubs run there Cruising Division meetings.

Cruising Captain Colin
SY Shazam

CD Quiz – March 2015 by Phil Darling

1. Where on an Australian chart can you check how up to date it is?
2. After resolving the previous question, you note that the chart is updated to “2002-103”. Is this a concern?
3. What options do I have to update my chart in the previous question?
4. On checking another chart, you note the annotation “WGS 1984 positions CANNOT be plotted directly in this chart”. What does this mean?
5. Can we use the chart in Q4 to plot positions from our GPS? How do we do this?
6. From which level are charted drying heights measured?
7. From what level are overhead clearances (eg bridges, power lines) measured?
8. From what level are other heights eg lighthouses, hills etc measured?
9. You are at sea in heavy conditions, approaching a port, and see a light with 8 white flashes. What is this likely to be?
10. You are concerned about the accuracy of your GPS. What indicator can you look for to check this?

To: Jean Parker

Continue to GET WELL SOON, FROM ALL YOUR FRIENDS AT THE MIDDLE HARBOUR YACHT CLUB – CRUISING DIVISION

After only 6 weeks Jean is once again vertical and able to put a little weight on her recovering legs. How's that for determination! A few more weeks to go yet before she can go home, but soon she'll have to leave the comforts of RNSH or else they will have to appoint a gardener to look after the flowers in her room and a dietician to eat the rest of the chocolates she has been given! Things are obviously hard, but going in the right direction. Keep it up, Jean, we look forward to seeing you back.

PAST EVENTS

February Cruise to Pittwater

Bill Humel

As Free As The Breeze (sometimes we have headwinds or no breeze!)

This Cruise was delayed and rescheduled to commence on Sunday 22nd Feb to Sunday 1st March 2015, to avoid a clash with the Wooden Boat Show in Hobart. The Sailing Instructions were very well researched and arranged, by the co-ordinator Paul Wotherspoon, so we had favourable tides around West Head and in Cowan Waters and The Hawkesbury River. The Cruise was reduced to Four Boats with a core group of two, due to injury, sickness, boat damage and family commitments. The weather forecast also did not help. Rain was forecast every day including the Saturday before the start.

“The Breeze” planned to set out on Saturday morning the 21st, because of crew availability. Final preparations were completed early Saturday morning, under a threatening sky. Dinghy on deck, the last of the frozen food taken on and stowed plus also previously forgotten items. Phil pointed out the mist coming in as the engine warmed up and the freezer chilled down, so we left Davis Marina in full Wet Weather gear (sea boots and all) in the drizzle which became light soaking rain. Phil commented “Our new Chart Plotter will get a work out in this” because visibility was about 500 metres or less and we were expecting a low or no visibility trip.

Off Quarantine Beach the misty rain stopped just as we prepared to hoist the main, but it was still raining over the south end of the harbour under dark clouds which seemed to be heading our way. Around North Head the seas were lumpy and disturbed with no wind. The sea surface settled to about 1 metre swells and a small chop with a few sets above 2 metres off Long Reef, and a 3 to 5 kt south east wind. We motor-sailed all the way, with no more rain and just around Barrenjoey, the sun came out and we sailed (no motor noise) towards Careel Bay public wharf. After putting up the Bimini and launching the dingy Phil left heading home and Helen arrived. Off to Helen’s favourite place, the Basin, where we picked up a mooring. Then off in the dingy for a swim in The Basin. We returned to see “Shazam” not far away with Colin on board. Colin joined us for a drink, a chat and then a salad.

In the morning it was raining again. Scott was due to come to “Shazam” but was not well, so “Shazam” departed. At 11.00 hours the rain stopped so we set off in the dingy for another swim. We returned to the dingy on the beach at midday under clear blue skies and a fierce hot sun.

Mid-afternoon “Rapture” arrived with Paul and Malcom on board, (two skippers on one boat, wow!) and “Nashira” with Evan and Kelly on board. Helen suggested another swim, so we all set off in our dinghies. There were 12 or more dinghies on the

beach as Lake Macquarie Yacht Club Cruising Division had cruised down to Broken Bay. Our group gathered on "The Breeze", for drinks and nibbles.

At 7.30 hours Monday morning "The Breeze" dropped the mooring, picked up Malcom off "Rapture" and motored to Careel Bay Public Wharf, where Helen and Malcolm departed and Phil re-joined "The Breeze". We headed back to the Basin to assist Paul on "Rapture" start the engine, but Mr Fixit already had it running.

We headed for Yeomans Bay, rounded West Head and Flint and Steel doing 7 knots thanks to Paul timing the incoming tide and picked up a mooring in Yeomans Bay. At 12.00 noon "Rapture" took us all to Cottage Point Boatshed Cafe for Lunch. No dingy caper here. Paul skilfully brought the front half of "Rapture", (and of course with the back half still attached) into the small pontoon at the Cafe, without any suggestions from the other skippers on board.

We all had a really enjoyable leisurely lunch.

Later we had a tour on board "Nashira," a really well laid out well equipped and roomy 12 metre long cruising yacht.

Tuesday morning we departed Yeomans Bay and picked up a mooring in Smiths Creek. "Jabiru" with Mike and Susanne arrived mid-afternoon. Drinks followed later on "Jabiru", until after sunset.

Wednesday morning we left Smiths Creek and went upstream again with favourable tide to Houseboat Bay and picked up another mooring. Paul came on board for coffee on another leisurely morning.

Mike on "Jabiru" acted as the ferry and picked up the crew off each yacht without rafting up or touching each yacht's topsides, very skilful to take us all to Bobbin Head Cafe for lunch.



Phil Darling drove down bringing Maralyn and Helen, so we had 10 people for the lunch. "Jabiru" ferried us back to our yachts.

Back on board "The Breeze" we had to leave the cruise and headed off back around West Head, in preparation for our return to Sydney to attend one of my sons 40th Birthday party.

Thursday morning with dingy on board and a reasonable forecast of favourable

light to moderate winds we departed the Basin and Barrenjoey with full sail up hoping to have a pleasant sail home. The weather persisted in not following the forecast. On

the first three days of this cruise with 40% to 80% chance of rain forecast we only had showers early morning and no rain for the rest of the day and although rain was forecast for every day of the cruise we only had a shower on Wednesday late morning, with fine and overcast conditions, for most of the cruise, which kept the heat down. The 40% or so figure is the chance of rain of course and not that it will rain 40% or so of the day.

So we motor-sailed all the way and docked at Davis Marina at 13.45 hours.

Unfortunately we missed the Lunch at Dangar Island Cafe, staffed and run by Island volunteers. It is a really quaint little place. We thoroughly enjoyed the cruise and the company and we thank Paul for organising and planning the Cruise.

Our thanks to Paul for a very well planned Cruise. Small in numbers but great in quality.

Coordinator makes a big splash on the New Year's Cruise

Mike McEvoy

Jabiru

Jabiru's crew were only able to attend the Cruise from Tuesday to the Friday. So, we joined the Cruising party at Smith's Creek, where we anchored near the group, who were on public moorings. On the way from Sydney we had stopped in Refuge Bay on one of the MHYC moorings for lunch after seeing a procession of yachts including two catamarans and one power cruiser processing from Pittwater around Lion Island down into Refuge Bay, as we came around Barrenjoey. The procession turned out to be 15 vessels on the Lake Macquarie Yacht Club (LMYC) cruise. After lunch we did a tour around Refuge bay saying hello to a couple of the LMYC boats we recognised on the way. Later Paul Wotherspoon said that they had invited our group to join up with them at some point but it was somewhat embarrassing that we had so few participants.

Tuesday night drinks were on *Jabiru*, when Paul, Bill and Phil joined us. We found that the nibbles do tend to go on, but we all enjoyed catching up.

On Wednesday we moved to Houseboat Bay from where there was a planned lunch at Bobbin Head Empire Marina restaurant. *Jabiru* became the ferry collecting crew from *Rapture*, and *the Breeze* in Houseboat Bay and then Evan and Kelly from *Nashira* who were on a mooring close to Bobbin Head, so they could get internet connection for work. Not bad being able to work from the boat, saves driving in to the office!

The marina staff, who were to allocate a visitors berth for us simply said to park at the fuel wharf, because it was unlikely that anyone would want fuel on such a raining day. They were proved right. When the seven of us arrived at the restaurant Phil and Maralyn plus Helen Hummel were waiting for us. They had come by road. So we had 10 for lunch and despite there being no table service (by arrangement) it seemed that everyone enjoyed their various choices provided in cardboard lunch packs. Because of the generally inclement weather there wasn't an opportunity to play Finska* as we did last year. It was on board *Jabiru*, ready, but the weather was against us. After lunch we did the return ferry trip.

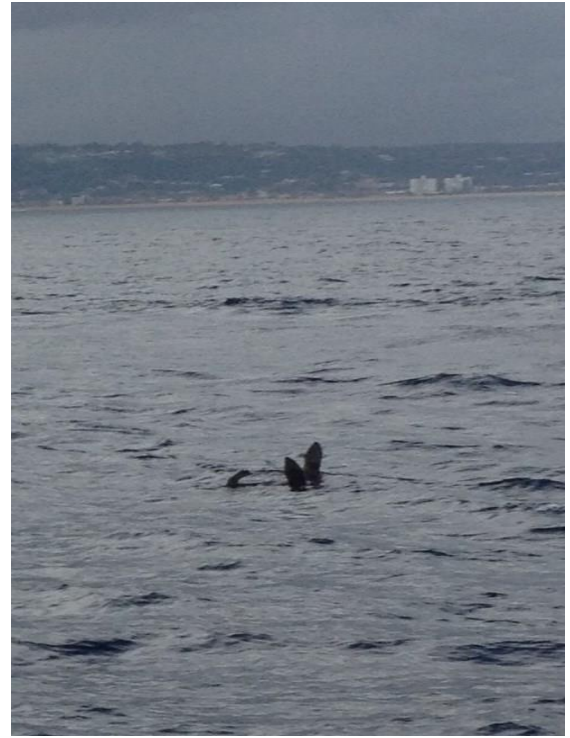
Later back in Houseboat Bay Bill decided that he and Phil would head off to The Basin to have an early start on Thursday. Then Kelly and Evan arrived in their tender at *Jabiru* for drinks which progressed to dinner when Sue suggested that we stretch our curry dinner for two into dinner for five. To supplement the dinner it was suggested that rice would be good. Before we knew it Paul leapt to his feet and exited the saloon cabin. Next thing we heard a big splash and hurried out to find Paul in the drink, with his rubber duckie upright but some distance from *Jabiru*. It seems that in his rush to be his usual helpful self, Paul had misjudged the angle to get into his tender, which by then was no longer attached to *Jabiru*. Emergency procedures kicked in and an extendable ladder was quickly deployed for MOB recovery. Said s/steel ladder is stored on the back of the ladder up to the fly bridge, ready for action. Paul then re-boarded his tender and zoomed off to *Rapture* and very soon returned with a container of rice. Dinner preparation continued while Paul returned to *Rapture* to find dry clothes.

Thursday morning we moved around to Yeomans Bay and were each able to pick up an NPWS mooring. Sue went paddling in her canoe, which lives on the foredeck of *Jabiru* while I went for a row in *Sara's Shuttle*, the RIB. I was able to use the incoming tide to go all the way up Yeomans to the boulders at the head of the bay. It was so quiet that I was able to hear the tide rushing up through the boulders and rocks sounding like a waterfall, except that it was going "uphill".

That night we were invited over to *Nashira* for dinner. *Nashira* is a gorgeous 49 foot Bavaria cruising yacht, which is evidently no slouch when it comes to the Twilights. This was a great opportunity to chat with Kelly and Evan, whom I had only had passing conversations with at our Cruising Division monthly meetings. By then we were only five participants but there was no shortage of stories. The lovely meal prepared by Kelly was made in a "Dream Pot," which is like a slow cooker but uses very little energy. Once the food has commenced heating in the two bowls they are placed inside and sealed up. The cooking process continues for as long as you want. Would be handy at sea on a long trip. Delicious!

We departed early on Friday morning and as we rounded Barrenjoey I spied a shark in the water within about one NM of where Sue had seen one on the way up the coast the previous Tuesday. The other sighting of something we had neither seen before at sea was a basking seal off Dee Why. When I first saw it about 300m away I could not make out what it was. As we got closer it popped up its head as if to say, “Oh no, not humans again in their boat” and went back to lolling about. So we continued on our way.

*Finska is a Swedish game much like skittles.



Dangar Island

Gill Attersall

Simply Irresistible



If you ever get a free day, especially with out-of-town visitors, as we did, consider a trip to Brooklyn and over to Dangar Island. After a lovely fish a chips meal in Brooklyn next to the water at the Cruising Division’s favourite Hawkesbury restaurant, we caught the ferry to the Island which takes a whole 15 glorious minutes. However, we decided to catch the ferry which also serviced Little Wobby Beach adding a whole 15 minutes to the trip. The houses at Little

Wobby Beach butt directly onto a sandstone escarpment and face west with just a small ‘front’ garden with path along which your neighbours walk to get to their houses. Apparently there are quite a few rental properties on this strip and more on the island.

Arriving at Dangar you first meet the locals means of ferrying their shopping home, a line of wheelbarrows as the only transport on the island is a beach buggy which gets shared on booking, a

community fire truck and a council ute. We found the island very green with the locals taking great pride in their gardens and there are some lovely houses. It's an easy 15 minute walk across the island to a beach, lovely walk along the beach passed some locally designed wherries (our ferry skipper thought they have an annual wherry race round the island which would be fun to watch).

Dangar Island is 29 hectares and has a population of 267. Originally it was called Mullet Island by Governor Arthur Phillip in 1788. It was purchased by Henry Carty Dangar in 1864 who later leased the island to Union Bridge Co. of Chicago from 1886 to 1889 for the construction of the original Hawkesbury



River Rail Bridge. About 400 Americans and their families lived on the island then. In 1920 the island was divided into residential blocks.

There are only a couple of tarmacked roads but every path has an impressive streets sign and most entertainment seems to be at the Bowling Club or Community Hall. It had a lovely feel to it. There appears to be some anchoring potential off the island and a landing place from dinghies next to the ferry wharf and shop. Now there's another reason to cruise part of the Hawkesbury!

Visit to Volunteer Marine Rescue, Terry Hills

Michael Mulholland-Licht

Bliss

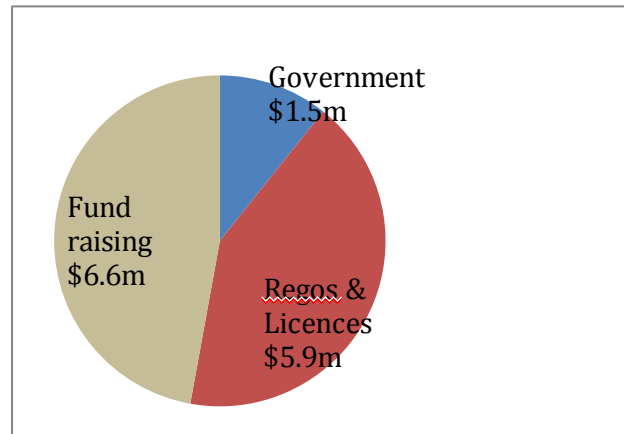


On March 2, 19 members of MHYC Cruising Division held the postponed February meeting and BBQ at the Terry Hills facility.

Peter Nott, Unit Commander Middle Harbour, informed us of the magnitude of the important work achieved by over 3,200 volunteer members across 43 radio bases with 70 vessels in NSW in 2013:

- 7,000 people were rescued
- 378,000 radio contacts were made
- 19 May Day responses
- 122 Pan Pan responses

- 75,000 plus day trips logged on
- 12,000 off shore coastal voyages logged on
- 19 new and refurbished vessels launched at cost of \$3.9 mil
- \$387,000 of radio equipment upgrades



John Harris, Unit Commander Terry Hills, took us through the capabilities of the 24x7 radio room that has recently been upgraded at a cost of over \$200,000. 4 handsets that look familiar to us occupied a small corner of a vast room. The rest is computers, monitors, servers and what is transmitting on the roof is another storey.

When we cruisers log on with Marine Rescue for a voyage the operator sits at a computer, wearing a headset and operating the radio with a foot pedal so that they can enter our data as efficiently as possible. In order to monitor our safety, MR need to enter the following details of our vessel into the system.

- Your vessel name
- Vessel registration number
- Communications gear on board: (VHF, 27MHz, MF/HF)
- Mobile telephone number
- Vessel type and length
- Hull and topsides colour
- Where the vessel is usually kept/launched
- Shore contact name
- Shore contact number
- Time and place of departure
- Log on location (This enables the operator to select the best working channel to communicate with clearest signal)
- Number of people of board
- Destination & purpose of trip
- Expected time of return

Once they have all of that information, the next time we log on with our call sign and registration, our vessel is more easily identified. So we will then only need to provide: destination, number of crew and ETA. The option of an interim sked is at the discretion of the vessels skipper. Failure to log off at ETA prompts a call from MR to make sure that we are OK. Failure to respond prompts NSW Marine Area Command (water police) to be notified.

Just released since our visit: The **Marine Rescue App** makes it easier than ever for boaters to stay safe on NSW waters. It's the only App that connects you directly to Marine Rescue NSW. Available for apple or android.



Visit <http://www.marinerescuensw.com.au/unit-locations> for a list of all Marine Rescue locations and phone numbers plus other useful info.

Sincere thanks and appreciation to both Peter and John for a very informative evening and to Marine Rescue and SES/RFS for the use of their BBQ and training facilities.



**Marine Rescue NSW
Volunteers saving lives
on the water**

As the Terry Hills facility operates 24 x 7, it needs volunteers to support the service that it provides us.

FUTURE EVENTS

March Cruise – Hen and Chicken Bay night cruise

Sat 21st and Sun 22nd March

Phil Darling
Expresso

Members are invited to sharpen up their night pilotage skills and have a pleasant sail (or motor) up harbour to an area we frequently do not visit.

Hen and Chicken Bay is a pleasant though shallow spot not too far west of the Gladesville Bridge. There are a few public moorings but anchoring is easy in less than 5 metres of depth with good holding.

The plan is to depart from MHYC on Saturday afternoon at about sundown, have a pleasant trip in company, then stop overnight with one of our famous raft-ups.

Phil Darling is the interim co-ordinator but as work commitments prevent him attending we are looking for another co-ordinator (Phil will help with the sailing instructions and other preparation and may actually join us with a sailing school group).

Notice of Easter Cruise April 3-6, 2015

Michael Mulholland-Licht

Bliss

The plan is to cruise in company to Pittwater on Good Friday from Hunters Bay arriving at Coaster Retreat/the Basin. Drinks, dinner and live entertainment on board Friday night. Please bring a song, tune, poem, joke, magic trick or tall story for the “Open mike” session. Saturday- Sunday cruise to Americas Bay/ Castle Lagoon or



Cowan – determined by weather and consensus of the fleet. A safety exercise will be incorporated into the weekend in order to maintain our seamanship skills. Monday return cruise to Middle Harbour. Some boats are intending to stay longer in Broken Bay. Co-coordinators: Colin Pitstock and Michael Mulholland. Free as a Breeze, Dignity, Nashira, Kachina, Rapture, Shazam and Bliss expressed interest at the last members meeting. If you would like to join us please contact Colin or Michael. Sailing instructions will be emailed to participating crews closer to the date.

On-Water with the Junior Sailors – For Discussion

Phil Darling

Espresso

A short while back (in September, in fact) we floated this idea and called for expressions of interest.

The plan is for the Cruising Division to assist in providing a path for Junior Sailors (and their parents) to continue sailing. The idea is that we take them out for a fun day's sailing on the harbour to show them what happens on bigger boats than their dinghies. After the day we will drop them off, then proceed up Middle Harbour for one of our traditional raft-ups.

The idea was enthusiastically received by the junior sailors; however it got tangled up with the summer break and response from the Cruising Division so far had been muted. Please let Phil Darling know of your interest. We will discuss at the March meeting.

CRUISES

Broome to Darwin Cruise August 2014 – Part 2

Bill Humel

“As Free as the Breeze”

On Monday August 11th, we continued up river to King Cascade. At 9.30 am we set off in a small tender to a rock landing and rock climb (my limit) up to a rock oasis pool and waterfall for a swim. It was just so refreshing and peaceful. We sighted a 3.5 metre croc on our way back down to the landing, slowly heading for our tender pickup point. It submerged so we all took extra care. Back on board we headed down river. Afternoon tea was fresh baked cookies, mini pies and sausage rolls. After dinner Captain Nic gave us a talk on tides and why the earth wobbles on its axis.

Tuesday started with an early eco cruise and then later Helen went ashore for her 45 min Helicopter flight over the Mitchell Plateau. It was spectacular. Kimberley Expeditions had arranged for the helicopter to land on this deserted beach, for these flights. The ship then entered Careening Cove and we landed on the beach and walked to the historical boab tree marked in 1820 by Phillip Parker King and crew, who were surveying the Kimberley Coast. Their cutter (yes cutter rigged) small ship was careened on the beach in this bay. King circumnavigated Australia in this small ship. We landed at another beach to explore natural rock caves. A memorable sunset was followed by a bright full moon, with a sparkling silver wake on the water. This was all



topped off by a roast lamb and pork and vegetables dinner.

On Wednesday morning, after a 7.00 am breakfast, we landed at a beach, walked up and over a sand hill, across a dry lake and then a short distance through bush to the 1942 crash site of a DC3 aircraft. The aluminium built

aircraft was still in remarkable condition, having survived bush fires. After a light lunch, we turned into the open sea for an 8 hour cruise past capes, Pond, Voltaire and Bougainville, through the Bonaparte Archipelago to anchor at 9.00 pm, in Vansittart Bay.

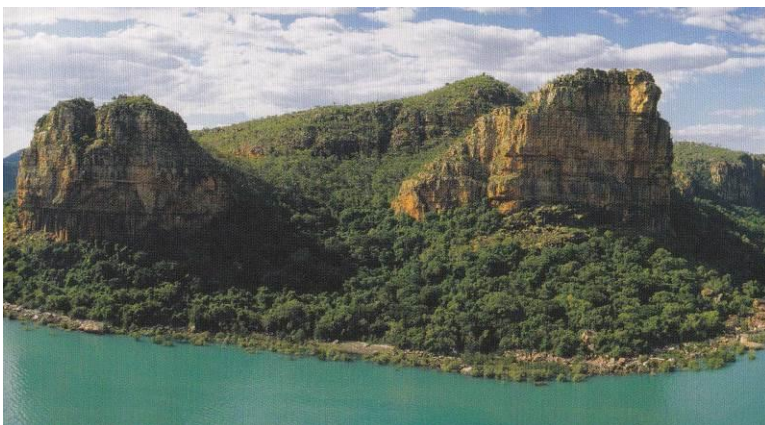
Thursday morning the Ship moved into more sheltered water, for boarding “Regent”. This was Paspaley Pearl’s, Pearling Farm Bay. The spray flew on “Regent” in the

strong wind, to Jug Bay. Helen and I explored the beach, while others walked and climbed to an aboriginal art cave. We returned to the ship and headed up King George River. The entrance to this river was beautiful. The sun was shining on the orange and rust coloured cliffs. These developed into a massive deep Gorge, with 100 metre jagged coloured cliffs on both sides, which met, forming an abrupt end to the river. The river flowed over these cliffs in two small waterfalls. In the wet season, with a full river flow, these falls are huge. A really tough steep rocky climb up to top of the gorge and plateau, provided fantastic views. Helen went on an eco cruise instead and I went crabbing. We returned at 4.30 pm for drinks and snacks on the back deck to watch the sun set.

Friday the 15th at 7.30 am we headed out of King George River. After another eco tour, at 12.00 noon we finally set off for Darwin. At 12.30 pm we turned into the open sea. The seas were bumpy at times across the Timor Sea past Joseph Bonaparte Gulf, (The Town of Wyndham is at the head of this gulf) heading for Darwin. The seas were still bumpy on Saturday morning, (wind against tide) until about 10.00 am, when we rounded Charles Point headed into Darwin Harbour. We disembarked about midday to our waiting chartered coach, which took all passengers to their destinations in Darwin.

The Cruise covered a distance of about 1,000 miles at an average speed of 10 Kts. The Weather was great, almost continual clear sunny blue skies and no rain. Temperatures were around 14°C in the mornings and around 28°C max., during the day. Winds were light for the first 6 days from the SE. Then E to SE, up to 20 Kts for 4 days, with a few patches of 25 Kts, easing off on the last day. Good, if sailing from Darwin west. Tides varied up near 12 metres. We had a full moon during our Cruise, so we had big Tides and strong currents and a steep chop when the wind was against the tide. Insects and bities? I did not notice any, whilst we were on the Cruise, although I wore shorts most of the time, and only used "Outback" insect repellent once early on. Helen being fairer used it often.

The "Reef Prince" at 38 metres long, 12 metres wide and drawing only 1.8 Metres allowed access to many shallow locations. The whole ship and all equipment were in



very good condition. There was a lifting hydraulic perforated platform at the stern, allowing the two tenders to float on and be lifted up, plus a large tender called the "Regent". I guess it was about 15 metres long and about 5 metres wide and could carry all the passengers seated and the crew.

The food? Breakfast consisted of a full continental breakfast on alternate days. The alternative was the full continental, plus a full hot breakfast. Lunch was generally salads and two meats and dinner was a hot meal of baked or steamed veggies and a choice of 2 meats, such as lamb, pork, beef sausages and steak and then desert. For a few meals, we had steamed or grilled, beautiful fresh local fish, with a choice of two different types, caught on our fishing trips. The salads were lovely and crisp for the entire cruise. I don't know how the chef managed that. Drinks, were a variety of beers, wines, champagne, spirits and soft drinks and we did not run out. The skipper and crew, were tip top. They were all very fit and energetic and all very helpful, especially to Helen and myself.

The skipper/captain on our Cruise was Nic, who with his wife Laurie, own Kimberley Expeditions. They have operated for around 14 years. They had this ship modified for the purpose and therefore are very familiar with the ship and its equipment. He was experienced in these waters and this area and knew the weather patterns. For the ships course, in clear water, there were numerous way points, on their chart plotters, for each area, some only half a mile apart. Nic also gave a number of talks on the area and was easy to speak to. His first mate Allan, was an experienced seaman in the area, very capable with the ship and the tenders and was also very helpful.

The naturalist Richard, had a vast knowledge of the area's flora, fauna and marine life and the geology and history of the area. He, like the other crew members, was very capable in handling the tenders. We bought a copy of a very professional film on the area, which he had produced, over a period of ten years.

The engineer was Matt, who was very active around the ship. The chef, also named Matt, was surprising how he continued to produce really nice hot meals, hot muffins and the like for morning or afternoon tea, even in choppy seas.

There were also two young ladies, Kim and Casey, who helped the chef, kept everything clean, served drinks, kept the café bar stocked and whatever else was required.

Activities included, almost every day walks ashore, along deserted beaches, walks and climbs to elevated caves to view aboriginal art, or climbs to elevated rock pools and waterfalls for a swim. There were fishing and crabbing trips and eco cruises in one of the tenders. The passengers, were a very active interesting group with different histories. Some approaching retirement age, or already retired. The oldest person to complete the most difficult climb, about a hundred vertical metres up a steep rocky slope to a plateau, was 75 years old. I managed a smaller difficult climb, with assistance, to one of the elevated rock pools and waterfall and to two other rock pools. Except for one couple, the passengers come from various parts of Australia.

In summary, the cruise exceeded our expectations. Helen and I really enjoyed this experience. With an excellent crew and good company, we cruised a coastline of capes, bays and inlets, with spectacular scenery and views and saw much native flora and fauna in their natural state.

Tech Corner

Mike McEvoy

Jabiru

A new, to me, device that I spoke about at the postponed February held at Marine Rescue, Terry Hills last week is a Speed Puck. On *Jabiru* the log readout and depth are on the fly bridge so I had to judge the speed in the 4 Knot Zones by the RPM of the engines, when at the lower steering station. The Speed Puck, designed for small boats and dinghies is ideal to give me the SCOG from the lower or upper steering position. Because it is a GPS readout device it saves having to insert the log paddle wheel through the hull for short trips. It is portable and comes with a lanyard. It runs on three AA batteries. If you are interested google Velocitek.com. I can see other uses for it too, on the RIB and on our Walker Bay dinghy.



Driftwood

Whilst at Cid Harbour we met a very distressed 10ish year old boy who had touched a Stinging Tree. We had met this particularly unpleasant tree/bush on our travels before but could only help him out with antiseptic cream and suggestion of ice when he got back to their boat. On looking through David Colfelt's "100 Magic Miles" he says the Aborigines call it 'gympie' (I have never seen this name referred to before – to protect the sensitive/prickly feelings of the good people of Gympie?). National Parks often warn you about it on their signage for inland hikes. Mr. Colfelt says:-

"If you brush against the green heart shaped leaves with your bare skin you will get a very unpleasant burning itch for which there isn't an immediate ready cure. It's not serious but can make you uncomfortable, perhaps for several days. Stinging trees tend to spring up in areas where bush has been disturbed." On paying our fees at Abel Point Marina, I asked Shaz, their friendly receptionist, about any known cure. Apparently she says the only thing to do is gently pull out the very fine but sharp hairs with wax. Can't think of any wax we might have on our boat - I don't know if sticky tape/duct tape gently applied would do or maybe trying tweezers with the use of a magnifying glass? Shaz had a friend who brushed against one with her arm and she had very intense pain for weeks and said it came back episodically for over a year! Beware the Gympie Bush! The leaves are a light green, about 10cm long, 8cm wide and often with holes eaten in them – so someone likes them!!

Gill Attersall.

Chef's Cornerwith Colin Pitstock



Hi,

It's March & the weather is cooling down, so let's stop thinking about salads & white wine & start thinking about pasta & Pinot Noir.

So duck down to the cellar & grab a Pinot & grab a good packet of Pasta, an egg semolina Pasta, one that is textured so the sauce sticks. Being on the water let's do a Marinara. Easy to do, all you need is a stove top; if you are good enough you could catch some of the ingredients. So head to the ships stores & fridge, grab the things you need, plus that bottle of Pinot, which if it is hot you can put in the fridge, pour that glass & get started.

Kicker Spag Marinara.

- ☐ 2 tablespoons olive oil, plus extra to toss
- ☐ 1 onion, finely chopped
- ☐ 3 garlic cloves, crushed
- ☐ 1 cup (250ml) dry white wine
- ☐ 3 tablespoons tomato paste
- ☐ 2 x 410g cans crushed tomatoes
- ☐ 500g spaghetti
- ☐ 500g marinara mix (see Notes)
- ☐ 300g black mussels, washed, de-bearded
- 2 tablespoons chopped flat-leaf parsley



Step 1 Heat oil in a large saucepan over medium heat, add onion and cook for 3-4 minutes or until softened

Step 2 Add garlic and wine, and simmer 2 minutes. Add paste and crushed tomatoes, and simmer 15-20 minutes further, stirring occasionally until slightly thickened. Season well.

Step 3 Meanwhile cook the pasta in boiling, salted water until al dente. Drain and toss in a little olive oil.

Step 4 Add marinara mix and mussels to tomato sauce, cover with lid and cook 3-4 minutes over medium-high heat, discarding any mussels that do not open.

Step 5 Stir in parsley, then toss the sauce through the pasta and serve.

Waterline donuts.

These are very easy to make ahead of time & take on board to be devoured!

- 2 teaspoons active dry yeast
- 1½ tablespoons lukewarm water
- ½ cup lukewarm milk
- 3 tablespoons caster (superfine) sugar,
plus extra, for dusting
- 50g unsalted butter, melted
- 2¼ cups (335g) plain (all-purpose) flour
- 2 eggs
- 1 teaspoon lemon juice
- 1 teaspoon ground cinnamon
- 6 slices whole Granny Smith (green)
apple
- vegetable oil, for deep-frying



Place the yeast, water, milk and 1 tablespoon of sugar in a large bowl and set aside in a warm place for 10 minutes or until bubbles appear on the surface. Add the butter, flour, eggs and another 1 tablespoon sugar to the yeast mixture and use a butter knife to mix until a sticky dough forms. Turn out onto a lightly floured surface and knead until smooth. Place the dough in a lightly oiled bowl, cover with a clean, damp cloth and set aside in a warm place for 45 minutes or until doubled in size. Place the remaining sugar, lemon juice, cinnamon and apple in a bowl and toss to coat. Knead the dough on a lightly floured surface for 5 minutes or until smooth and elastic. Divide into 2 equal portions and roll each out to 1cm-thick. Top 1 dough piece with the apple and sandwich with the remaining dough. Use a 9cm-round cutter to cut around the dough and apple to make 6 rounds. Use a 3cm-round cutter to cut holes from the centre of the rounds to make rings. Place rings on a baking tray lined with non-stick baking paper and set aside for 30 minutes or until risen. Place the oil and a sugar thermometer in a large, deep saucepan over medium heat until temperature reaches 180°C (350°F). Cook the doughnuts, in batches, for 1–2 minutes each side or until golden. Drain on absorbent paper. Dust with the extra sugar and serve immediately. Makes 6.

PHOTO CORNER

...hints from **Wolfgang Kullik**

Insane Prices !!!!

Browsing through JB Hi-Fi latest catalogue I noticed how much prices of cameras are coming down.



On the front is a Nikon Coolpix L29 Camera. It offers 16MP and 5x Optical Zoom. Note that it has a Nikkor Lens. At \$59 this is indeed crazy. It is not a toy, but would be a good first camera for anyone.

Next I noticed my camera of choice, the Panasonic TZ40 Lumix, at \$299. This is very good value for a quality camera that cost over \$ 500 when first released. I have got many good results with this camera.



Last there is a Nikon D5500 Digital SLR Twin Lens Bundle for \$649. Not so long ago you could not buy a decent SLR Camera for under \$1000.

The industry is constantly releasing new models to get an edge on competitors. Thus, last years' models get cheaper as time goes by.

Keep shooting and send your photos to the Compass Rose editor.

Driftwood



As you approach The Keppels, the rather attractive orangey/rusty, but rather fishey/smelly, 'reef scum' changes to something artistically psychedelic. I was aware that it was an algal plant rather than a coral bloom. However, it was first noticed by Joseph Banks aboard the Endeavour, as he recorded in his journal... "The seamen ... call it Sea Sawdust, a name certainly not ill adapted to its appearance."

The muddy orange turned into streaks of green with yellow and red blotches and is called Trichodesmium. Often it can be mistaken for oil, the difference being the algae can be washed off with water whereas oil needs a degreasing agent. We have a National Parks & Wildlife brochure explaining all for anyone interested in its formation.

The grasstrees (in politically incorrect times they were called blackboys) at Pancake Creek were intense and their spears were flowering while we were there. These attracted swarms of blue and brown butterflies. On another occasion, on a separate walk to the lookout over Hill Inlet, we read that they grow 1 to 2cm a year and can live up to 600 years. Couldn't a tall one tell some tall stories? I can vouch that old dried-out spears make great walking sticks!



Origin of "Driftwood".

Ever had a good idea or a bit of useful information that you'd like to pass on to fellow members, but didn't want to write a whole article about it? Well "Driftwood" could just be what you need to share these with others. Just email them to the next editor, who will love them as a great way to fill up the unwanted space at the bottom of a page! Not to every editor's taste, but I had some influence on this one to give it a go. See what you think.

Gill Attersall

CD Quiz – March 2015 – Answers

1. At the bottom left corner is a small notation stating the “Notices to Mariners” which have been included on the chart. This tells us how up to date the chart is.
2. I would be concerned – especially if I was using the chart for detailed navigation or pilotage. In the time since Notices to Mariners no. 103 issued in 2002 there may have been many changes to navigation markers, to channel depths or locations, and even some new hazards such as shipwrecks may have appeared!
3. You have three options: either get hold of all notices to mariners since then and manually apply them to your chart (time consuming and possible subject to error); or go to the local chart agent (Boat Books in Sydney) and pay them to do it (could be costly); or purchase a new chart.
4. The annotation mentioned in the question means that the chart is constructed on another datum – not WGS84. Most Australian charts are now on this datum; however some other countries have only converted some of their charts to it.
5. Usually the answer is yes – but with care! Look for a note titled “Satellite Derived Positions” or similar which will tell you the offsets required to plot positions from our GPS (which use the WGS84 datum). Usually the process is to plot the GPS position, then move it by the E-W and N-S offsets specified on the chart. If these offsets are not given for that chart then the answer is no – you cannot plot GPS positions on the chart – better get out your hand-bearing compass.
6. Upwards from chart datum.
7. Usually upwards from HAT (Highest Astronomical Tides) – check the notes on your chart to confirm.
8. Usually upwards from MHWS (Mean High Water Springs) – again check the notes on your chart to confirm.
9. There is no light with such a characteristic in the IALA scheme. It is most likely a west cardinal (9 white flashes) but you are missing one of the flashes in the sea state. Too many flashes for an east or south cardinal or a safe water mark or an isolated danger; a north cardinal just keeps flashing so is not it. Check the chart in case there is a lighthouse with this characteristic (I doubt it though). Best to keep checking it before you depend on it for a position.
10. On most GPS units there is a parameter called HDOP (Horizontal Dilution of Precision). If this is 1 or below the accuracy is excellent; above about 4 or 5 you should be careful. If over 10 then turn it off. If you cannot find HDOP (some units do not display it) then look for the satellite diagram and be concerned if they are all in the same area of the sky. You may also want to check the accuracy of the chart underneath as well (a separate issue but also important).

Middle Harbour Yacht Club - Cruising Division Treasurer's Report As at 28th February 2015

Cash at Bank as at 31.12.14	2,105.69\$
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Plus Receipts

Less Payments

Cash at Bank as at 28.2.15	2,105.69\$
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Outstanding Receipts

Membership Dues "Nashira"	50.00\$
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Outstanding Payments

Get Well Flowers	50.00\$
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Point Score Prizes	81.50\$
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Mailout Costs (Meeting	37.20\$
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Reschedule)

Account Balance	1,986.99\$
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Signed as a true record

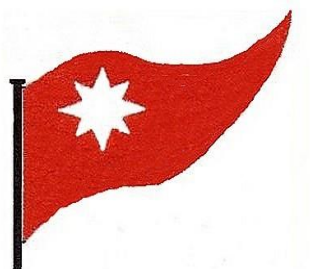
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Trevor D'Alton

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