



MIDDLE HARBOUR YACHT CLUB

The Compass Rose Cruising Log

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Editor: Paul Wotherspoon.

Next Meeting: Monday March 21st 2016, 7:30 pm
B.Y.O. BBQ 6:30 pm
Guest Speaker: Paul Wotherspoon
Presentation: **Safety up the Mast**



**Whitsunday Charter
Our Boat
Fuel Tank Cleaning**

The Lovely MV Flemingo on Pittwater...

CRUISING DIVISION OFFICE BEARERS – 2015 - 2016

Cruising Captain	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	Colin Pitstock	0407-669-322
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
Co-opted Committee	Kelly Clark , Gill Attersall	
Committee Members	Michael Mulholland-Licht , Trevor D'Alton, Phil Darling, Evan Hodge, , Colin Pitstock, Paul Wotherspoon Kelly Clark , Gill Attersall.	



Editor's note:

Deadline for the next edition of the Compass Rose, is:

Monday 4th April 2016

The EDITOR for the next Compass Rose is **.....Phil Darling....** Please forward contributions by **Friday 1st April** via email to ...

darlingp@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 ANNUAL PROGRAM 2016		
March	5 th & 6 th	Sydney Harbour Regatta.
	12 th & 13 th	Overnight Raft-up, preceded by the Make a Wish Harbour Cruise on Sat 12 th .
	21 th	Cruising Division Meeting.
	25 th to 28 th	Easter Cruise – Pittwater/Broken Bay including Slocum event.
	31 st	Twilight racing ends.
April	17 th	On Land Event. Visit to La Perouse.
	18 th	Cruising Division Meeting
	23 rd to 25 th	ANZAC Day LWE.
May	7 th	MHYC Annual Prize Giving
	16 th	Cruising Division Meeting
	21 st & 22 nd	Mystery Cruise
June	4 th & 5 th	Get Checked Weekend.
	18 th & 19 th	Club Get Set Weekend.
	20 th	Cruising Division Meeting (AGM)
July	10 th	Long Lunch
	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 Sail Past
	17 th & 18 th	090 plus Sugarloaf Raft Up
	19 th	Cruising Division Meeting
October	1 rd to 3 th	Lake Macquarie (tides look OK)
	6 th (TBC)	Twilight racing starts
	17 th	Cruising Division Meeting
November	12 th & 13 th	On Water Event (TBA)

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COVER

John Eastway's lovely 36 tonne 55 foot (60 O/A) *Flemingo* belies her age thanks to the 7 year extensive refit and love bestowed on her over the years.

Always the Party Boat of choice, John is well known for his generosity at on water events.

This Month's Speaker

Monday March 21st, 7:30 pm,

BYO BBQ 6:30 pm

"Safety up the Mast"

Learn how to Climb the Mast with **Redundant Safety** so that if anything at all breaks, **You Do Not Fall**. See the simple **Klemstein Knot** demonstrated and also a simple **DIY Rope Climber** device to take the effort out of the climb. Avoid the most **common mistakes**.

.....The life you save may be your own.

DRIFTWOOD...



SAILCLOTH RECYCLING

I enjoyed reading Gabriele's article in the February edition of the Compass Rose. Perhaps we can encourage more recycling through Sailor Made a local small enterprise in Manly that is making bags and accessories from used sails. Last year I responded to an article in the Club's weekly E-News where Sailor Made offered to take used sails and in return they would make two bags from the sails. I received a tote and a duffle bag made from my old mainsail featuring logos from the sail.

Have a look at <http://sailormade.com.au>

Regards, Mike McEvoy

CAPTAIN'S COLUMN – SEPTEMBER 2015



Greetings fellow cruisers,



Our February meeting was an impressive turn out to hear Jenny Lawton recount 7 years of Cruising adventures along the East coast of Australia and the Pacific islands aboard *Swifty* with her late husband Doug, which is recorded in her book "The Cruising Dream". The take home message was Jenny's transition from the romantic notion of cruising to the harsh realisation of her need to engage with unfamiliar concepts and up-skill. This necessitated several TAFE courses and countless discussions and encouragement from MHYC Cruising Division members enabling thousands of sea miles of experience. The meeting saw long-term members proudly seeing their names on Wachman and Slocum trophies. Newer members to the cruising division listened intently and were inspired, just as Jenny and Doug were in the 1980's. The dynamic interaction between older and newer members sharing knowledge and experience is the true value of the Cruising Division. I can recommend "The Cruising Dream" as an inspiring read.

The 4 Cruising boats who took the Middle Harbour Gosford Challenge had a wonderful time as Club Captain, Peter Lewis's article in this edition reveals. The three boats that had Admirals (alternate skippers) aboard decided not to return on the forecast 30 Kt Southerly the following day, opting for a spectacular twilight sail home the same day. We reached to approximately 4 miles East of Long Reef, then poled out headsails for a run to the Heads just in time for the 21:15 Spit Bridge opening. *Nashira*, *Slack N Off* and *Bliss* rafted up in Sugarloaf Bay for a very peaceful night where we eventually woke to find Jabiru nearby. Happy Admiral – Happy life! *Galaxy II* opted to enjoy the hospitality at Gosford Sailing Club and return with the race boats that arrived back in Middle Harbour just in time to don pirate costumes for the Barefoot Ball. 220 Buccaneers and a few parrots revelled on the beach to live music.

On March 12 several Cruising Division boats will again support the make a Wish Foundation.
"We grant the wishes of children with life-threatening medical conditions to enrich the human experience with hope, strength and joy."

Last time we took the children, their families and carers sailing they had a rare day of family fun doing something that many had not experienced before. One of the mothers was very emotional when she thanked us saying; that illness had not only impacted one child, but also siblings and that parents rarely had time together due to the demands of balancing hospital visits with siblings school and sport. This event will be followed by a raft up.

This month will see the end of the Twilight races that are enjoyed by several cruising boats and crews. Maybe a few Cruising Boats will continue for a few more weeks into the Autumn????

See you out there, living the dream!

Michael Mulholland-Licht
Cruising Captain.. SY. Bliss



PAST EVENTS:

.....Gosford Sailing Club Challenge

.....19-20th February 2016

The Gosford challenge began with a bright and sunny day on Friday February 19th. The combined fleet of cruisers and racers were greeted with a building North Easter as they battled the variable breeze of Middle Harbour. Many shouts of "advice" we're heard from boat to boat, but t's unclear whether any of it was



As the boats began to clear the Heads, it was apparent that it was to be a close tussle and a fast work to Box Head. The boats that went to further to sea, *Lulu Belle* and *Bliss*, had the best of it beating north and lifting on the 15 knot breeze in glorious conditions. Meanwhile a close battle was unfolding inshore between *Wee Lassie*, *Nashira* and *Aurora 2* with *Slac n Off* close behind as she cruised North.



The finish at Box Head was close with *Lulu Belle* just beating *Bliss* and a creditable third. Here the fleet congregated on the beach for a swim, a beer, lunch and stories of the trip. Gosford sailing club lead the flotilla into Brisbane Water whilst the Cruising Division returned to Sydney for a beautiful evening cruise and raft up in Sugar Loaf Bay, just making the 21:15 Spit Bridge.

Meanwhile the flotilla in Brisbane Water was lead through the channels and the delights of Brisbane Waters. Once tied up the party began. There was match racing between MHC and Gosford sailing club held over 3 races, The MHC team, ably lead by Brian Lees, in the *Magics* supplied by Gosford sailed extraordinarily well and were only pipped by 1 point in a the light conditions. Gosford sailors joined a BBQ and presentation night and finally the weary crews collapsed into their bunks.

The next morning was an early start and Rip bridge proved challenging particularly for *Wee Lassie* as all her wee crew hung out on the boom to get enough angle to squeeze under the Rip Bridge.

The building southerly at the start from Box Head saw the fleet brace for a long day with 30 knots on the nose. The weather threw everything up with Wind, Rain Sun and Calm. The crews reefed, shook them out and put them in again. The Finish was an all Jeanneau affair, *Lulu Belle*, *Wee Lassie* and third *Aurora 2*. The crews gathered at the prize giving in full Pirate attire for the Bare Foot Ball.

The comrade, the fun and good sailing regaled stories all night. The purpose of the challenge to bring cruising and racing together to a new location had certainly worked. Many thanks to Gosford Sailing Club who went above and beyond to make this event a great success. Many thanks to everyone at MHYC, who put in every effort to establish this inaugural event. Finally thanks to all those who took on the challenge. See you and many more at the next challenge.

Peter Lewis Club Captain MHYC



JENNY LAWTON'S TRAVELS WITH "SWIFTY"

The Cruising Division was treated to a fascinating talk for our February meeting by past member Jenny Lawton. She took us through the purchase of the boat they had fallen in love with, to voyage preparation, including navigation and boat maintenance, finally to a wonderful photographic cruise through many Pacific Islands. The biggest message of her talk was for us to identify our dream and achieve this despite seemingly enormous hurdles on the way.



During their 3 separate cruises they had other members of MHYC Cruising Division join them at various ports for holidays on "*Swiftly*". Some of these past members attended our meeting, which was a terrific bonus for the 'older' members of the Division and a lot of reminiscing was done. This photo shows Jenny surrounded by John McMahon, Jo and Laurie Surgeoner of '*Hoi Hoi*', Jann and Peter Garske of '*Come by Chance*' and Carol and Colin Hopper of '*Nice Feeling*'. Jo wished to see the Yaffe Trophy, for a significant cruise, which carries their boats' names.



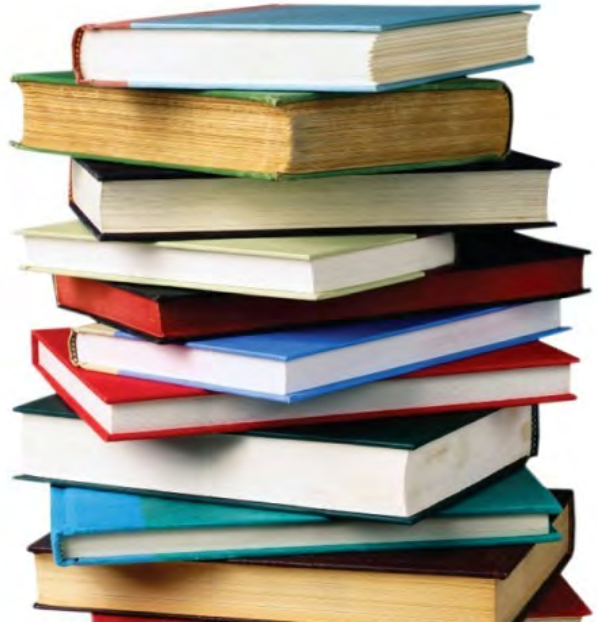
Gill Attersall "*Simply Irresistible*"

P.S. Michael M-L has Jenny's book, I might like to borrow that after he has read it – hint – hint.

BOOK LIBRARY

WOULD you like to curl up with a good book on your boat in Sugarloaf Bay this winter?

Glynne and I have inherited a complete library (well 21 at least, I can supply a list) of Patrick O'Brian books from Maralyn and Phil Darling. Now God put Glynne on this earth to read a certain number of books and with this little lot he won't be able to die, or it will keep him alive till he reaches at least 180 years.



We also have:

The Unlikely Voyage of Jack de Crow ...by A.J. Mackinnon.

Young Aussie sails a dinghy from North Wales to the Black Sea.

A Voyage for Madmen (1st Golden Globe Race? Fascinating book).... by Peter Nichols.

Nine men set out to race each other around the world. Only one made it back.

Penniless Millionaire..... By Buster Brown our own MHYC identity.

Longitudeby Dava Sobels

Captain James Cook by Richard Hough

.....and a ton of Technical Books.

I expect we are all the proud owners of terrific nautical books gathering dust in our bookshelves. A mobile library is impractical but in her 'spare time' Kelly has offered to start off a website, on which we can list our available books.

We could list our telephone numbers, so when a request is made we can bring the book in to the next meeting.

How do you feel would you care to lend your books, borrow from others?

Glynne is just finishing *Master and Commander* and thoroughly enjoyed it.

So if you would like any of the above ring us on 9452 2708.

Gill Attersall.... "Simply Irresistible"



FUTURE EVENTS:

ON LAND EVENT VISIT TO LA PEROUSE.& BARE ISLAND...

SUNDAY - 17TH APRIL, 2016



TODAY the sun shone on La Perouse, the sea sparkled, gleaming white boats bobbed, the beaches were enticing, the grass so green in front of the majestic building which houses the La Perouse Museum – the whole affect would rival the Mediterranean. Even brides were taking advantage of such a scenic spot with photographic sessions and numerous scuba divers.

We just hope the day will be as gorgeous on the 17th April, when we plan the next Cruising Div. On Land Event.

The Museum opens at 10am on Sundays only and being a Sunday, the drive through Sydney id s bit congested, so 11am would be a good time to start the tour of the Museum (Adults \$5.50, Concession \$3.30). This will give us 2 hours before lunch at either Danny's Seafood Restaurant or their slightly more reasonable takeaway, which has tables and chairs. We will vote at the next meeting. There are also many other eateries including Thai, pizza and good old fish and chips.

After lunch we would strongly recommend joining the Bare Island tour which leaves at 2.30 or 3.30.

This National Parks tour was fascinating (certainly worth the entrance of Adults \$15 and Concession \$13). The defence fortress was built in 1885, very badly by John McLeod, so gun practice caused damage and even the 1989 Newcastle earthquake made the parade ground collapse and left cracks in the 'protective' walls. I could write a whole



article on our day's outing but it will be far better for you to see it all for yourself. You might even want to take in the Snake Man's Show, he is usually there from 2 to 5pm on a Sunday.

Gill Attersall *Simply Irresistible*



FUTURE EVENTS:

HARBOUR NIGHT SAIL ... (Mar 12th .)

.....**POSTPONED**

The Night Sail exercise has been postponed to later in the year for a date yet to be announced due to too much being on at once..

.....**REPLACED BY**

MAKE A WISH AND SUGARLOAF RAFTUP..... (Mar 12th .)

On Saturday a number of boats are kindly giving of their time to host a number of sick children and their carers for a few hours on the harbour.

The "Make a Wish Foundation" exists to grant the wishes of children with life-threatening medical conditions to enrich the human experience with hope, strength and joy."

Unfortunately further details were not received in time for publication

Afterwards, those boats and any others that are free to join them will proceed through the Spit Bridge for the evening for a raftup and perhaps a regular BBQ of the back of the boat in Sugarloaf bay

Next morning boats after a late start, will proceed at their leisure to their home moorings.

EASTER CRUISE – PITTWATER BROKEN BAY AND SLOCUM EVENT..... (Mar 25th – 28th)

Join us this Easter for what is usually an enjoyable few days away from the hustle and bustle of Sydney.

Come along to the Cruising Division Meeting on the 21st and register your interest. We may even be able to extend the cruise if enough are agreeable.

Fancy drinks in the evening, a lunch ashore at a waterfront café or a lazy BBQ of the back of the boat ? It can all be yours....

DRIFTWOOD...

Ahoy!



This traditional greeting for hailing other vessels was originally a Viking battle cry.

Blind Eye

In 1801, during the Battle of Copenhagen, Admiral Nelson deliberately held his telescope to his blind eye, in order not to see the flag signal from the commander to stop the bombardment. He won. Turning a blind eye means to ignore intentionally.

FEATURE ARTICLE....

TEN DAYS IN THE WHITSUNDAYS CHARTER CRUISE OCT 2015



Harvey, my long standing crew member, organised a 10 day Cruise on a Queensland Yacht Charter's Catalina 35, for the crew of "The Breeze", commencing on Tuesday the 6th October 2015. He had not sailed these waters before but Phil and I were happy to go again to maybe visit some Islands we had not previously visited.

The seven day forecast from "Seabreeze.com" for Hamilton Island, Mackay, Proserpine and Bowen, predicted 15 to 20 Knot SE winds and a few showers with moderate tides predicted, so the prospects looked good. I had expected some easterlies and northerlies, so I waited to see if "Seabreeze" might prove inaccurate. It certainly was.

Some 18 years ago when "The Breeze" left the Whitsundays heading home we had firstly easterly winds followed by northerlies at exactly this time of the year. The flight was delayed 1½ hours and while we were waiting Harvey's phone rang. The Yacht being delivered from Airlie Marina to Hamilton for us had developed a fuel leak and had returned to Airlie for repairs. We would therefore need to get a ferry from Hamilton to Airlie to collect the yacht. Our planned first overnight anchorage after briefing was now unlikely.

We eventually took off from Sydney after being delayed by a thunderstorm and had a smooth flight. Approaching Hamilton in a gusty 25 knot southerly, with wings wagging, (as if signalling) the port side wheels hit the tarmac, with a terrific whack but did not break off.!! We collected our bags and booked them onto the Ferry to Airlie. The ferry dock was handy, right at the Airport and shortly after we left on a 1½ hour ride via Daydream Island. We came into Port Airlie, which has been built since last I was there.

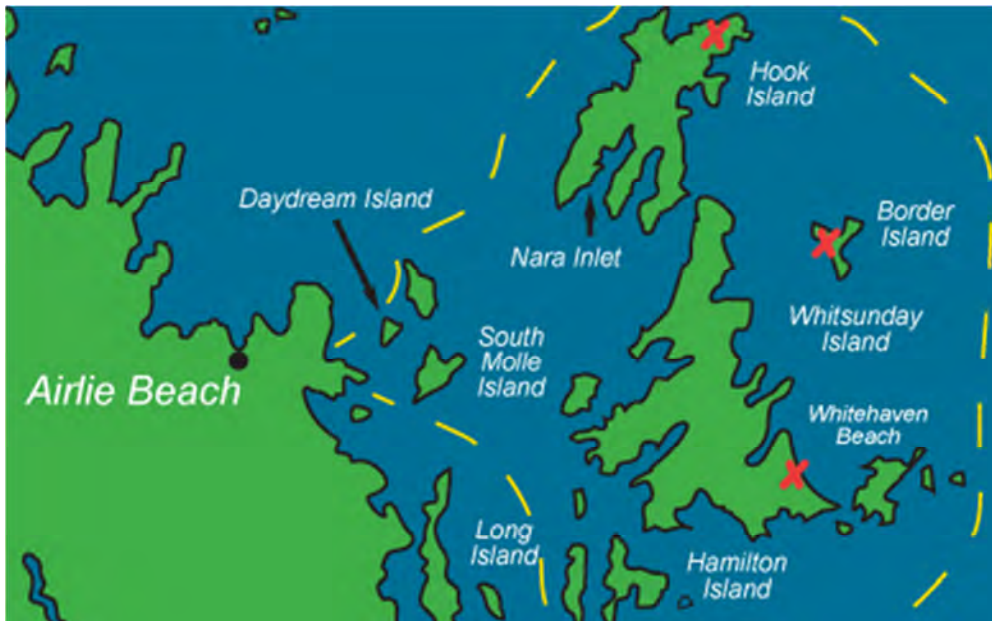


The Port with its massive Breakwater walls and wharves was very impressive. When we docked, it was about 30°C and we were hot and tired.

A phone call had Don the Manager of QYC collect us in the Air-conditioned Pickup Vehicle. Things were looking better. He drove us to a bottle shop to pick up our drinks. Things were looking

better still and then to QYC's Airlie Marina Office where final details were completed, including a very satisfactory discount for the delay. Our bags and refreshments were loaded on Board. The food for 5 days was already on board by prearrangement and ordering by Harvey and Phil and our briefing commenced. The internal briefing by John was very thorough and was completed by 1700 hours EST. The Above Deck would start at 0900 in the morning. We needed a drink !!! About 1800 we headed for a nice little Cafe Restaurant out on the point which I had enjoyed last time I was here, so we had another little drink and watched the sunset followed by a very nice meal, all very reasonably priced. Back to the yacht and we crashed.

Wednesday morning we were up at 0600. The sky had cloudy patches, following showers overnight, with a moderate SE wind. inside the Marina. We finished stowing our gear and stores and after breakfast at 0830 we were given a detailed above deck briefing. At 1005 we left the dock, guided by our briefing man and once he had left, we motored out through the Breakwater walls of the Marina.



The wind was south east and quite strong. Off Port Airlie we hoisted sail, one reef in the main and half a metre of headsail rolled in. We headed to pass outside of Pioneer Rocks off Pioneer Point.

Although we had a beam wind and the sails trimmed correctly, the boat was being driven hard, lying over and wanting to round up. The exposed Molle Channel followed by the

Whitsunday Passage was ahead, so we put in the second reef in the mainsail and rolled in more headsail and moved the headsail sheet car forward to try and maintain some shape to the headsail.

We charged across the Channel and the Passage in the 25 + knot wind, with the wind and sea on the beam. Wind and seas were against the tide so we had little to no leeway. The seas or wind chop was up to 1.5 metres, so we took some fire hose tops off the waves across the cockpit. One was a double bungler. The first part splashed us, very closely followed by the second part, which soaked us. Well the temperate and humidity were high, so we were not cold.

We sailed into Stonehaven and then followed the shoreline of Hook Island, through the passage with Hayman Island and around to Butterfly Bay. All moorings were taken. Yachts were anchored in the eastern wing, which we checked out and then headed for the west wing. Base over the radio told us we could anchor if no mooring was available. A guy on a nearby yacht told us, after we had anchored we were in a prohibited area and too close and started taking pictures.

Welcome to Butterfly Bay. He in turn was asked how long he had been on his mooring and when was he leaving and we took some photos. There is a 2 hour time limit on public moorings. We disengaged, up anchored and headed for Luncheon Bay. Just before this bay along the shoreline we found a vacant mooring, at about 1500 hours. At 1515 the charter base was called, to log off for the day. The forecast was a strong wind warning for the next 2 days.

Drinks and snacks in the cockpit started early, the snorkelling could wait until morning.

Throughout the night, the large mooring buoy continued to bang the bow no matter what we tried. There had been rain showers overnight.

Thursday morning we were all up at 0700, after a bad night but a beautiful breakfast in the cockpit of fresh fruit and yogurt, followed by bacon, eggs and tomato, on such a pleasant morning, improved the situation no end and we prepared for the morning's snorkelling. We inspected all around the boat in the dingy, for any damage or shatter points in the Fibreglass topsides, caused by the bashing by the mooring buoy but I was surprised to find none.

On the gibber and coral shore, (no sand) we struggled into our snorkelling gear. Booties, Stinger Suits, flippers, goggles, snorkel and floatation belt for me. I was ready for a rest. The Coral along this shore line was as good as it gets.

After lunch we cast off with great relief and continued east to have a look at Manta Ray Bay, where there had seen excellent Coral on a previous visit. There were two moorings in the bay with one vacant, but we had planned to sail back to the Stonehaven anchorage for our overnight stop and snorkel the Coral at Langford Reef off Langford Island, just south of Hayman Island the following morning. By 15 30 we found a mooring in the southern end of the Stonehaven anchorage and enjoyed a relaxing afternoon. A beautiful sunset followed with patches of cloud showing changing colours just after sunset. The lights went out at 2030. At 2330 wind bullets hit and this mooring started banging the boat. This performance occurred again at 0300.



At 06 30 Friday morning we dropped the mooring and headed for Langford Reef. The sky was grey and the wind above 20 knots, not very encouraging and not a boat in sight! However Phil and I had enjoyed snorkelling here before, over beautiful coral, so we pressed on and at 07 15 found a mooring off the Island outside the Coral. I did not like the conditions and decided one person should remain onboard. So Harvey and Phil suited up and set off for the shore and sandy beach in the dingy. I watched them through powerful binoculars. The wind chop was above half a metre, because Hook Island was about 2 miles east. The fetch was more, because the wind was south east and fresh. They had a bumpy ride to the shore and beached and hauled the dingy up clear of the mini surf. Harvey got swept downwind by the current and felt threatened as he struggled to return. Phil found the chop coming over the top of his snorkel. So the snorkelling did not last long. By 08 15 Phil and Harvey had returned to the yacht. Conditions were unsatisfactory for snorkelling here. At 08 45 we set off for Cid Harbour, because we thought it would be sheltered, but we headed back towards Stonehaven to the windward shore and more sheltered water. The wind rose to 30 knots +, followed by blinding rain. It was time to put on my Motorcycle Goggles, so I could see ahead. Lovely weather up here, beautiful one day and perfect the next, if you like gales and rain!!!

We were only just making headway in the gusts, so we settled down to grind away at the distance to more sheltered water. Well I got that wrong too! As we approached the Stonehaven moorings, where we had now decided to stop, bullets of wind with rain hit us. The surface of the sea was lifting off up 3 to 4 metres and was being carried downwind as a low cloud of salt water spray. It does that in 45 knot + winds. Harvey and Phil were on the bow giving arm signals as we approached a mooring. Yelling was of no consequence, as it could not be heard. The boat was not

fully controllable. The bow was being blown off course and the boat was veering to port or starboard. Harvey's arm signals became frantic, but were difficult to follow. I am sure he felt I had lost it, as the boat screwed about. Well the A team picked up and secured the mooring on the third attempt. (A Team is short for Dad's Army.) Wow, picking up a mooring in those conditions was something new!!! Down below, it was downtime to regain our composure, ...oh and dry out, as the wind bullets and pelting rain, hit the boat, accompanied by the drum being played by the mooring on the side of the boat.Ah! the glorious Whitsundays. On the mooring in Stonehaven at the north end of Hook Island, the wind rose to 30 knots +, followed by blinding rain. Down below, it was time to regain our composure and dry out, as the wind bullets and pelting rain, hit the boat, accompanied by the drum being played by the mooring on the side of the boat. ...Ah! the glorious Whitsundays. Lunch was early at 1200 noon to give us plenty of time to get to Cid Harbour. By 1230 torrents of rain followed vicious squalls with bullets of wind. A little delay might be in order. 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 bloody buoy off, was not one. Let it go at the bow. The buoy may then catch on the rudder or the propeller which could be worse. We tried pulling it back through at the bow but the winch could not do it either. *High Drama ..!*

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

Part 2... Next Month
The Conclusion..



TERRIBLE ONE DAY,.. STORMY THE NEXT

.....Bill Humel***“As Free As The Breeze”***



2016 “CRUISING NORTH” SERIES...

Doug Brooker - AYF Yachtmaster instructor and past examiner will be presenting a series of talks for anyone interested in cruising North.



Monday 14th March
Wednesday 16th March
Monday 21st March
Wednesday 23rd March

The first two nights will cover the preparation of you and your yacht for cruising. The third and fourth nights will cover the passage and ports between Sydney and the Whitsundays. Questions and suggestions will be most welcome.

This is being sponsored by CCCA,

If you wish to attend please email the CCCA secretary Greg Hitchens at:
<cccahonsecretary@gmail.com>
providing your name and contact method.





FEATURE ARTICLE....

Fuel Tank Cleaning made Easy

I have long worried about how dirty my fuel tank might be, for apart from monitoring the glass bowl in the main fuel filter, there is no easy way of knowing.

Rapture was launched thirty three years old and the fuel tank has likely never seen the light of day, certainly not in the last twenty years I have been lucky enough to care for her. I have always been mindful that all it takes to precipitate the loss of the boat onto the rocks, is one small piece of dirt in the tank blocking the fuel intake line at the wrong moment.

Except for two occasions, I have always laboriously ferried diesel aboard in a 20 Litre jerry can from my usual petrol station in the belief, or hope, that their high fuel turnover would ensure the diesel was both fresh and less likely to contain water. Each time I have added diesel fuel conditioner and biocide with a generous hand.

My fuel tank sits under the port bunk in in a single tank constructed in fibreglass integral with the hull and containing a single internal baffle, but I am blessed with a large circular access cover.



Fuel Tank Access Cover

1. Empty the Tank

How to empty the tank without making a huge mess ?

Well if I had two fuel tanks I could run each tank down to less than half full and in turn, pump one tank into the other, but that was not an option for me.

A recent article in the "Cruising Helmsman" showed a "Fuel Polishing Kit" that, for me, left a little to be desired and several key details unresolved. Fuel polishing is fuel filtering by use of a recirculating pump

2. Fuel Polishing Kit

I wanted my kit to be both neat and portable so I decided to assemble my own version of a Fuel Polishing kit with which I could both transfer diesel and filter the fuel at the same time.

I also wanted the kit to be free standing in the vertical position with fold out supports and to have a top grade filter with a glass bowl, plus of course an LED or two for good effect.

It also had to stow away neatly.

I used an empty wine presentation box in which to mount the Fuel pump, switch box and filter and positioned the fuel hoses so they would neatly coil in the one direction. The aluminium wand was attached with compression fittings, and hence able to be removed. Both intake and suction hoses are able to be plugged. The universal solid state fuel pump pumps up to 130 litres per hour and so any operation is able to be carried out in a reasonable time.

A standard Cigarette Lighter plug is fitted to the end of four metres of tinned flex with confirming LEDs to both the plug and the switch on the pump.

3. Lower the Fuel Level

Having taken the risky course of running down the fuel level in the tank, I marked the orientation of the access cover and carefully removed the silicone sealant surrounding the access cover, being careful to remove it in one piece to avoid dropping bits in to the tank when I removed the cover.

To my immense relief, the volume of remaining fuel was able to be pumped into a single 20L jerry can.



**Inside Tank Before Cleaning
Note dirt at mouth of Fuel Intake**

4. Remove the Dirt

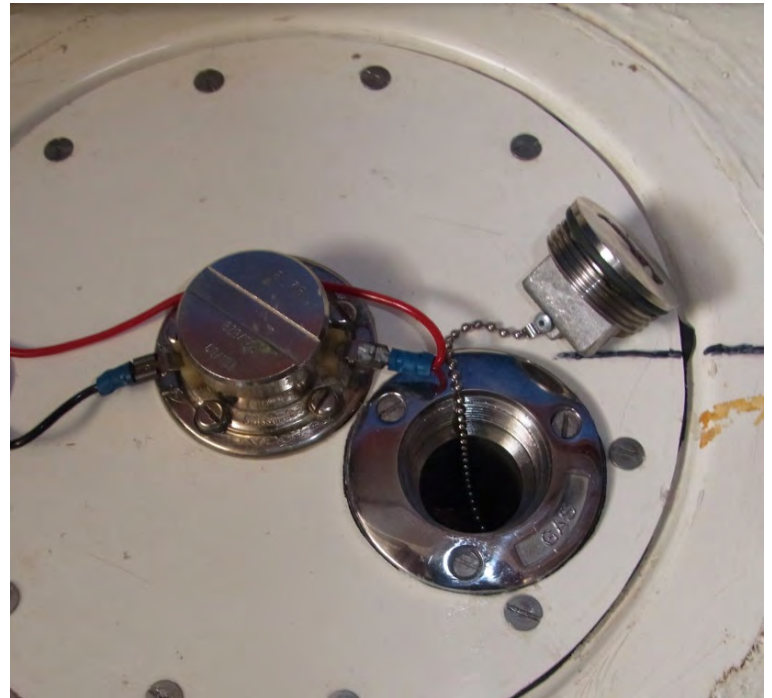
Using the wand of the Fuel Polishing kit I sucked out the last of the diesel fuel along with the spots of dirt and mopped out the remaining dregs of fuel with paper towels into a double pair of plastic bags.

The photo shows how little dirt was actually in the base of the tank, although you may be able to see a lump of dirt partially blocking the engine intake.

I attribute this to the fact that the Fuel Intake Pipe is close to the lowest point of the fuel tank and thus helps to avoid a “dead” pocket of stale fuel that never gets recycled through the main fuel system when the engine is running. This is an area in which sludge can form.

5. Access cover

In addition to the Fuel Filler Port up on deck, I also took the opportunity to install an additional Fuel Filler Port in the access cover while it was removed. This makes life a little easy as now I can dip a wooded dowel and verify the depth of remaining fuel with the needle position of the fuel gauge, as well as being able to pump fuel when below



New Fuel Port beside fuel gauge sender

6. Sealing the Access Cover

It turns out that Silicone is not suitable as a sealant when subjected to diesel fuel. After a lot of searching I made contact with Nigel Jones of Universal Gaskets in Blacktown who recommended a soft Nitrile compounded gasket with a peel off adhesive on one side. This made it easy to make a gasket in place of the old degrading silicone. By placing it adhesive side down, any future removal will leave the gasket in situ and undisturbed.

7. Refill the Fuel Tank.

I was able to calibrate the Fuel Gauge in 20 L increments when refilling the tank, for being integral with the hull, the rate of change of fuel level is far from linear. At each 20 litres I marked up a drawing of the fuel gauge.

The big benefit of cleaning out your fuel tank(s) is of course, ...*Peace of mind.*

Rapture's portable **Fuel Polishing Kit** cost around \$250 to build but is available to borrow for free, just \$11 each time for a new filter.



Pumping back the Fuel ...No Mess

Paul Wotherspoon *Rapture.*





FEATURE ARTICLE....

Our Boat *Bliss* ... 2008 Beneteau Oceanis 40

Astrid and I absolutely loved our previous boat, a Beneteau First 41S.

This 1990 Jean Berret hull with Philippe Stark design below was a unique, fast boat with hand basins, wine bottle holders, ashtrays and reading lights in the three cabins. We had invested considerable time and money getting this boat into optimal condition and to Cat 4 safety standard.



After 6 years we concluded that further capital investment was not justifiable in this boat as we would need to change boats when our younger son finished school and we had the opportunity to take more time to cruise.

We surprisingly, quickly divorced her for another following a weekend workshop of Cruising Preparation for Couples run by John & Lyn Martin of the Island Cruising Assoc.

www.islandcruising.co.nz john@islandcruising.co.nz

The weekend spent with 7 other couples of varying skill and ambition crystalized a few key points for us:

- It affirmed that we had acquired a reasonable set of skills and experience so far
- We were able to clarify and prioritize what we knew we still needed to know
- We were not dreaming of long blue water passages as a couple
- It identified three cruising grounds in order of priority, which might well be in three different boats:
 - East Coast Australia
 - Mediterranean
 - Inter-Coastal Waterway, Eastern USA
- It takes considerable time to prepare a boat for cruising and to familiarize the crew with the boat

The last point had us looking for the boat that would suit us for the East Coast of Australia. While the old boat was set up for shorthanded sailing, had many desirable features and was comfortable, there were a few things that we wanted to change:

- Traveller out of the cockpit. Great for solo sailing, but not dinner for 6
- Chart-plotter at helm, rather than below
- VHF relay at helm
- Large cockpit, well covered, clears at sides. This is where most time is spent
- Sturdy cockpit table that didn't collapse when full of food and wine
- Twin helm with walk through transom and easy boarding and loading gear
- Electric fridges rather than eutectic
- 2 cabin rather than 3. Most dinner guests sleep on their own boat
- 1 head instead of 2. Might be useful as wet storage, but rarely used
- Rocna anchor 50 meters of chain, rather than Danforth, which fails 180 test
- Holding tanks. Contentions environmentally, but legal requirement
- Separate shower, not over the head. Still a luxury every use
- Solar charging (still yet to install when budget allows)

We moved from a sports car to a family SUV!

The Oceanis 40 is about a knot slower in most conditions, but is far less tender and surprisingly well behaved in a variety of conditions. The First 41 S with a more traditional, tapered stern, would get up and go in light air, but soon be overpowered and need a reef earlier. As we get to know her, the Oceanis is easier to sail and we have significantly more living space, particularly in the cockpit. She is a bit of a slug until she heels enough to get her big bum out of the water. Then she has a much reduced surface area and profile in the water. Aesthetically the Oceanis doesn't have the looks of the 41S, but sailing and living aboard is so easy.

We love her and spend most weekends aboard.

A Longer cruise is planned for winter.

Michael Mulholland-Licht .. *SY. Bliss*



POET'S CORNER....

A Sailor's Lament ...

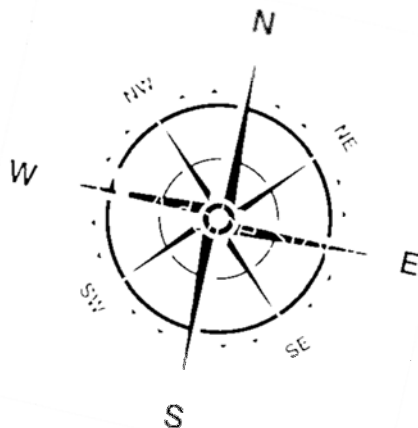
***I fain would Tell a Tale Untold,
Of Seas and Ships and Sailors bold,
Of Windless Days and Starry Nights,
And Waves Awash with Fairy Lights.***

***While High above the Sky-sails sway,
To Carry us to far Bombay.
In Lazy Circles drawn so Slow,
They Sometimes Catch the Moonbeam's glow.***

***The Hours of Night, they pass so Slow,
While Wishing for the Wind to Blow.
And Shadows sometimes Seem to Be,
Old Shipmates Swallowed by the Sea.***

***Then in the Mists of early Dawn,
Comes yet Again my Dream Forlorn.
Her Gentle Smile for which I Yearn,
Will She be there, on my Return ...?***

Rapture...



CD Quiz – March 2015 by Phil Darling

Back to normal this month after our special Flags issue last month.

1. You see a vessel under way at night, displaying the normal bow lights and stern lights but with two red lights, one over the other, on the mast. What does this mean?
2. Who must keep clear of the vessel in Q1?
3. What might have caused the situation in Q1 above?
4. Talking about lights – what is the angle abaft the beam of our normal red and green navigation lights?
5. Where did such a strange angle as that quoted in Q4 above come from?
6. Talking of old measures – if someone says to keep ‘at least a cable off the rocks’ – how far is that?
7. Talking distance – should we use the ‘latitude scale’ or the ‘longitude scale’ on a chart to measure distance? Further is this the scale on the sides or the top and bottom of the chart?
8. At night – you see a set of lights as following from your left to right: green, two white (one over the other and above the level of the others), red, green, red. As you change course the relationship of the lights stays about the same. What is the official definition, and what is most likely happening?
9. What is a Hard Eye, and when would you be likely to use it?
10. Someone says ‘*you should mouse that shackle*’. What do they mean?



DRIFTWOOD





CHEF'S CORNERWITH COLIN PITSTOCK

Hello Chefs...

Let's do a couple of summer delights that are easy to can do on the boat's BBQ. While they are cooking you can grab a nice icy cold glass of bubbles, something from Tassie is always good a good drop.

So pour a glass, head to the ships stores and get started. Plus thanks to DH.

smoky texan barbecued chicken



- 1 x 1.8kg chicken, butterflied**
- 1 tablespoon extra virgin olive oil**
- sea salt and cracked black pepper**
- smoky Texan sauce**
- 2 cloves garlic, crushed**
- ¼ cup (60ml) maple syrup**
- 2 teaspoons smoked paprika**
- ½ teaspoon cayenne pepper**
- 2 tablespoons Worcestershire sauce**
- 2 cups (560g) tomato puree
(tomato passata)**
- 2 tablespoons malt vinegar**
- 1 tablespoon Dijon mustard**

Preheat a char-grill pan or barbecue to high heat. To make the smoky Texan sauce, place the garlic, maple, paprika, cayenne, Worcestershire sauce, tomato puree, vinegar and mustard in a small saucepan over medium heat. Bring to a simmer and cook, stirring, for 10 minutes or until thickened. Set aside.

Rub the chicken with the oil and sprinkle with salt and pepper. Reduce the pan or barbecue to medium heat and cook the chicken, skin-side down, for 12 minutes. Turn over, brush with ½ cup of the sauce and cook, covered⁺, for a further 10 minutes or until the chicken is cooked through. Turn again and cook for 2 minutes or until the skin is charred and caramelised. Set aside to rest for 5 minutes. Serve the chicken with the remaining smoky Texan sauce. Serves 4.

⁺ If you are using a barbecue, lower the lid to cover the chicken for this step. If you are using a char-grill pan, place the chicken in a preheated oven at 200°C (400°F) to cook for 10 minutes.



Another quickie for that BBQ while you have a glass of bubbles. Also easy a quickie

For a crowd on board. So top up that glass while you do the prep & these both can be cooked by the the skipper while throw a salad together & have another drink

lemongrass and coriander grilled chicken skewers



- 1 lemongrass stalk, white part only, chopped
- 3 kaffir lime leaves, chopped
- 1 long green chilli, chopped
- 2 tablespoons finely grated ginger
- 4 coriander (cilantro) roots, chopped
- 2 cups coriander (cilantro) leaves
- 1.6kg chicken thigh fillets, trimmed
- 2 tablespoons vegetable oil
- sea salt and cracked black pepper
- 1/3 cup (50g) grated palm sugar
- 2 tablespoons fish sauce
- 1/2 cup (125ml) water
- 1 tablespoon lime juice

Place the lemongrass, lime leaf, chilli, ginger and coriander root and leaves in a small food processor and process until finely chopped. Place half the lemongrass marinade in a large bowl. Add the chicken, oil, salt and pepper and toss to coat. Refrigerate for 30 minutes to marinate.

While the chicken is marinating, place the palm sugar, fish sauce, water and lime juice in a small saucepan over high heat. Bring to the boil and cook for 2-3 minutes or until slightly reduced. Remove from the heat, add the remaining lemongrass mixture and stir to combine. Set aside.

Preheat a char-grill pan or barbecue to medium heat. Skewer 2 chicken thigh fillets horizontally on 3 metal skewers. Repeat with the remaining chicken fillets. Cook the skewers for 5-6 minutes each side or until charred and cooked through. Slice the skewers and serve with the reserved lemongrass marinade.

..... Colin...SY Shazam.



POINTSCORE

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET																
		JAN - DEC 2016										Compass Attendance Technical			TOTAL			
DATE =		Feb 15-21	Mar 12-15	Apr 25-28	May 21-22	Jun 4-5	Sep 17-18	Oct 1-3	Nov 12-13									
EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Rose	at	Corner				
ENTER CREW FOR EACH		Gosford Cruise	Wish & Raft up	Easter Cruise	Mystery	Check Safety	090 & Raftup Sugarf	Lake Macq	TBA			Feature Articles Points	Monthly Meeting Points	Projects compl't'd Points			CUMUL' SEASON	
YACHT		No. Nights	2	1	3	1	1	1	2	1		2	1	3			POINTS	
Sanctum	Crew											0	1	0			1	
	Noel & Jean	Nights																
Breeze	Crew											0	0	0			0	
	Bill & Helen	Nights																
eXpresso	Crew											0	1	0			1	
	Phil & Maralyn	Nights																
Flemingo	Crew		2									0	1	0			7	
	John Eastway	Nights	2															
Jabiru	Crew											0	1	0			1	
	Mike & Suzanne	Nights																
Jenzminc	Crew											0	0	0			0	
	Andy & Jen	Nights																
Kachina	Crew		2									0	1	0			7	
	Trevor/Lena	Nights	2															
Mereki	Crew											0	1	0			1	
	Richard	Nights																
Nashira	Crew											0	1	0			1	
	Evan & Kelly Clark	Nights																
Rapture	Crew											0	1	0			1	
	Paul & Anne	Nights																
Simply Irrestible	Crew											0	1	0			1	
	Glynne & Gill	Nights																
Galaxy 3	Crew		2									0	1	0			7	
	Chris & Diane	Nights	2															
Slack'n'Off	Crew		2									2	1	0			9	
	Gabrielle & Martin	Nights	2															
Cav Sav	Crew											0	1	0			1	
	Max & Dot Theeboom	Nights																
No. of Boats =			4	0	0	0	0	0	0	0	0						9	

The Leading Boat is....
Slack'n'Off

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.

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



Skippers are required to email <paul_wotherspoon@bigpond.com> with results to receive points

CD Quiz – March 2016 – Answers

1. Under the Coll Regs this is a vessel Under Way but Not Under Command.
2. Everyone -the category of Not Under Command has the highest priority
3. Hard to say. The formal definition is 'a vessel which though some exceptional circumstance is unable to manoeuvre'. It could be a steering failure or some other form of impediment.
4. The red and green lights shine through an arc of 112.5 degrees from straight ahead – which means they shine 22.5 degrees abaft the beam.
5. 22.5 degrees is two points of the Compass – old timers may recall that there are 32 points of the compass, each $11\frac{1}{4}$ degrees.
6. A cable is one tenth of a nautical mile – so 185.2 metres.
7. We use the latitude scale which is the one running down the sides of the chart.
8. This is a vessel towing another, length of tow less than 200m. Since their relationship relative to each other does not change, it is likely that it is a 'tow alongside' i.e. the towed vessel is secured alongside the towing vessel.
9. A Hard Eye is an eye splice with a metal (or other rigid) thimble inside the eye. It is often used in anchor lines and other cases where a chain or similar has to be secured to a rope line.
10. A 'moused shackle' has its pin secured by non-corroding wire to prevent it coming undone.





PHOTO CORNER

HINTS ... FROM *PAUL WOTHERSPOON*.



COMMON CAMERA MISTAKES...

1. Not close enough

Someone once said, *"If your photos aren't good enough, you're not close enough."*

Don't hover from far away like a sniper. Get in there close, and get in there and zoom in. This can work for portraits, landscapes, or any type of photography. Sometimes it is best to get closer and capture what is most important, large in the frame.

2. No subject

Photographing beauty, light and colour is so important, but sometimes your images need some substance to them as well. Great photography is the merging of both form and content. If you can mix a beautiful image with an interesting subject matter, you have hit photographic gold. Think about subjects, ideas, or emotions that are portrayed within an image. Figure out what that substance is that appeals to you and develop it.

3. Too many photos

Nobody has the time to wade through a million photographs to find the gems. They will miss the gems if they have to look through too many mediocre images.

We all take mediocre images but the best photographers do the best job at hiding those images. Do your viewers a favour and pick out the gems for them and only show those. You want people to want more rather than wanting less, because if they want less then they're probably not coming back.

4. Too Much Contrast

A photograph with too much contrast has a strong difference between light (highlight) and darker (shadow) areas of the image. This is very apparent in photographs taken on a sunny day. Use flash to fill in the dark shadowy areas of the image and try underexposing the image by one or two stops to see the difference it makes.

Good Shooting - !!!



TREASURER'S REPORT

Middle Harbour Yacht Club - Cruising Division		
Treasurer's Report As at 29th February 2016		
Cash at Bank as at 31.1.16		\$1,735.49
<i>Plus Receipts</i>		
<i>Less Payments</i>		
Cash at Bank as at 29.2.16		\$1,735.49
<i>Outstanding Receipts</i>		
Membership Contributions		\$50.00
<i>Outstanding Payments</i>		
Account Balance		\$1,785.49
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

