



MIDDLE HARBOUR YACHT CLUB

THE COMPASS ROSE CRUISING LOG

Volume No. 35, No.4 May 2015

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Editor: Phil Darling

NEXT MEETING:

MONDAY MAY 18TH, 7:30 P.M.
B.Y.O. BBQ 6:30 P.M

GUEST SPEAKER:

GLYNNE ATTERSALL PRESENTING
"RE-BIRTH OF A GENUINE PORTUGUESE CARAVEL"



Caravel *Notorious* at Abel Point Marina

CRUISING DIVISION OFFICE BEARERS – 2014-2015

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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	Trevor D'Alton, Phil Darling, Maralyn Miller, Hilary Gallagher / Paul Wotherspoon	



Editor's note:

Deadline for the next edition of the Compass Rose, is: **Wed 6th June 2015**

The EDITOR for the next Compass Rose is Maralyn Miller.

Please forward contributions via email to:

darling.maralyn@ozemail.com.au

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

MHYC Cruising Division Program 2015

May	18 th	Cruising Division Meeting
June	6 th to 8 th LWE	Get Checked Weekend and Raft-up.
	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 & On Water Event)
	21 st	Cruising Division Meeting
October	3 rd to 5 th LWE	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	TBC	Club Christmas Party (replaces December meeting)

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

GUEST SPEAKER: GLYNNE ATTERSALL PRESENTING
PRESENTATION: RE-BIRTH OF A GENUINE PORTUGUESE CARAVEL.

The builders of ***Notorious***, Graeme Wylie and his wife Felicity, via their entertaining DVD, members' photos and assembled background information. ***Notorious*** took 10 years to build from recycled Monterey Cypress. It is as authentic in design as it can be and sails extremely well with minimal modern aids. 21m long and 6m wide, ***Notorious*** weighs 55 tonnes!! You won't believe how two people could build it unless you come and hear the story, which will be well worth a gold coin donation!

CAPTAIN'S COLUMN – MAY 2015

Hello sailors.

What a couple of weeks of weather. I have never experienced an East Coast low quite like it, one that moved so slowly and caused so much destruction. It gave us a couple of days off work, we are pretty lucky tucked in on the back of the hill, but I thought a branch would come off in one of those bullets, as we have some pretty big gums hanging over the house, but we ended up with just a few leaves, and all the boats in our bay survived as well. Not so on the island or Bayview; two yachts went down on Scotland Island, all the tinnies on Carols Wharf on the island went down. A 65' Sunseeker broke its mooring and ended up across the bow of 6 boats at RMYC and had to stay there for 2 days because it couldn't be moved, it ended up with lots of holes in it from all the anchors. A friend's Cat had a boat stuck between its pontoons and dragged from Avalon on to the island with its mooring down. Many headsails came unfurled, Palm Beach boats sank and a life was lost.



I went to Gosford on the Thursday, boats were washed up everywhere and quite a few sank. At the club a Hunter 36 sank on the Marina and Jenzminc was floating around middle harbour still attached to its mooring, its mooring block fell off the sand ledge at Clontarf. I was talking to our local mooring guy and Toby said of the Laureil May, a lot of boats broke their moorings due to lack of maintenance, or boats don't have PVC hose on their lines, because as the boat hobby horses around, the lines are sawn off on the toe rail or your anchor on the bow roller.

So what I'm trying to say here is, have your boat prepped for bad weather all the time, not just some of the time. Always have a couple wraps of your headsail sheets wrapped around the furler, always make sure your lines, including your mooring lines, are in top nick. If on a marina don't have lines that are too short. The longer the line the better for the boat. Keep an eye on the weather and if you don't have to be out there don't be. Lack of maintenance or not having the boat secured properly puts other people at risk of injury or worse.

Don't forget we have our AGM on the 16/6 so see you there, and if you would like to participate on the committee please fill out the nomination form. Also, next weekend is our mystery cruise, lots of people have said yes to attending so should be a great weekend, Phil has put a lot of time into the prep, which will make for a great cruise. Sorry Shazam cannot be there, she will be on the slips and I'll be in FNQ.

See ya out on the big blue sea.
Colin SY Shazam, Cruising Captain.

MEETING AFTER NEXT: MONDAY 15TH JUNE:
ANNUAL GENERAL MEETING PLUS GUEST SPEAKERS

Have you thought of putting something back into the Cruising Division?

You have certainly enjoyed the benefits from others putting in the effort to organise on-water and land events.

Why not be part of the organising committee?

POSITIONS VACANT: CAPTAIN, VICE-CAPTAIN, SECRETARY, TREASURER AND
COMMITTEE MEMBERS

Nomination Form at the back of this edition of the Compass Rose.

ALL NOMINATIONS WELCOME

GUEST SPEAKERS: KEVIN & JACQUI ENRIGHT
PRESENTATION: SAILING ADVENTURES OF TINTIN



If you thought Kevin and Jacqui Enright hadn't been around the club very much in the last two years you'd be right. So we asked them to come along and present their excuse!

Apparently it has something to do with them preparing and sailing *Tintin* from here to Phuket. Should make for fascinating listening!

NEW MEMBERS

A big welcome to the following new members who joined at our April meeting:

- **Bill and Sheryl Hooper from 'Pacific Dream'** a Hanse 47. Bill has been a member of the club for a while and has been racing his boat with some success in the twilight races this year
- **Chris Canty and Deanne Gordon from 'Galaxy III'** an S&S 39.

VALE TONY RICKARDS: FOUNDING CHAIRMAN OF THE CRUISING DIVISION

Members will be saddened to hear that Tony Rickards, founding chairman of the MHYC Cruising Division, passed away on 28th April.

Tony was Club Captain in 1976 when then Commodore Tig Thomas asked him to form a Cruising Division (Tig is still a member of the division).

Tony commenced racing with Middle Harbour Yacht Club as a boat owner in 1966 on his Bluebird - Mona Mia. From there he moved to a Daydream - renamed Truant II, named after his VJ - Truant from Middle Harbour Amateur Sailing Club.

About 1970 he purchased a Clem Masters built ex-Sydney to Hobart racer – renamed Truant III. Truant III finished her racing days when coming back from Broken Bay after an Easter break, she fell off a wave near Long Reef, split some planks and started to take on water. Fortunately the crew were able to get her back to Middle Harbour and they had to keep pumping for some hours waiting for the tide to be high enough to slip her on Jimmy O'Rourke's slipway.

Next was a Cavalier 26 – renamed Truant IV he raced on Saturdays and cruised on Sundays, which he enjoyed for 24 years. Problem was it had so much cruising gear on board that it only got going in the heaviest weather.

Tony's final yacht was a South Coast 36 which had done a circumnavigation of the globe. It was renamed Truant V and is now in Mosman Bay under new ownership. This boat was Tony's love and he could be seen most weekends at Sugarloaf Bay. For exercise, Tony would go paddling in his canoe, which was stored on the side deck, for hours on end he could be seen all over Middle Harbour. When he purchased Truant V, Tony had great plans to recreate the trip he made in Truant III in 1975 to the Whitsundays. Unfortunately, once Tony retired from full-time work as an Accountant, his health deteriorated to the point where he could not sail her to Broken Bay much less the Whitsundays.

Glynne Attersall says that “our enduring memory of Tony over the last five years is meeting him launching his dinghy at the wharf and telling us of his latest miraculous recovery from daunting illnesses. The worse they seemed to get the more cheerful he was and the more determined to get out to his boat. Lots of grumbles about the things that had to be fixed, but always over-whelmed by his love of the boat, Truant.”

Tony was in poor health for the last few years and was a resident of Elizabeth Jenkins Aged Care Facility at Collaroy in recent months.

A private cremation has been held, with a Memorial gathering at the Club to be held on 19 June 2015 from 5:00 to 7:00 p.m.

FUTURE EVENTS: GET CHECKED WEEKEND

6TH TO 8TH JUNE (LONG WEEKEND).SUGARLOAF BAY

It is good common sense to have the correct safety equipment on board before venturing out on our boats - complete, in dates and services as required.

Not only is it sensible, but the club and the division do require that you have, as a minimum:

- Category 7 for in-harbour events (and racing, if you do ...).
- Category 4 for offshore events

All existing Special Regulations certificates expire on the 30th June, so you will need to check your gear and be re-audited prior to the next event or race after this.

The club has it's "Get Set Weekend" in June - but as usual the Cruising Division are having a much more relaxed "Get Checked Weekend" in Sugarloaf Bay the weekend before. In particular, don't forget to check:

- Expiry dates on all medicines in the First Aid kit
- Servicing on your inflatable life jackets
- Expiry dates on your flares
- Battery and registration details on all EPIRBS
- That any equipment "borrowed" or taken ashore is back on board
- That everything is working (for example - nav lights!)

Our own division Safety Auditors (Mike, Trevor, Paul and Phil) will be on-hand on Sunday to carry out checks. Prior to the inspection you should, at the least, get a copy of the correct forms (off the club web site) fill out the details, check all equipment yourself and have it laid out for the auditor to review.

Book a time with the undersigned to ensure you can be checked on the Sunday.

Paul Wotherspoon, SV Rapture

CD Quiz – May 2015 by Phil Darling

This month – a different quiz. Only one question but 15 answers expected!
A distress signal indicates that a person or ship is threatened by grave and imminent danger and requests immediate assistance.

If we see or hear a distress signal at sea we have a legal obligation (as well as a moral one) to give all possible assistance without endangering ourselves.
How many of the distress signals can you name without reaching for the answers?

They are defined in Annex IV of the Colregs.

(Note – this annex was re-written in 2007 – I have attempted to reproduce the latest version in the answers but while researching I noticed a few conflicting versions circulating both on the web and also in some of my texts!

PAST EVENTS:

CRUISING DIVISION AWARDS - 2015 CLUB AWARDS NIGHT SAT 9TH MAY

The Cruising Division has a number of awards to recognise outstanding merit amongst our members. Not every award is made each year – only those for which a suitable candidate is found.

This year the following were presented at the Club awards night, Saturday 9th May:



Yaffe Cruising Trophy – A trophy donated by the late Sid Yaffe and presented to a Member of the Cruising Division for a meritorious long ocean passage.

Awarded to John Eastaway for his cruise this year to Tasmania and return in “Flemingo” to display at the Wooden Boat Festival in Hobart. Also recognising his previous trip to Tasmania (2013) and trips to Moreton Bay and return (2014) in “Flemingo”. John sets an

example of cruising in his authentic trawler-style timber motor yacht.

Cruising Division Drogue – Presented annually for the Member in the greatest hurry to get to cruise destinations, and presented by Cruising Division Members.

Awarded to Paul Wotherspoon for his enthusiasm and energy in organising, encouraging and attending cruising events in the past year. Paul’s level of detail, his encouragement of other members, and his occasional thespian outbursts (occasionally delivered from the foredeck of “Rapture”) have served as an inspiration to the rest of the division.



Cruising Division Crew Member Award – Presented to a Crew Member deemed to have made a special contribution to the Cruising Division.

Awarded to Lena D’Alton for her contribution to the Cruising Division this year, both at Club and Division level as name-tags co-ordinator, volunteering on the club front desk in numerous other ways, as well as in serving as an example to others in her long-distance cruising (with Trevor) on “Kachina” where she serves as First Mate, constant backup, deckhand, alternate navigator, and passage planner on their trips to the Whitsunday and return.



WACHMAN TROPHY

As members may remember, the Wachman Trophy was presented to the Cruising Division to encourage competence by the alternate skippers in the event that the “primary” skipper was incapacitated for any reason. The need for this has been shown several times over the years when skippers suffered medical or other issues and the “alternate” skipper has had to take over.

In recent times the committee has felt that the trophy should be awarded to the person who has made the most progress in the prior twelve months toward being able to successfully handle the boat single handed in the event of the incapacity of the skipper.

Your committee has struggled with the decision process surrounding the awarding of this trophy in the recent past, and it has not been presented in several years. Some of the reasons for the difficulty in coming to a decision have been:-

- Difficulty in identifying candidates due to lack of information on development of skills through the year.
- How to assess the skills developed and their relevance.
- How to measure skills improvement.
- How to mitigate the competitive element that “Trophy” suggests when what we are trying to encourage is continuous improvement.

To address this we developed mechanisms to enable us to better measure the progress of alternate skippers in their quest for greater knowledge and skill. These consisted of a series of exercises of increasing difficulty. Completion of these exercises was monitored and assessed by an experienced skipper.

Unfortunately we failed to divorce the improvement exercises from the award process for the Wachman Trophy and these personal improvement events acquired a competitive element which the committee now seeks to remove.

Your committee has decided that we will not award the Wachman Trophy this year. However, we are resolved to improve our approach in order to uphold the original intent of the award. Next year we intend to award the Wachman Trophy to the alternate skipper who, in the opinion of the committee, has improved their skills the most. This may be demonstrated by engaging with and meeting challenges on board, by undertaking voyages which required them to acquire or develop skills which moved them closer to being able to take on the single handed operation of their boat, or by other objective evidence of significant improvement in competency.

The exercises (detailed below) will remain available to any skipper to use in the development of their alternate or indeed any member of their crew. The committee

will prepare and issue sailing instructions for each of the exercises on request (as an example, sailing instructions for Exercise 1 appear at the end of this article)

We are keen to hear members' input to this discussion, so please feel free to speak to any member of your committee and your views will be taken into account.

Alternate Skipper (Wachman) Self Improvement Exercises

Exercise 1. (Inshore)

Demonstrate proficiency in lowering sail.

Demonstrate proficiency in powering up the engine and proceeding under power.

Demonstrate proficiency in picking up a mooring.

Demonstrate proficiency in dropping anchor.

Exercise 2. (Offshore)

Demonstrate proficiency in heaving to.

Demonstrate proficiency in use of the VHF radio to report an emergency.

Power up the engine and head back to MHYC calling on VHF to give ETA.

Prepare the boat for docking and bring her alongside a 'T' head at MHYC.

Exercise 3.

Sail the boat on a prescribed course.

Navigate the boat to a prescribed anchorage.

Deploy the anchor and ensure the boat is secure.

Exercise 4.

Sail the boat on a prescribed course.

Respond to MOB call.

Retrieve MOB.

Radio results of rescue to committee boat and notify ETA of return to finish point.

Return to agreed finish point.

Sailing Instructions **Wachman Trophy - Exercise 1**

This set of tasks must be accomplished by the participant alone remembering that the purpose of the exercise is to become able to handle the boat on your own in the event that the skipper is incapacitated for any reason. However, you may have competent crew onboard with whom you may consult. You should repeat the exercise until you are able to accomplish it without consultation.

The boat will be sailing under foresail and mainsail when the exercise begins.

Task -1

Start the engine and leave in neutral.

Task -2

Position the boat head to wind and furl or drop and secure the foresail. Drop and secure the mainsail.

Task -3

Proceed under power to a conveniently vacant mooring buoy. Bring the boat into the wind and secure the boat to this mooring.

(This task will involve placing the engine in neutral on approach to the mooring with the boat making appropriate way, leaving the helm as the boat nears the mooring and using a boathook to capture the mooring line and place it on a suitable deck cleat or bollard.)

Task - 4

Drop the mooring and proceed under power to a suitable place to drop anchor. Bring the boat into the wind and deploy the anchor ensuring the boat is secure.

(Once this task is completed the skipper or onboard observer will require you to explain the following:-

- 1) *Why you chose the anchoring location.*
- 2) *How much anchor rode you deployed and why.*
- 3) *How you have determined the boat is secure.)*

MV FLEMINGO'S TASMANIAN CRUISE. PART 2



Nautical Nirvana, a Tapestry of Timber, a Sea of Empty Wallets.

It's hard not to wax lyrical about the Hobart Wooden Boat Festival, and it delivered again this year. With over 500 boats afloat and ashore we had a great time participating in this celebration of all things wood. Having heard Flemingo's stories over the previous weeks of cruising, our crew had her history down pat and helped entertain a steady stream of Gardner Freaks and Timber Tragics in between catching up with other friends and other boats.



Of course we exhibitors can't tell for sure if the crowd's contemplations indicated admiration for our taste in boats or amusement as they calculated past and future cash sunk.

On Monday the fleet began dispersing and it was time for us to head north. BOM's outlook for Bass Strait gave us a small window before closing in for some time, so we planned to go early and go direct to Eden, keeping Babel Island in mind again as a possible staging point. We departed from King's Pier at 0640 on Tuesday Feb 10, followed the beautiful MV Riversong though the Denison canal an hour earlier than planned, and with James as lookout negotiated the Marion Narrows with aplomb.



With that Bass Strait weather window still waiting for us, we pushed up a very choppy Mercury Passage and by 1800 we were passing Cape Sonnerat, heading into a 25kn NE breeze which often kept us down to around 6kn in a lumpy sea. Off the Bay of Fires the breeze dropped but the sea stayed sloppy courtesy of Banks Strait currents.



At about 0300, east of Flinders, a high-pitched siren brought the off-watches tumbling into the saloon. While there are fifteen (!) different alarms on Flemingo not including proximity alarms, there are only three very loud sirens - flooding, ER fire and watch timing alert. Peter hurried in from tending his fishing lines on the aft deck to reset the watch alert at the chart table. We all went back to bed.

The good news was that Bass Strait still looked reasonable with the breeze coming around to SW 15-20kn and we made an uneventful crossing, initially staying west of 148 as suggested by Predictwind's "comfort" algorithms. The anticipated short 2m NE swell never really eventuated, so we kept nudging back east to pick up some time and anchored behind the Woodchip Mill wharf in East Boyd Bay at 1730, after steaming 59 hours out of Hobart. We were off next morning at 0615, and with the southerly set and NE sea breezes, we opted to do short hops up the NSW coast, anchoring overnight in Batemans Bay and Jervis Bay and running as close inshore as sensible given our single engine and downwind-only sailing ability.

Saturday Feb 15th found us anchored off Montague Point in Jervis Bay. We had intended to get an early start for Sydney at midnight, but waited for a few thunder storms to clear the area. Eventually BOM cancelled the storm warnings and we headed out at 0130 with Flemingo's large windows giving us an outstanding panorama of the truly Wagnerian lightning show receding out to sea. Once we passed Beecroft Head it became apparent that we would soon be players in this spectacular performance ourselves. It was an interesting few minutes tracking the storm activity comparing ship's radar with Terry Hills and Port Kembla radars. The original storm cells had stalled and were being joined by others from the west forming a large, flashing arc that was already outflanking us. Flemingo was too slow to manoeuvre out of this situation, so with Glynn's recent adventure firmly in mind I thought it was time (and my salty comrades agreed) to put on lifejackets and load the microwave with the emergency electronics.

Chugging along through the forked lightning I was a little less embarrassed after noting that our meteorologically mature crew hadn't seen this one coming either. Anyway, we eventually emerged chastened but unscathed and had a straight forward run to Sydney in brilliant sunshine. On arrival back at Ferguson's Boatshed we found a tinny chained and padlocked in our berth. It being Sunday afternoon, the ship's angle grinder was deployed to adjust the tinny's berthing arrangements with a minimum of fuss.

Overall we had steamed 95hrs over five days Hobart-Sydney.

John Eastway MV Flemingo

USE YELLOW CELLS ONLY	CRUISING DIVISION PARTICIPATION POINT SCORE CALCULATION SHEET														
	JAN - DEC 2015										Compass Attendance			Technical	TOTAL
	DATE =	Feb 22-1	Mar 22-23	Apr 3-6	May 16-17	Jun 6-8	Sep 12-13	Oct 3-5	Nov 7-8	9th	10th	Rose	at	Comer	
ENTER CREW FOR EACH	EVENT =	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Feature Articles Points	Monthly Meeting Points	Projects compl'd Points	CUMUL' SEA SON POINTS
YACHT	No. Nights	Feb Cruise	Hen & Chicken Bay	Easter Cruise	Hardys bay	Check Safety LWE	Fish Markets	Port Hacking & Sloopum	090 & Fatup Sugarf						
		6	1	3	1	2	1	2	1			2	1	3	
Sanctum	Crew											0	1	0	1
	Noel & Jean														
Breeze	Crew	2										6	3	0	24
	Bill & Helen	5													
eXpresso	Crew											0	3	0	3
	Phil & Maralyn														
Flemingo	Crew											2	2	0	4
	John Eastway														
Jabiru	Crew	2										4	2	0	12
	Mike & Suzanne	2													
Jenzmine	Crew											0	2	0	2
	Andy & Jen														
Kachina	Crew		2	2								2	3	0	17
	Trevor/Leena		1	3											
Mereki	Crew											0	0	0	0
	Richard														
Nashira	Crew	2	2	2								0	3	0	33
	Evan & Kelly Clark	6	1	3											
Rapture	Crew Avge	1	1	1								8	2	0	30
	Paul & Anne	6	1	3											
Simply Irrestible	Crew											2	3	0	5
	Glynne & Gill														
Galaxy 3	Crew											0	1	0	1
	Chris &														
												0	0	0	0
												0	0	0	0
No. of Boats =		4	3	5	0	0	0	0	0	0	0				33
The Leading Boat is...														Nashira	
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															

CHEF'S CORNERWITH COLIN PITSTOCK

Winter time Galley warmers and glasses of red. YUM. I've been drinking some Montepucelio, red from Italy. Yum. Soft and smooth. Pour the glass of red and let's get started.

Stormy Seas Lamb Shanks

INGREDIENTS:

- 8 lamb shanks, trimmed*
- plain (all-purpose) flour, for dusting.
- 2 tablespoons olive oil
- 2 onions, sliced
- 4 cloves garlic, sliced
- 1 cup (250ml) red wine
- 2½ cups (625ml) beef stock
- 1 x 400g can crushed tomatoes
- 1 tablespoon rosemary leaves
- 2 tablespoons chopped flat-leaf parsley leaves
- sea salt and cracked black pepper
- mashed potato, to serve



METHOD:

- Toss the lamb shanks in flour, shaking off any excess.
- Place half of the oil in a large casserole over high heat.
- Add the shanks and brown well. Remove and set aside.
- Add the remaining oil to the pan and cook the onions and garlic until golden.
- Return the shanks to the pan.
- Add the wine, stock, tomatoes and rosemary and bring to the boil. Reduce the heat, cover and simmer for 1 hour.
- Remove the shanks and continue to simmer the sauce, uncovered, for 10 minutes or until reduced and thickened.
- Return the shanks to the pan with the parsley, salt and pepper. Mix through and serve with mashed potatoes. Serves 4.

** Ask your butcher to trim both ends of the shanks for you. Although not essential, it makes them easier to handle and they fit better into the pan.*

Bare poles brownies.

Easy for those miles off shore. Nice with a red too.

INGREDIENTS:

- 200g dark chocolate, chopped
- 250g butter, chopped
- 1¾ cups (310g) brown sugar
- 4 eggs
- ⅓ cup (35g) cocoa powder, sifted
- 1¼ cups (185g) plain (all-purpose) flour, sifted
- ¼ teaspoon baking powder

METHOD:

- Place the sugar, eggs, cocoa, flour and baking powder in a bowl.
- Add the chocolate mixture and mix until combined.
- Pour into a 20cm-square slice tin lined with non-stick baking paper.
- Bake for 50 minutes or until an inserted skewer withdraws clean.
- Allow to cool slightly in the tin before slicing.
- Serve warm or cold.
- Makes 16 slices.



Happy eating.

Colin SY Shazam

Middle Harbour User group, Chaired by RMS, NSW Maritime Meeting held 18 March 2015

1. Boating Safety Plan

- Advised that the BSP is up on the RMS web site (link below)
- Safety, Access, Storage and new options to cover this.
- Targeted campaign at reducing mooring minders to clean up bays. (Mike McEvoy has received a letter from them advising of an audit in Pearl Bay)
- <http://home.rta.nsw.gov.au/org/tnsw/bsg/lfms/library/ebooks/2014/151845.pdf>

2. Courtesy Moorings Update

- NSW Maritime explained the tenders are in regarding the Courtesy Moorings. We should have 18 new moorings within Sydney Harbour before the next boating season

3. Homebush Bay Update

- NSW Maritime spoke about the progress in Homebush Bay that the Piles are in for the new Bridge and that it is still closed to all vessel traffic.

4. Lifejackets Standards Review

- New Types of PFDs are coming out soon
- New testing
- Results of the review will be available when released

5. General Business

- 'Go Slow' campaign on at the moment ends 22/3/15
- New signs are in place at The Spit (east)
- BM - Asked about the mooring area within Middle harbour, has it increased. We use to be able to sail down into Long bay as far as Folly Point
- WS - explained the mooring area has not changed/increased and that vessel size is ever increasing.
- PN - asked would RMS look at increasing the use of 'For & Aft' moorings, which WS advised it being looked at throughout the mooring review
- WS - Explained that Moorings at Clontarf and Chainman's Beach are not being reoffered so that it can be used as a recreational area.
- ED - spoke about the progress regarding lighting with rowers. KS advised that lights are being checked regularly
- CO - Redevelopment of D'albora Marina works is due to start on the 13th of April 2015
- JB - Re Kayaks being hired in MH and that they had to rescue kayaks due to a southerly storm, KS has spoken to the hirers and ongoing education of both the Hirers and their customers need to be undertaken
- HH – Stand up paddle board companies are coming into the area and setting up for the day and that they are not wearing PFD's. NSW Maritime will be monitoring

Note - Mike McEvoy is the MHYC representative on the Middle Harbour User Group and any queries or agenda points should be addressed to him.

CD Quiz – May 2015 – Answers

Annex IV of the Colregs is reproduced below. I count 15 signals in section 1:

1. The following signals, used or exhibited either together or separately, indicate distress and need of assistance:

- (a) a gun or other explosive signal fired at intervals of about a minute;*
- (b) a continuous sounding with any fog-signalling apparatus;*
- (c) rockets or shells, throwing red stars fired one at a time at short intervals;*
- (d) a signal made by radiotelegraphy or by any other signalling method consisting of the group . . . — — . . . (SOS) in Morse Code;*
- (e) a signal sent by radiotelephony consisting of the spoken word "Mayday";*
- (f) the International Code Signal of distress indicated by NC;*
- (g) a signal consisting of a square flag having above or below it a ball or anything resembling a ball;*
- (h) flames on the vessel (as from a burning tar barrel, oil barrel, etc);*
- (i) a rocket parachute flare or a hand flare showing a red light;*
- (j) a smoke signal giving off orange-coloured smoke;*
- (k) slowly and repeatedly raising and lowering arms outstretched to each side;*
- (l) a distress alert by means of digital selective calling (DSC) transmitted on
 - (i) VHF channel 70, or*
 - (ii) MF/HF on the frequencies 2187.5 kHz, 8414.5 kHz, 4207.5 kHz, 6312 kHz, 12577 kHz or 16804.5 kHz;**
- (m) a ship-to-shore distress alert transmitted by the ship's Inmarsat or other mobile satellite service provider ship earth station;*
- (n) signals transmitted by emergency position -indicating radio beacons;*
- (o) approved signals transmitted by radiocommunication systems, including survival craft radar transponders.*

2. The use or exhibition of any of the foregoing signals except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with any of the above signals is prohibited.

3. Attention is drawn to the relevant sections of the International Code of Signals, the Merchant Ship Search and Rescue Manual, Annex III and the following signals;

- (a) a piece of orange-coloured canvas with either a black square and circle or other appropriate symbol (for identification from the air);*
- (b) a dye marker..*



**Middle Harbour Yacht Club Cruising Division
Annual General Meeting 2015**

Nomination Form

Position on Committee:

Name of Nominee:

Name of Proposer:

Signature of Proposer:

Name of Secunder:

Signature of Secunder:

Acceptance by Nominee:

Please forward to the Secretary prior to the AGM Monday 15th June 2012
Or hand in prior to commencement of the meeting.

Middle Harbour Yacht Club - Cruising Division

Treasurer's Report As at 30th April 2015

Cash at Bank as at 31.3.15 **\$ 1,988.46**

Plus Receipts

Membership Dues "Galaxy III" \$ 50.00

Membership Dues "Pacific Dream" \$ 50.00

Sale of Burgee \$ 30.00

Less Payments Nil

Cash at Bank as at 30.4.15 **\$ 2,118.46**

Outstanding Receipts Nil

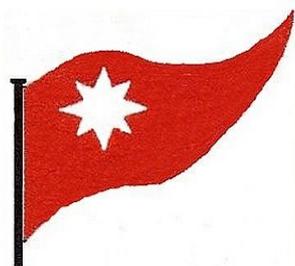
Outstanding Payments Nil

Account Balance **\$ 2,118.46**

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