



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 40 No. 1 February 2020

Editor: Maralyn Miller

NEXT MEETING: MONDAY FEBRUARY 17TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.

SPEAKER: MARK MCLEAN, 'PINDIMARA'
CRUISING TO NEW CALEDONIA & VANUATU



January 2020 BBQ

CRUISING DIVISION OFFICE BEARERS – 2019 - 2020

<i>Cruising Captain</i>	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Mike McEvoy	9968-1777
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Kimberley Pratt Mike McEvoy	9968-1777
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Dallas O'Brien, Phil Darling	0404 892 077
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge and CD members	Phil 0411-882-760
On Land Events Coordinators	Committee Members	
Committee Members	Martyn Colebrook, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge, Mike McEvoy, Dallas O'Brien, Jeremy Clarke, Sabiene Heindl	



Editor's note:

Deadline for the next edition of the Compass Rose, is **Sunday 1st March**

The **EDITOR** for the next Compass Rose is

Dorothy Theeboom

Please forward contributions **via email to the editor:**
cruising@mhyc.com.au or theeboom1@tpg.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 2020	
Monday, 17 February 2020	Cruising Division Meeting
February 20th	Sail to Coffs Harbour to see Elton John in Concert
16 February – 21 February 2020	Late Summer Cruise to Pittwater
Sat & Sun, 9 – 10 March 2020	Harbour Night Sail and Raft-up
Monday, 16 March 2020	Cruising Division Meeting
Sunday, 22 March 2020	MHYC CD Sunday Breakfast and Safety Training Workshop

NEXT MEETING: **MONDAY FEBRUARY 17TH 7:30 P.M.**
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SPEAKER: **MARK MCLEAN, 'PINDIMARA'**
CRUISING TO NEW CALEDONIA & VANUATU

Mark McLean is a Cruising Division member, Yachtmaster, RYA Cruising Instructor and owner/skipper of Pindimara along with his partner Mandy. He originally was scheduled to give this talk in October last year but unfortunately had to reschedule.

Mark and Mandy joined the rally to New Caledonia last May (the one that Zingaro took part in) and had a vastly better experience than Zingaro. They had a relatively easy trip to New Caledonia, have comments on touring New Caledonia, then went on to Vanuatu where they had a terrific time before returning to Australia. They preferred Vanuatu (more to see, friendly locals at the village level, etc).

This was not their first trip (they have taken Pindimara and its predecessor north to the Great Barrier Reef a number of times), and their level of experience obviously also helped. Mark will give a description of their trip and answer any questions.

MARCH SPEAKER DIANA BRIDGFORD - NORTH WEST PASSAGE

What do you think about sailing to the North Pole via the North West Passage?

In 2018, Diana and 20 other adventurous crew who believe in World Peace sailed on a 120 ft ketch through storms, icebergs sub-zero temperatures for 7 months to raise the flag for Planet Earth. The photographs are fantastic... as are many of the once in a lifetime stories...Don't miss this...

CHEESE PLATE FEBRUARY

MARTYN COLEBROOK

CAPTAIN'S COLUMN – FEBRUARY 2020



Happy New Year everyone. It has been an extraordinary start to summer with the extreme heat and fires being so widespread. Our hearts go out to those adversely affected by the fires and thanks all the volunteers involved in both fighting the fires, protecting property and offering assistance to those in need.



The New Year Cruise had a last-minute change from Lake Macquarie to Jervis Bay as the NE breezes were blowing quite hard for a week so we headed south. Read about this extraordinary cruise in Kelly's article in later this edition of the Compass Rose. I would like to thank our Jervis Bay chapter lead, Frank on Bundeena, for making us so welcome and providing shelter tips for the ever-changing conditions.



The traditional January Cruising Division BBQ on the 20th to kick off the year, was held on the Sandbar deck. It was a beautiful night with about 20 members coming along to start the year. The sailing adventure stories flowed and thoughts of the coming years destinations began in earnest.

Australia Day Long Weekend Cruise around the harbour was well attended with 7 yachts participating and a great time had by all. Thanks to Jean who hosted Kelly and I on her Catalina 445 Sanctum. Read about it later in this edition.

The first Cruising Division meeting of the year is on Monday 17th February in the Harbourview Room. A reminder we start with a b.y.o food BBQ at 6.30pm with the meeting proper starting at 7.30pm. The bar will be open for drinks. This month we hear from Mark McLean of Pindimara about their cruise on the 'Go East' rally to New Caledonia. I know this is on the wish list for a number of us so we are looking forward to hear their story.

At last the water in Sydney is a beautiful temperature for swimming and cleaning the bottom of Nashira. Saturday just gone was perfect for the task. I found it too hot out of the water even Max (the dog) voluntarily went for a swim so it must have been hot. So while we have the warm weather and the prevailing summer breezes enjoy your time on the water and keep Cruising.

Evan Hodge, Cruising Captain. *SY. Nashira*



annual

BAREFOOT BALL

on the **BEACH** SAT 15 FEB

featuring

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+ Gene Fehlberg Trio

No ticket sales on night - limited tickets

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BOAT INTERNATIONAL DESIGN AND INNOVATION
AWARDS, 2019

6.00PM - 7.30PM
TALK & Q&A

**WEDNESDAY 26TH
FEBRUARY 2020**

BOOKINGS ESSENTIAL

MHYC Members \$25 | Non Members \$30

Includes welcome drink & self serve cheese & antipasta selection

Harbourview Bar & Bistro

5.30pm for 6.00pm start

LOWER PARRIWI ROAD, MOSMAN

Contact 9969 1244 or info@mhyc.com.au

PAST EVENTS: Cruising Division Christmas Party – Friday December 6th 2019

For the past few years we have merged the Cruising Division celebration of Christmas with the overall Club Party. However – late in 2019 – we heard that the club had decided not to go ahead this year. Oh No!

Quickly we decided to go “back to the past” and hold our own party on a do-it-ourselves basis. We booked the Harbourview Bar, arranged for bar service, then publicised the date.

Everyone brought a plate, there was a “Secret Santa” gift for each, and the decorations, attendance, and atmosphere was marvellous. Santa even attended to pass out the gifts although we did notice he had more than a passing resemblance to our Cruising Captain!



With over 30 in attendance a fantastic night was had by all – it even cost much less! Sort of how we used to do it in the past – and just as much fun too.

CRUISING DIVISION NEW YEAR CRUISE TO JERVIS BAY or Bush fires from the water - Jervis bay perspective

After Christmas, Buggalugs and Nashira headed down to Jervis Bay to meet up with our Jervis bay chapter on Bundeena and do some exploring around the bay. On the way down we stopped at Gunnamatta Bay at Port Hacking for the night and left at first light the next morning for Jervis Bay. We had a lovely sail down with the winds increasing throughout the day. Just north east of Point Perpendicular accompanied by about 25+ knot NE, Buggalugs lost the connection of their main sheet to the boom. Jeremy was able to jury rig a solution but made the journey a little bit more challenging.

Jervis bay has a habit of greeting sailors with ever increasing winds as you round the point and today was no exception. As Nashira made her way to just south of the point the winds whipped up to 40+ knots. We had planned on furling the sails and motoring to long beach and it was a good call as mother nature was unleashing some fury. We furled our sails and waited until Buggalugs caught up as we were a bit concerned with the challenge they faced pulling in their main sail with the mainsheet problem. They did a great job in the face of high winds.

It was SLOOOWWWW going to Long Beach. I think the crew of Buggalugs (Jeremy and Kristin) had moments where giving up would have seemed like a nice option. But we all pushed on and eventually made it. We met up with Frank on Bundeena and Bret and Debbie on Interlude IV and had a lovely and relaxing evening sheltered from the wind. We could see there was smoke to the West, but the air was clear where we were. We listened to the radio and heard stories from locals on the state of the bush fires in NSW.

I was watching the NSW RFS 'Fires Near Me' app on my phone as my sister had to evacuate from her home in Ilford as 10 houses on her street were burned down. Their home was okay but the stress levels they faced over an extended period was awful. We convinced my sister and daughter to come join us thinking my sister might be able to relax a bit being safe on the water. As things turned out this was the start of the south coast horrendous fires.

We spent a couple of nice days at long beach playing on the water. My sister did indeed get some much-needed sleep and on New Year's Eve we dropped them off at Callala Bay to drive back to Sydney. As luck would have it, they made it to Sydney just before the Princes Hwy was closed due to bush fires.

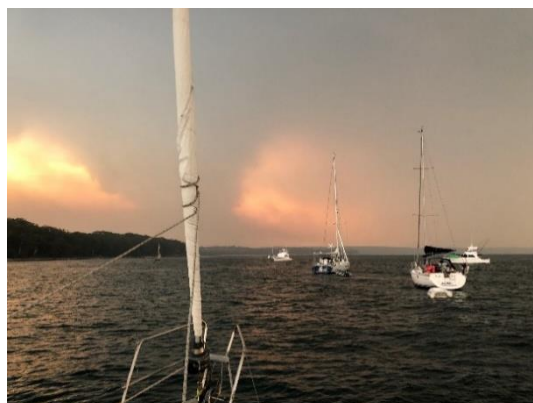
The next couple of days we moved around the bay enjoying exploring, hiking and swimming. Always keeping our eye on the bush fires and making sure everyone we

knew were safe. Some days were clear particularly when the winds came from the east and some days were so smoky that mid-day was as dark as night.



Murrays Beach

Fishermans' Beach



Near Hole-in-the-wall



Evan noticed we were being hit with embers so we scrambled to move faster. Within 15 minutes visibility was almost gone. Our boats were quickly turning black with ash, then rain struck which felt really strange as it was so hot. It lasted only a few minutes turning the black ash to rivulets of black. While getting the anchor up the air temperature rose, it felt like we were in a HOT HOT oven. Wind gusts up to 38 knots were pummeling us. All of this happened so fast!

Back at Long Beach, after a nice day snorkelling and swimming at Fisherman's beach, Nashira and Buggalugs planned to head to 'Hole-in-the-wall' before a southerly was due in the late afternoon and our trip home the next morning. As we were packing our gear, we noticed thick smoke heading our way from the NNW. Bush fires were at this stage at least 15 kms away.



Buggalugs sails next to us



front screen covered in ash 1

Buggalugs got away first but Nashira was not far behind. We headed South to try and get away from the smoke and ash. It was so surreal I was sure we were going to see flames but it did not eventuate. Burnt leaves and ash showered us as we crossed the Bay. Frank gave us some great local knowledge and told us to hide behind the point south of Vincentia. This gave us some respite from the wind and gave us the chance to rinse the decks with salt water before heading to Hole-in-the-wall.

An hour or so later we got the chance to finish our escape south and managed to reach our destination just before the southerly hit, we were anchored and safe for the night. This experience was eye opening. We thought about the people landlocked during the bushfires with a new sense of understanding. Here we were on the water 100 meters from land and experienced the scary ferocity of a fire storm that was 15 kms away!! I cannot even fathom how a person could survive a raging bush fire in the vicinity. Fighting a fire with a garden hose all of a sudden felt completely underwhelming.

We left the very early the next morning to head home. The southerly kept with us and it was an energetic ride home. On the way Buggalugs had an amazing adventure. A small bird, probably escaping the bush fires, was seen flying over the water. Jeremy and Kristin knew it wasn't a seabird and wouldn't survive long in the ocean as we were well offshore. This little bird landed on Buggalugs and hitched a ride!

The little bird was exhausted and even took shelter on Kristin 'the bird whisperer'. They were able to put this little bird now nicknamed 'PeeWee' into a box with water and bread. They decided if it was alive when they reached Sydney they would take it to the zoo for help. PeeWee did indeed live. They took it to the Sydney zoo where it was identified as a Richards' Pipit. The zoo vets have promised to have him taken back down to the Kiama area by a staff member and released.

Kelly Nunn-Clark SV Nashira



AUSTRALIA DAY LONG WEEKEND CRUISE - 2020



The sun was shining as we gathered in Hunters Bay for the start of the cruise up the harbour. Jean, Kelly and I were on Sanctum and we were joined by Tonic, Caviar, Rapture, Delphin with Flo planning on joining us later in the day.

It had been a rushed morning for the Sanctum crew as it had been quite a while since Sanctum had been on a cruise. Delphin and Caviar were rafted up waiting for us and Rapture and Tonic were not far ahead.

Jean on Sanctum

The original destination of Cabarita was deemed too ambitious given the Sunday was Australia Day and the harbour would be extremely busy. So Blackwattle Bay, Glebe Point was selected as its proximity to the Sydney Fish Market and the low traffic, hence low wake, makes it one of my favourite overnight stops for rafting up.

Rapture had arrived earlier and had anchored close to where Sanctum ended up dropping the pick. Caviar rafted up to Sanctum with Delphin and Tonic rafted together on the other side of Glebe Point. Space is fairly limited in the Bay.

Sanctum was the host for sundowners. Dorothy, Valerie, Anne and Malcom from Caviar were the first to arrive as they were alongside. Paul was dinghied across and soon after the crew of Delphin and Tonic arrived. At one stage I think we had 13 guests seated in the cockpit area enjoying the light breeze and very light rain that had begun to fall. The drizzle was enough to lower the temperature slightly but the humidity was high. Flo finally arrived and dropped anchor close by.

It had been a hot day and everyone that I spoke to had a good nights sleep after a day on the water. The plan for Sunday was to do your own thing and we would meet up for the 4.30pm Spit Bridge and proceed up to Sugarloaf for the night.



Sanctum departed Blackwattle Bay at about 9.30am and dawdled up the harbour being joined by more and more vessels of all shapes and sizes as we went under the Harbour Bridge. We were only minutes ahead of the start of the ferry race but in time to see the East Sail charter yachts practising their synchronised ballet next to Garden Island. Then the ferry race came along with 100's of vessels following. The harbour as really choppy with so much activity.





Ferry race is underway

After a swim and lunch at Collins Beach, Kelly, Jean & I took Sanctum for a sail out the heads. After reefing both main and headsail to get out though the heads we continued east for 30 minutes or so. The wind reduced and we shook out the reefs.

Kelly and I had never used in-mast furling before so we were learning as we went. All worked perfectly and Sanctum sailed straight and true with good speed for the wind.

We turned for home and came back in through the heads to be hit with 30+ knot gusts. Compared to Nashira, Sanctum is a harder yacht to sail as it has more sail area than Nashira. There was quite a bit of weather helm and it was obvious we need to reduce sail asap. We furled the headsail and proceeded back to MHYC with the full main out.

If you want a good nights sleep on the water without being disturbed by ferry and other large wash then Sugarloaf is it. There was quite a queue for the Spit Bridge 4.30pm opening on Sunday afternoon.

Sundowners were on Flo, Martyn's 40' Nautitec Open catamaran. No shortage of space on this beauty.



Flo waiting for the bridge to open

We returned to our own vessels for dinner and invited everyone to Sanctum who were partial to pavlova, as Jean is the queen of Pavlova makers and had created this package of temptation to celebrate Australia Day. It was great.

Monday was a day of rest with yachts departing Sugarloaf at varying times throughout the day. Paul on Rapture was going to stay out for a few days so managed to pick up a public mooring as those not yet retired had to make our way home and prepare for the week ahead. At least it is a short one.

By Evan Hodge on Sanctum

SAIL GP SYDNEY FEB 28 / 29 2020



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TECHNICAL CORNER: Rigid inflatables - PVC versus hypalon

Digny, the trusted companion of Slac N Off for many years has been replaced. The poor boat suffered many cuts and abrasions from being hauled on the rusting winch at the bottom of my garden. If the tide was out the oysters would attack it or if one of the speeding stink boats came past the wash would bash the dingy into the oyster covered rocks. Despite this treatment Digny lasted well but had one razor cut too many and patch repairs started to fail. Every time I used it, it had to be pumped up. A trip to the dinghy repair man met with derision so a purchase was made.

I didn't realise how tough hypalon was until Stefan, Flo' s 'trusty' side kick came along. Stefan is made from PVC. On the trip back from the Whitsundays I left a piece of lightweight anchor chain resting on top of the tube. By the end of the sail the chain wore a hole in the top of the dinghy. The second hole was caused by the underside of my solar panels rubbing on the tube. Wouldn't happen with hypalon.

Before I bought Digny's replacement I researched the pros and cons of PVC versus hypalon. My own experience told me hypalon was tougher but I checked the internet. I found a YouTube video of a truck driving over the tubes of a pvc rib and the tubes of a hypalon rib. The pvc tubes burst. The hypalon tubes remained intact. It confirmed my thoughts that hypalon is best but all contact with oysters will be avoided.

Martyn Colebrook, SV Flo'

UPCOMING EVENTS:

Sail to Coffs Harbour – February 2020

The Cruisers are planning to sail to Coffs Harbour in February 2020 to see Elton John perform in concert.

Details are:

There are several options to choose from....

1. Sail your boat to Coffs to see the show
2. Crew for another boat and see the show
3. Show only, make your own way there
4. Do the cruise and skip the concert
5. A sail to Lord Howe after Coffs



WHEN: We will target Wednesday Feb 26 (note this is his 2nd concert in Coffs). A loose itinerary might be:

Option 1: Option 2: Option 3: Option 4: Option 5:

Feb 20: Depart Sydney Harbour

Feb 20: Overnight in Pittwater

Feb 21: Overnight in Newcastle

Feb 22: overnight in Port Stephens

Feb 23: Overnight in Camden Haven

Feb 24: Arrive at Coffs

Here is a sample..... <https://www.youtube.com/watch?v=djbYnvpvWso>

We will meet and discuss the itinerary as we get closer to the event.

FEATURE STORY

An “uneventful” four months cruising Nanu between Port Jackson 33.48S 151.14E and Port Denison 20.10S 148.15E. and return.

Part 1 - Preparation



(Editor’s Note: mystified, I looked up Port Denison. It is a small cray fishing town 365km north of Perth, on the West Australian coast)

That is to say what we saw and experienced was quite transforming, yet without any serious adverse events.

The natural beauty of the NSW and Coral coast is breathtaking. The whales and their calves are complete exhibitionists and dolphins just wanna have fun! On many days we saw more turtles than humans. We snorkelled with a kaleidoscope of colourful fish and some living coral, but sadly more bleached coral. Nanu performed better than expected, transporting us safely and very comfortably. Our sailing, passage planning and navigation skills were expanded.

The greatest gift of the trip was taking the time. That is priceless. We were able to observe the golden rule of cruising: NO DEADLINES. If the conditions didn’t favour our departure, passage and destination entry, we waited. That is why it took us four months to cover 2,538 nautical miles.



After purchasing a Beneteau Oceanis 46, Gabriele and I gave ourselves 12 months to prepare the boat and us. Once all was sound below water-line, including thru-hull fittings, sea cocks, running gear, earthing and anti-foul we progressed above deck.

Davits are extremely useful and most are extremely ugly. I researched a Canadian design for a targa with dip-bar then found Tim at Custom Engineering had built one for a Beneteau on Pittwater.

A robust 50mm stainless steel tube targa was built as a platform for 4 x 160-watt monocrystalline solar panels. A third, dip-bar on the targa is hinged in order to lower aft and raise the dinghy for passages. I specified several masts to accommodate GPS antenna, AIS antenna, Iridium Go antenna and a wind generator should they be needed. It was a bit of mast overkill. AIS uses the VHF antenna and at this point I can't see a need for a wind gen. Besides you lose all friends with a noisy wind gen!

The old push-pit was modified and welded onto the targa. The bimini extends securely from it too. We opted for a California style spray dodger, which is aesthetically harsh to the boat's lines (apologies to Berret-Racoupeau), but affords excellent vision, head height and covered cockpit space. A Sunbrella link sheet joins the dodger and bimini. The headsail furling line was re-routed along the gunwale in preference to its zig-zag across the fore-deck and coach house, a major trip hazard.



New electronics started with a speed transducer so that we could see boat speed through the water (SOG was already provided by the GPS) and true wind speed as well as apparent. AIS was installed, but it wouldn't talk to our older Raymarine C80 chart plotter so we had to upgrade to an Axiom 9 with Lighthouse 3 software. We had ogled over these multi-function displays at the boat show as a "nice to have but we don't need it" item.

It is brilliant, with fast resolution touch screen to zoom in and out with two fingers. Gabriele, the navigator, was glued to it on every bar crossing and through the Great Sandy Straits and lower Moreton Bay!

Cockpit anchor windlass controls and chain counter were installed, giving much more precision to the amount of scope we deploy! Victron regulator and voltmeter give efficient battery management and accurate information. We had a Victron Phoenix 1200watt sinewave inverter installed to enable charging of lithium batteries for a Torquedo electric outboard motor for the 2.9m airdeck inflatable dinghy. We have a second 31Ah Li battery for the outboard so one is always charged. A battery will give about 4 hours running at 3 Kts or about 1.3 hours at full speed of 4.8Kts.

All halogen lights globes on board were exchanged for LED's. Warm white mooring light so as not to be confused with stars.

The targa incorporates a BBQ light and boarding light that works a treat when jigging for squid. Both are low draw LED's. Craig from Hydrosparx had done previous electrical work on the boat and knew it well so we had him do all the new work. Clive at Battery Business was our go-to on all things solar and charging.

A 12" iPad Pro with Navionics app is the backup plotter and where I start passage planning. Transferring the course to paper charts is the second step and last the course goes into the ship's plotter.

The boat was lightly used in the 10 years of previous ownership with only 590 engine hours on the 75 HP Yanmar Turbo Diesel engine. An order to Minards ensured that we had fuel and oil filters, spare v belts and impeller on board for engine servicing along the way. Tim Hudson was generous with his knowledge on previous diesel services stating that I won't be able to call him in the Whitsundays.

The CQR anchor became a spare when replaced by a 22Kg Sarca excel No5, which gives peace of mind. It has 55m of 10mm gal chain and 55m of 18mm warp. I would really like a light 2-piece sarca aluminium kedging anchor, but budget

After thorough inspection, Dion from Pacific Rigging said if I hadn't told him the boats age, he would have thought the rig was less than a few years old. The headsail furler top swivel was stiff but responded to some WD40 3 in 1 lock lubricant which contains graphite. Learning the lack of sensitivity of an electric halyard winch the hard way caused some tearing of the mainsail luff so I had Hood Sails put a whole new luff and slugs in to get a few more years from an otherwise sound fully battened Dacron sail.



Gabriele made a new boom bag for the main sail, which I estimated has 2km of stitching! Her trusty Sailright machine did the 2,538 nautical mile journey sitting just above the keel, ready for whenever it was needed. The powerful beast can sew multiple layers of Dacron, Sunbrella and leather and only draws 300Amps.

I had to fly out for a couple of meetings along the way and each time I returned to discover modifications to the boat including: Rope bags on the coach house and push-pit; Linen curtains in the saloon, cabins and heads and beeswax impregnated food storage bags. Recycling the old bimini cloth into dinghy chaps has prolonged its life.

The BBQ has a Sunbrella cover complete with colourful birds' eyes sewn on to detract birds.

New running rigging included: Main halyard, reefing lines, topping lift, headsail sheets, furling line, traveler lines and lazy-jacks. I do love splicing! Man's knitting.

I had a few charts of Sydney coast and Whitsundays but needed to supplement them with another 16! Alan Lucas's Cruising the NSW Coast and Coral coast contain invaluable information researched over many years and countless passages. Rob Starkey's Rob's Passage Planner is very handy with info on distances, charts, VHF frequencies for each VMR station and phone numbers for when they don't answer.



Beacon to Beacon had been useful on previous Qld passages but I found it superfluous this time due to updated electronic information. Qld tide tables are essential, but now also available online so long as you are in signal range, which is not always the case among the islands.

Preparing ourselves included spending plenty of time on the boat in all conditions. Practicing and talking through procedures and "what if" scenarios. The Wachman exercises are a great starting point. Each time we left the mooring we toyed with the concept of one day dropping those lines and not returning for some time. The idea was exciting and also a bit daunting.

I have been on delivery crews to and from the Whitsundays, but going in your own boat with the responsibility of skippering is a different story. Gabriele understates her previous crewing experience in the Mediterranean, English Channel and Australia and also deals with sea sickness that fluctuates between nonexistent and disabling.

The hardest part of crew preparation was extracting ourselves from two small businesses, family and the momentum of daily life!

At 09:30 on July 31, 2019 with the Spit bridge chocked with commuters going to work, we dropped the mooring lines for 4 months!

Michael Mulholland SV Nanu.

MOORING MAYHEM

Fellow cruisers, I know we pride ourselves on responsible mooring etiquette, but, alas, there are many people who don't observe compliant and responsible practice! Here are some recent examples.....

Example #1

Upon returning to my mooring today, I watched a 40' yacht with 10 people on board attach itself to the blue police mooring at Balmoral. I mentioned that this mooring was for emergency use, and the skipper was exposing himself to a visit by Maritime, his answer was "that's ok, we'll just plead ignorance" if they show up.

Example #2

On a courtesy mooring in Balmoral yesterday, 2 cabin cruisers (20 tonnes of combined displacement) were rafted up together in clear view of everyone!

Example #3

Whilst in Sugarloaf Bay last weekend, a commercial vessel of 80 tonnes displacement was attempting to grab the CCC yacht mooring. When we explained to the skipper that the mooring is not designed to take a such a large vessel, his reply was "we'll only be here for 20 minutes while my guests have a swim". It was only when we started to take photos, that they moved on.

Example #4

At Quarantine yesterday a large number of cruisers were rafted up inside the exclusion zone. Do these people not know? Or not care?

Let's continue to set the example and call out those who do not!

Dallas O'Brien
La Madra



Something to watch out for.....!



On Friday 1st November last year, Paul Wotherspoon and I on Simply Irresistible were into the third day of a passage from Southport. We had logged on with Seaway Tower and planned intermediate stops on the way to Sydney, but the weather gods had been good to us, so as we passed each of them, we advised our next way point.

We also kept in touch with Gill and Ann via mobile phone, but because we went so far offshore tacking downwind, we naturally lost mobile coverage. We were this far offshore to take advantage of a fabulous 4 knot southerly current, which was east of the continental shelf, and we were reluctant to leave if but we may have done more distance than necessary! However, it was brilliant sailing, until...!

The predicted 30+knot NE'er arrived and the seas grew, the worst being sets of three all close together around 4 meters high. These were difficult to cope with, sail was reduced but we still managed to get pooped, once badly. However, North Head was now coming up over the horizon and eventually we logged off with Terry Hills. Prior to this we were both trying to contact Gill and Ann by mobile to assure them we were having such a great time but both of us were getting a "no network, emergency calls only" message on our Samsung and Apple phones. Gill was aware of our planned eta (which we had met) and was left wondering what had gone wrong.

She finally rang Terry Hills to enquire of our whereabouts only to be told that they couldn't tell her because of privacy issues. She gave them our radio club number and other details to prove her identity and the operator still refused to give her any information. As she hadn't heard from us by phone and was well aware of the offshore conditions, she became very concerned and insistent "are they dead or alive?" The operator told her to hang on, partially covered the phone and shouted across to someone for a status report on Simply Irresistible. Fortunately, Gill could just make out the reply "they've logged off", but the operator still refused to advise our situation. Somewhat relieved, she waited for a phone call.

Waiting for the Spit Bridge, Paul and I still did not have a signal on our phones, so I considered going ashore to a landline to make a call to Gill, but the last bridge for the night was about to happen, so we pushed on to our mooring. As I put my phone down in desperation I thought, well it's only a computer, so I turned it off and on again. Paul did the same. Bingo! A network again! I don't know about you, but we were both unaware that if your phone didn't automatically connect to a network as soon as it detected that it was back in range, that you could do so by turning it off and on again. Lesson learned! Something to watch out for, a lot of angst could have been saved.

As it could have been saved if Marine Rescue had been able to give position reports to identified people. I'm not sure, but I have a feeling that they are not allowed to pass messages to the general public because they are not an authorized communications company. Used to be like that in the old days of Penta Comsat so it looks like little progress has been made in this regard. It needs to change. I will enquire further and report back.

Glynne Attersall
Simply Irresistible

CD Quiz – February 2020 by Phil Darling

1. What is the Angle of Vanishing Stability?
2. What is the Datum to use to ensure that your GPS returns the correct results? (check your GPS setup to ensure that this is set)
3. On perusing the Port Stephens chart, you notice a little diamond with the letter A in it just near the Nelson Bay marina. What is this and what can it be used for?
4. What is a Tidal Atlas, and do we have one for Australian waters?
5. If you are using the Rule of Twelfths to calculate a tidal height, how many twelfths does the tide fall in the fourth hour after high tide?
6. You have a riding turn on a winch and wish to take the load off the sheet with a line to another winch. What knot is best?
7. If you become disabled in the harbour at night, what light signals should you display?
8. A yacht wishes to pass under a bridge with a charted height of 10m. The charted depth under the bridge is drying 2m. The yacht has a draft of 1.5m and an air draft of 12m. MHWS is 6.5m. Is it possible?
9. What is the difference between a ketch and a yawl?
10. What is the difference between a "sailors" bowline and a "cowboys" bowline (sometimes called a "dutch" bowline)?

The Winner of the 2019 MHYC Cruising Division Participation Pointscore was Delphin

Congratulations they receive a \$100 voucher for either Whitworths or Boat Books.

The 2020 Participation Pointscore thus far:

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET															
		JAN - DEC 2020															
		DATE =	Dec 28-Jan 4	Jan 25-Jan 27	Mar 9-10	Apr 10-13	10-May	6-8 June	20-21 June	Jun-19	TBA	30-Oct	17-18 Nov	Compass	attendance	Technical	TOTAL
		EVENT =	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	??	Rose	at	Corner	
ENTER CREW FOR EACH			New Year Cruise	Australia Day Long Weekend	Harbour Night Sail, Trivia Quiz & Raftup	Easter Cruise - Pittwater	On-land event TBA	June long weekend	Get Check Safety & Raftup	Long Lunch	090 and Safety Exercise	Pittwater Cruise		Feature Articles Points	Monthly Meeting Points	Projects compl'd Points	CUMUL' SEASON POINTS
YACHT	No. Nights		6	2	1	3	2	1	1	1	4	1	1	2	1	3	
Altair	Crew													0	0	0	0
	Keith	Nights															
Breeze	Crew													0	0	0	0
	Bill & Helen	Nights															
Caviar	Crew		2.5											0	0	0	5
	Dorothy	Nights	2														
eXpresso	Crew													0	0	0	0
	Phil & Maralyn	Nights															
Flemingo	Crew													0	0	0	0
	John	Nights															
Tonic	Crew		3											0	0	0	6
	Manfred & Sebiene	Nights	2														
Sisu	Crew													0	0	0	0
	Mike & Suzanne	Nights															
Nashira	Crew		1											0	0	0	6
	Evan & Kelly	Nights	6														
Rapture	Crew		1											0	0	0	2
	Paul	Nights	2														
Simply Irresistible	Crew													0	0	0	0
	Glynnne & Gill	Nights															
Slack'n'Off & Flick	Crew		2											0	0	0	4
	Martyn	Nights	2														
Galaxy III	Crew													0	0	0	0
	Chris	Nights															
Sanctum	Crew		3											0	0	0	6
	Jean	Nights	2														
Bloodhound	Crew													0	0	0	0
	Alex	Nights															
Buggalugs	Crew		1											0	0	0	6
	Jeremy & Kristin	Nights	6														
Tulip	Crew													0	0	0	0
	Dick	Nights															
	Crew													0	0	0	0
	Nights																
Delphin	Crew		4											0	0	0	4
	Simon & Gavin	Nights	1														
Hunky Dory	Crew													0	0	0	0
	Aileen & Cam	Nights															
Isobel II	Crew													0	0	0	0
	Val & Des	Nights															
La Madre	Crew		2											0	0	0	2
	Selina & Dallas	Nights	1														
Nautilee	Crew													0	0	0	0
	Lee	Nights															
																	POINTS

BUY, SWAP and SELL



SELL - ASTRA III B Split Mirror SEXTANT AS NEW – perfect Christmas present! As new. Costs \$US699.00 or \$1375.00 AUS Selling \$AU600.00 Ono.

<https://www.boatbooks-aust.com.au/product/sextant-astra-iiib-split-mirror/>

Contact Jean Parker on 0403 007 675



SELL - HELLY HANSEN JACKET

Size: Large

Contact Jean Parker on 0403 007 675

PHOTO COMPETITION FOR 2020

February WinnerPhoto of the Month by **Jeremy Clarke**

Send your photos to **Maralyn Miller** to enter into the 2020 Cruising Division Photo Competition. Each Month the best photo received will be published and, in the running, to win a new **Mystery Prize** at the end of 2020.



The winning photo for February is called 'Jervis Bay eeriest look' and was taken by Jeremy Clarke.

Only one photo per month (as a JPG / JPEG) to be submitted. Remember ... to be in the running to win the prize you must be in it.

Hint Give your favourite photo a Title and Place taken. Submit your photo and only to Darling.maralyn@ozemail.com.au. Good Shooting ...!! Maralyn.



One-pot Sticky Salmon



Ingredients

- 4 x 200g skinless salmon fillets
- 1 tablespoon extra-virgin olive oil
- 2 garlic cloves, crushed
- 2 teaspoons cornflour
- 1 teaspoon fennel seeds
- 1/3 cup chicken stock
- 1/2 cup fresh navel orange juice
- 1/4 cup maple syrup
- 1 bunch asparagus, trimmed, halved
- 2 x 250g packets microwave brown rice and quinoa mix
- 1 navel orange, halved, very thinly sliced
- Fresh mint leaves, to serve

Method

Step 1 Season salmon with salt and pepper. Heat oil in a large frying pan over medium-high heat. Add salmon. Cook for 3 minutes each side or until browned.

Step 2 Meanwhile, combine cornflour, garlic, fennel seeds, stock, orange juice and maple syrup in a medium jug. Season with salt and pepper. Add maple mixture to pan. Sprinkle with asparagus. Cook for 4 minutes or until salmon is cooked as desired and sauce thickens.

Step 3 Meanwhile, cook rice mix following packet directions.

Step 4 Top salmon with sliced orange. Sprinkle with mint. Serve with rice mix.

CD Quiz – February 2020 – Answers

1. This is the angle of heel, beyond which a vessel will continue to roll and eventually turn upside down rather than recover to the upright position. For most of our boats it is well beyond 90 degrees – thankfully.
2. WGS84 – standing for the World Geodetic System reference set in 1984.
3. This is a Tidal Diamond (they are increasingly used on Australian charts but are common in other parts of the world). It gives the expected direction and strength of the tidal current for each hour either side of high tide.
4. A Tidal Atlas gives the expected direction and strength for tidal currents. The author is only aware of one published source for Australian waters – in the Australian National Tide Tables published by the Navy (Australian Hydrographic Publication 11).
5. Three twelfths in the fourth hour.
6. A rolling hitch is the best knot to take the load onto the new sheet.
7. Two red all-round lights in a vertical line (vessel not under command). If the vessel is still underway the normal running lights (red/green forward plus a white stern light) as well.
8. Yes – between 3.5m of tide (when the vessel can just pass over the drying ground) and 4.5m of tide (when the mast would strike the bridge). Better hope there is not much wash!
9. Both are two masted craft with a main mast and a mizzen mast aft of the main. A ketch has the mizzen placed forward of the rudder post while a yawl has the mizzen placed aft of the rudder post.
10. They are both strong knots; however, the Sailors bowline has the tail inside the loop while the Cowboys (or Dutch) bowline has the tail outside of the loop and probably more likely to catch on obstacles.

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 1 February 2020**

Cash at Bank as at 01.12.2019	\$1885.87
<i>Interest 31 December 2019</i>	\$0.16
<i>Interest 31 January 2020</i>	\$0.15
Cash at Bank as at 31.01.2020	\$1,886.18
<u>Outstanding Receipts</u>	\$0.00
<u>Outstanding Payments</u>	\$0.00
Account Balance	\$1,886.18

Signed as a true record
Mike McEvoy
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