



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 39 No. 5 June 2019

Editor: Dorothy Theeboom



Early sunrise over America's Bay on Easter Monday. SabieneHeindl, Tonic

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

CHEESE PLATE: CAM AND AILEEN

Guest Speaker at the June Meeting after the AGM

Daniel Duemmer, Manager Operations, Sydney Harbour of the Maritime Division of Roads and Maritime Services, NSW

Some of us may have had interactions with a BSO (Boating Safety Officer) on the water. Most of mine have been quite friendly, once a nice reminder to wear my Life Jacket (which was in my boat bag in the dinghy) when rowing alone from shore to ship.

Dan, will make a presentation on the activities of the Maritime Division in NSW particularly about Sydney Harbour and nearby. He has been relieving the Manager on the Hawkesbury I Broken Bay Region recently so might be able to chat about that too.

Some of his key responsibilities which are supported by the Boating Safety Officer (BSO) team, are:

- Educating users on safe boating
- Planning of major aquatic events and providing on-water vessel traffic management during these events (including New Year's Eve, Australia Day, Sydney to Hobart Yacht Race)
- Implementing boating safety policies, plans, regulations and enforcement
- Protection of the environment on Sydney Harbour and enforcing maritime related environmental laws
- Planning, preparedness and response for oil spills under national and state arrangements
- Support improving recreational boating infrastructure across the state through the Better Boating Program and Boating Now
- Administering Maritime products such as moorings and aquatic licences
- Domestic commercial vessel regulation under delegation from Australian Maritime Safety Authority (AMSA)
- Navigational advice

Have your questions ready!

I know Dan from the MHUG (Middle Harbour Users Group) days and now he is Chair of the RBAG (Regional Boating Advisory Group) for Sydney Harbour and, I think, Port Botany, of which I am a member on behalf of MHYC and the wider boating public in Middle Harbour.

Mike McEvoy

CRUISING DIVISION OFFICE BEARERS –2018 -2019

<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	Mike McEvoy & Kelly Nunn-Clark	9968-1777
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Evan Hodge	0419-247-500
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge	Phil 0411-882-760
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Phil Darling, Royce Engelhardt, Evan Hodge, Mike McEvoy, Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theeboom, John Tregua,	



Editor's note:

Deadline for the next edition of the Compass Rose is **26/06/2019**

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

Please forward contributions via email to the editor at cruising@mhyc.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 2019		
June	17 th	Cruising Division AGM 7.30pm (B.Y.O. BBQ 6.30pm)
	19 th	MHYC CD Indonesian Information Evening
	21 st	Commodores Black Tie Dinner
	22 nd - 23 rd	Cruising Division Get Set Safety check and Raft up.
July	15 th	Cruising Division Meeting 7.30pm (B.Y.O. BBQ 6.30pm)
	21 st	MHYC CD Sunday Breakfast and Safety Training Workshop
August	19 th	Cruising Division Meeting 7.30pm (B.Y.O. BBQ 6.30pm)
	25 th	MHYC CD Sunday Breakfast and Safety Training Workshop
September	7 th	MHYC Season Opening Day & Commodore's Front Up Cup
	16 th	Cruising Division Meeting
	22 nd	MHYC CD Sunday Breakfast, Safety Training Workshop followed by CD 090 event & Safety Practical
October	5-7 th	Long Weekend Cruise to Pittwater
	21 st Oct	Cruising Division Meeting
	27 th	Make-a-Wish Foundation Charity Sailing Day
November	9-10 th	Tapas Tie-Up
	18 th	Cruising Division Meeting
	24 th	MHYC CD Sunday Breakfast and Safety Training Workshop

CAPTAIN'S COLUMN –JUNE 2019



Welcome to Winter! The temperature has definitely plummeted over the last week or so but getting out of the wind and into the sun provides a pleasant respite from the cold. What a time for the Webasto heater to go on the blink. Oh well just need to put another layer of clothing on.



For those of you that came along to the CD annual Long Lunch, which saw 43 of us, sitting down to lunch on a beautiful sunny winter afternoon. Thanks go to Aileen, Kristin, Selina, Dorothy, Jean, Gill & Kelly who organised a great afternoon celebrating the 50th anniversary of man landing on the moon. Alex Comino brought a selection of space memorabilia and was able to tell us the back story to each. Dallas O'Brien provided the live music from late 60's which had members up and dancing.

Last month saw the second of the Sunday Breakfast and Safety workshops held at MHYC by the Cruising Division. At this second workshop we discussed Rules of the Road including markers, lights and differences between regional areas for those going overseas. Thanks to Phil darling for guiding us through this. The next breakfast workshop will be Sunday July 28.

The June meeting is also our Cruising Division AGM. On the back of the Compass Rose is a nomination form for you to elect a committee for the next 12 months. Please take the time to complete the form and submit to cruising@mhyc.com.au before the 17th June 2019 or bring it along to the June 17th AGM meeting starting at 7.30pm.

After the AGM the speaker for the next CD meeting on Monday 17th May is Daniel Duemmer from RMS. Daniel is the Manager of Operations and Compliance and will give us a Sydney Harbour update and then speak on a range of topics applicable to us.

We also have the CD Get Set safety audit raft-up coming up on the weekend of 22nd and 23rd of June. Fire extinguishers can be checked at the club on Saturday 15th of June if you don't want to buy new ones. Remember to check your flares, saline, sun screen and Betadine for expiry dates. Life jackets need to be serviced or self-checked every year. If you are joining some of our coastal cruises you need to aim for a Category 4 safety check.

Until next time enjoy the autumn sailing season and stay safe on the water.

Evan Hodge
Cruising Captain. *SY. Nashira*

VALE

Richard Underwood 1933 - 2019 (Mr. Tim Tam - and a Bottle of Red wine!)

It is great sadness to report the passing of Richard. A member of MHYC and Cruising Division for over 30 years, Richard was the epitome of a true sailor. Whilst loving a chat over a glass of red wine or a packet of Tim Tams, depending on the time of day, with Cruising Division friends, every month he travelled by train up from Wangaratta to spend special time with his Columbia 27 "Mereki" and as a solo sailor taking her to Pittwater and Botany Bay.

In his teens Richard sailed the dinghy, he built with his Architect father, on the river near where he lived in Taunton, England. Starting a life long love of the water.

Richard was conscripted into the Royal Navy serving on RN Heavy Cruiser "Shropshire" and stayed in the Naval Reserve for 20 years as Sub Lieutenant.

In 1950 his family moved to Launceston where Richard studied architecture. With his first wife and living in Melbourne he had 3 children Elizabeth, Ruth and Anthony. Later divorced he moved to Wangaratta and on an architectural tour in the early 1970's of Paris he met Edith also an architect. Their wedding photo shows a very beautiful Edith with blond haired, handsome and happy Richard. In Wangaratta they set up their own company Underwood and Underwood Pty. Ltd. working on some very large projects in the Wang area. In 1985 they were blessed with a boy Lee.

Richard retired at 70 years of age so had many happy retirement years. In 2007 he helped Glynne and I sailing "Simply Irresistible", from Sydney to Tin Can Bay. We will remember him as a delightful proper gentle-man with a quirky sense of humour.

Gill Attersall
Simply Irresistible.





MHYC CRUISING DIVISION

You are invited to join us at MHYC on
Wednesday 19th June at 7pm
for an information evening on



CRUISING INDONESIA

Presented by Raymond Lesmana and an official of the Indonesian Coordinating Ministry of Maritime Affairs.

The talk will include visiting yacht regulations and provide an overview of fabulous destinations to visit.

18.00 - 19.00 Registration, refreshments and drinks courtesy of the Ministry of Tourism

19.00 - 19.30 Presentation from Coordinating Ministry of Maritime Affairs

19.30 - 21.00 Sailing to Indonesian waters and Q & A



Please RSVP to cruising@mhyc.com.au
by 15th June

80 MIDDLE HARBOUR YACHT CLUB
1939 - 2019
ANNIVERSARY
Middle Harbour Yacht Club

Celebrating Our 80 Year Anniversary

75 Lower Parriwi Road The Spit Mosman NSW 2088

Hunky Dory celebrates a successful summer racing season How the racing success applies to cruising

This past 18-19 summer sailing season Hunky Dory entered the CYCA Short Haul series for the second year since we have had the boat and we won the overall series and several of the included sub series events.

Winning a series does not happen by accident. It requires planning, preparation, teamwork, on the spot decision making, and of course commitment and support.



“Hunky Dory”
goes here 😊

The Short Haul Point Score is a non-spinnaker series comprising 13 races across a Spring Series, Autumn Series and Overall Series. It has many different courses which range from daytime short ocean races, night harbour races and short ocean passage races which take crews up and down the Sydney coastline to and from destinations including Botany Bay and Pittwater.

The Short Haul Series is similar sailing to the type of coastal cruising we all would like to do more of. Therefore, I thought I would reflect on what was learned from a successful offshore racing season and what could be applied to cruising more generally.

Boat Preparation

First and foremost, having your boat suitably prepared for what you are about to undertake is paramount, for both safety and sailing performance. The Short Haul is a Category 4 & 5 series, so therefore the safety requirements fit nicely with the Cruising Divisions safety requirements.

Interestingly, the Category 4 requirement is in fact how we ended up joining the Cruising Division. I did my initial safety check at MHYC for the previous Short Haul after purchasing Hunky Dory, and Peter Lewis then suggested now I have Cat 4 why not join the Cruising Division, so we did!

Second part of boat preparation is having a suitable sail wardrobe. Being non spinnaker this is not a huge expense, and you can't win 13 race series with cruising sails. When we purchased Hunky Dory two years ago the sails were original Dacron and pretty tired after 8 years.

For the first season of Short Haul I had managed to replace the mainsail and purchase a #1, which was a new addition to the inventory. The #3 self tacker was still original Dacron. The previous owner had never had a spinnaker pole so I had to fit a track to the mast and borrowed a pole that would work but it was a bit short.

This season's preparation went to improving what was there and filling the gaps. This included a new Kevlar self-tacker (the material was on special as it was natural yellow not expensive "in fashion black") so, this season we had a suitable sail wardrobe for the required conditions.



Another area where a bit of time and effort made a difference was attention to the running rigging. All the running rigging was the original double braid and tired. Halyards were 12mm, did not exist or were not ideally run. In between seasons I had the mast removed for the 8 year insurance requirement, had additional sheaves added (i.e. spinnaker pole topping lift) and replaced all of the double braid with 10mm Spectra/Dyneema. Why? Weight and when you want it to run (in a hurry) it will, versus what was there. I taught myself how to splice Dyneema, bought the rope in whole roll quantities (shared between a few) and made it all myself.

Weight and Balance

Every sailor has heard of a fanatical racer worrying over every gram of excess weight onboard. Hunky Dory is a cruiser that races (we never took down the Bimini as the solar panel is stitched in), but weight in the right or wrong place can make a significant difference. As a performance cruiser you are looking for the right "balance".

Hunky Dory went on a diet over the 2 years since we have owned her removing unwanted or unused gear but kept all the required cruising gear onboard, i.e. TV, genset, coffee makers etc 😊. Particular attention was paid to weight aloft as when sailing short handed either cruising or Short Haul (typical crew numbers were only 3) you don't have the luxury of "movable ballast" to keep the boat upright, comfortable and sailing fast.

Hunky Dory has a tall rig of a 17m mast with an air draft of 19.5m. Replacement of the Dacron sails, steel backstay and double braid halyards with Spectra/Dyneema (at <10% of the weight) has seen a reduction in approximately 60+Kg out of the mast/aloft. Think about the physics of ballast, weight aloft and righting moment! Hunky Dory is now a stiffer racing yacht with a limited number of social crew and of course a more comfortable boat at rest with some simple changes over time.

This year I finally worked out what the weight balance was for optimal performance without going nuts or compromising real world use. Through trial and error, I found around half a tank of water in the bow tank (approx. 150l) given the diesel is it is aft, would balance the boat to make it sit on its lines nicely. Row around your boat and have a look how she sits.

Hunky Dory always had a slight list to port due to hull side location of the substantial bank of 3 x 130 AhrAGM house batteries. Thanks to Martyn who needed the exact same 3 batteries to be replaced on Slack'n'Off I was able to afford to replace these with 2 x Lithium 100Ah batteries for more useable Amp hours and a weight saving of approx. 80+Kg. No more list to port!

End result is Hunky Dory is far more responsive and better balanced in both light and heavy weather.



Teamwork and Resource Management

Most of the Cruising Division are husband and wife or 1-2 up short handed sailors for passages and given the challenges of crew management Hunky Dory's season was no different. Most of the time I was sailing with 3 and sometimes had the luxury of a "full" crew of 4, but more than once the minimum allowable of 2 crew. Given the mixture of skills, physical capabilities and conditions my role as skipper was to get the most out of what resources I had available at the time.

Sometimes this would mean compromising on sail selection, you have to finish safely as a first priority. The #1 is a big 145% overlapping headsail and great up to about 15kn true with a full crew. However, if you only have 2 crew onboard in a moderate breeze with one female, don't even think about using it. Use the self-tacker and get around the course safely, albeit a little slower, but without the stress or drama.

Secondly as a skipper I see my role as a "general manager" and coach helping to get the best out of my team. Sure, I often like to drive, but I am also pretty handy on the bow or trimming etc. Throughout the season it was about evaluating who was onboard, what skills they brought, what would keep them interested, focused and what was the best combination of crew/tasks to get the best out of Hunky Dory. That meant at times I would have to set the spinnaker pole as I did not have the confidence the crew members at the time could, or if I knew a crew member was also an excellent driver, give them a go and then have a slightly longer lunch break. Also, if you are doing something like trimming or a course change communicate with the crew as to why you are making that decision and listen for knowledgeable feedback. You want everyone on board to first and foremost have fun, want to come back and contribute, so always be evaluating what works best given your available resources.



Make Your Own Decisions

With short ocean racing, especially the passage races, there are lots of options of getting from A to B. Just because the bulk of the fleet goes in one direction, even if they are good sailors, does not mean you have to do the same. Both of our passage race wins were

substantial as we did not follow the fleet but sailed to the forecast, prevailing conditions and made tactical decisions based on the real time information such as wind, current, SoG, course etc. Many of the boats in the fleet were larger, faster, “racier” and so just following the fleet would not necessarily have been the right move. Be aware of your surroundings and chart your own course!

Commitment and Support

If you are going to do well in a series you need to start every race possible, which is a challenge and a big ask for everyone involved. The second year of Short Haul was going to be the “give it a crack” year as I had started to learn how to get the best from Hunky Dory, had the gear and the crew to do it.

Well before the beginning of the season dates for all the races were circulated so crew knew what dates we were sailing and if they could fit in sailing in with their schedule. This included myself as I was away for a couple of weeks and so had an alternate skipper arranged, thanks Pete!

Finally, it is also about your support crew. While we were out having fun (mostly given the series weather) there are partners or others that might have had other plans for when you were out on the water. Special thanks to Aileen and all the other partners for letting myself and the crew indulge in the racing side of Hunky Dory.



To Sum It Up

Sailing success does not happen by accident. You need to have a vision of what you want to achieve, a well prepared and supported boat, committed crew and good understanding of how you will get the best result from the sum of the all the moving parts given the circumstances at the time.

The series was a lot of fun, is a great experience for cruisers wanting to get offshore, sharpen their skills and race in a friendly but competitive non spinnaker series.

Cam Wayland



Sail Port Stephens 2019...

My Baptism of Fire

By Dallas O'Brien

As we immerse ourselves in cruising and racing and all this wonderful sport of sailing has to offer, Selina & I accepted an invitation from my good friends and Cruising Division members Kristin & Jeremy Clarke, to crew for them at Sail Port Stephens.

I will describe my adventure in 3 sections... the racing, the après-racing and the sail back to Sydney.

Firstly, the racing

As the photos throughout this story attest, Port Stephens turned on a magical bout of warm sunny weather, to allow the spinnakers to unfold at their colourful best against a beautiful blue sky. There was a buzz of excitement at the dock as yachts prepared for Day 1 race, which took the fleet out and around 3 islands off Port Stephens. Unfortunately, the wind died off on Day 1, and so the race committee elected to extend the finish time to allow boats to complete the course just in time for sunset.

There were 6 days of racing in total, bringing all manner of winds and with the additional challenge of the tidal flows of Port Stephens. Jeremy's crew were well-versed in how to optimize our course. **Buggalugs'** sail wardrobe includes an asymmetric spinnaker and a Code 0, and we had fun in giving both a run during the course of the 6-day program.



Another Fast and furious start to a day's racing



Spinnakers looking magnificent

The après-sail

I knew sailors liked a drink, but I had no idea there were parties to be enjoyed every night. What a great social occasion it was. And just when you thought your liver had had enough, we embarked on a winery tour on the lay-day, which had us wine tasting on an empty stomach, being well under the weather before a wonderful lunch, and, you guessed it.... More wine tasting!



Our club commodore Peter Lewis' gym membership is clearly paying off.



Beautiful Port Stephens

The sail homeward

The skipper suggested we rise early at 4:30am to make our way back to Sydney Harbour. We were greeted by a stiff 20 knot SE breeze, and a 1.5 metre swell also coming from the south, so we were in for an interesting trip. I couldn't eat much but the leftover lamb from the previous night's BBQ went down a treat, after a gourmet sailor's breakfast of muesli bars. 18 long hours later we stopped at Pittwater, before completing the final leg the following morning.



Selina & Dallas dressed for the rain



How not to fly a spinnaker !



The mighty Buggalugs with skipper Jeremy (below)



Starter Motor TLC ...

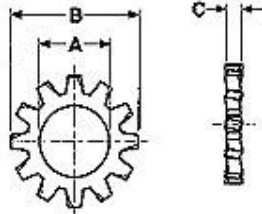
We all rely on our engine to start promptly to get us out of trouble, in what might otherwise be a sticky situation. So when was the last time you gave even a thought to the health of your starter motor?

If you think your engine cranks over a little slower than in the past, perhaps the negative side of the circuit to the starter motor is not all it should be. This is easy to test.

With the engine not running and the Master Switch off, take your multimeter and after setting it to read "OHMS", place one probe on the casing of the starter motor and the other probe on the engine block, making sure you penetrate the paint and obtain a good connection.



Star Washer - External



Star Washer - Internal

If the

reading is more than 0.1 ohms, then you need to lower the resistance to improve the current flow to the starter motor. You will find that the starter motor is bolted to a frame, which is in turn bolted to the engine block. By replacing the existing spring washers with stainless "star" washers, which bite through the paint and make a better contact with the bare metal, the resistance will be lowered and the starter motor will turn over noticeably faster. The engine will start faster and so the battery drain will be less.

Star Washers come in both internal and external configurations and are readily available wherever stainless 316 grade bolts and nuts are sold. I prefer the external type as they centre better on the bolt.

Over the past 25 years, I have replaced almost every bolt on my own diesel engine with stainless 316 and have experienced no corrosion or electrolytic problems whatsoever between Cast iron and Stainless. Stainless bolts make annual maintenance so much easier.

Paul Wotherspoon. *Rapture*



Middle Harbour Yacht Club
Invites you to celebrate the

80TH ANNIVERSARY

Commodore
BLACK TIE DINNER

to raise funds for the
MHYC Foundation

With live entertainment from singer & tv personality

Tom Burlinson

Friday June 21st, 2019
from 7pm to 11.30pm
at Orso Bayside Reception, Mosman

Tickets \$170 per person
Three course meal and all drinks included

Tickets available online at
www.mhyc.com.au
or at the clubs reception 9969-1244



CHEF'S CORNER.....by Mike McEvoy, Sisu

At our last meeting I invited some of those dining together at the Club to share my chilli jam. I had some with my BBQ'ed steak. People seemed to like it so I offered to share the recipe.

Overleaf you will find my recipe, which I have been refining since starting to make chilli jam at home in 2012. The first time, I had an abundance of tomatoes growing in my small vegetable patch along with some long red chillies. My daughter-in-law, a marvellous cook herself, suggested that I make chilli jam. I asked for a recipe, she immediately Googled one. Since then I have taken that basic recipe and played around with it, depending on what chillies I have in the garden at the time.

I must say that I have given up deliberately growing tomatoes because one either has too many or too few. Better to get whatever the cheapest canned diced tomatoes are available in your supermarket. My recipe reflects what goods I now buy pre-packed, mainly to save time, marked #. That said, each year random tomatoes plants appear in the garden and whatever tomatoes ripen are included in the next brew of jam. This comes from the odd tomato scraps that end up in the compost which gets mulched into the veggie patch each year in September.

Clearly, this is not something you prepare on your boat, rather that is done in your kitchen at home not in the galley at sea. That said, it is great to have on board. I enjoy it with steak, cheese, on toast on its own, in a ham salad, try it!

On the day of writing this article I made sufficient jam to fill 12 jars of various sizes, which will get us through winter. This batch was made with jalapeno chillies, while I wait for the birds-eye and one other variety to ripen in the veggie garden. That's the trouble with chilli plants they produce ripened fruit at different times. So, then I simply label them Mike's Mixed Chilli Jam. Enjoy!



Creating chilli jam at home

Mike's Chilli Jam

Ingredients

- 1 kg ripe tomatoes, peeled, chopped or 2 cans diced tomatoes #Italy
- 400g granulated sugar i.e. raw sugar
- 2 tbsp. lemon juice
- 1/3 cup white wine vinegar OR white balsamic vinegar # Australia
- 9 long red chillies, sliced (I leave the seeds in because I like it HOT) # greengrocer
- Whole bulb of garlic, peeled and diced OR 2tbsp. minced garlic # China
- 2 tbsp. chopped ginger OR minced ginger # China
- 2 tsp sea salt #Australia
- 2 tbsp. fish sauce #Thailand

denotes pre-packaged and the Country of origin which I buy from a large German supermarket which starts with A.

Method

1. Place tomatoes and sugar in a bowl, stir in the sugar, cover and leave at room temperature overnight.
2. Transfer to a large saucepan, add remaining ingredients and mix together, then bring to the boil, stirring occasionally. Reduce heat and simmer for 1 hour or until thick. Stir often so it doesn't stick to the bottom of the pan.
3. Serve with chargrilled squid, rocket and lemon wedges or as a relish with any meat dish or as a spread on a home-made pizza base.

Notes

It is very important to sterilise jars and lids to prevent mould forming. Jars can be sterilised in a number of ways. Firstly choose glass jars with an airtight lid. Remove any old labels and ensure they are free from cracks and chips. Wash in hot soapy water and rinse, then sterilise using one of the following methods:

Oven: Preheat the oven to 120C. Place jars (upright) and lids (separately) on an oven tray and heat in the oven for 20 minutes. Remove and fill immediately with the jam while it is hot.

Stovetop: Place jars and lids (on their edge) in a deep saucepan. Cover with cold water. Bring water to the boil over high heat, reduce heat to medium and boil for 10 minutes. Line a baking tray with paper towel. Remove the jars using metal tongs and allow to air dry.

Dishwasher: (my preferred method) Place jars, lids and rubber seal (if applicable) in the dishwasher on the hottest cycle. Remove and place on to a paper towel-lined tray, the heat will dry them naturally or you can dry them carefully with paper towel. That way they can still be warm when you fill them with the hot jam.

CD Quiz –June 2019 by Phil Darling

1. Which way does the wind go around a low pressure system in the Southern Hemisphere (clockwise or anticlockwise?)
2. Does the air within a low pressure system tend to rise or fall?
3. Will a strong low pressure system have an impact on tidal heights? If so, what is that impact?
4. You are facing into the wind in the Southern Hemisphere, and are pretty sure the wind is a gradient wind between a high and a low (ie not a sea breeze, katabatic wind or other variety) What does Buys Ballot's law tell you about the centre of the nearest Low Pressure system?
5. What time of the year are East Coast Lows likely to be more common and more severe?
6. On the Australian coast does a sea breeze normally back or veer during the day?
7. Which international code flag indicates that a diver is down? What does it look like?
8. In the last question we referred to an international flag – but is the same flag used to indicate “Diver Down” in all countries? If not – what else is used and where?
9. At night off Newcastle you see two vessels ahead. The front one is carrying normal lights except that a yellow light is visible above the stern light; the second one is carrying normal lights. What does this mean, and what should you do?
10. What term is given to a vessel which has gone aground at the top of a spring tide and has to wait for two weeks for the next tide high enough to float her off?

Special Regulations Safety Checks – Three Options this year
(but the Cruising Division weekend safety raftup sounds most fun)

The Cruising Division expects all members to keep their boats in the correct category for Safety Equipment - minimum Category 7 standard for harbour sailing, and Category 4 for our offshore events. Each year these expire on 30th June (sort of like the horses birthday) so you will need to think about getting yours re-done soon.

This year there are three options for Cruising Division members:

- Two club Get Set days – Sat 15th June and Sunday 8th September
- Our own Cruising Division raftup and check weekend - 22nd & 23rd June – at Sugarloaf Bay

If you are planning to attend one of the club days then please book in with Catherine at the Sailing Office to ensure a place. All usual facilities will be available and it should be quick and efficient (we hope).

We think that attending the Cruising Division weekend sounds more fun, though. Come along and get your boat checked by one of the friendly division auditors. We will be staying overnight for the usual convivial raftup. Just let us know ahead of time (call Phil or Evan) and we will allocate a time for your check.

Requirements & Preparation:

Please download the forms from the club website, not forgetting the MHYC front page as well as the Australian Sailing Cat 4 or 7 form, and run through the items ahead of time to renew any that have expired.

Key items to check:

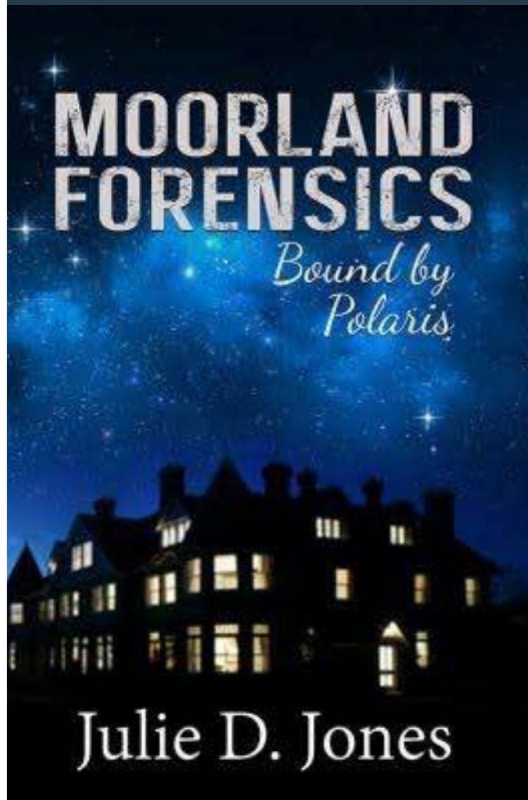
- **Lifejackets** (serviced by a professional or if self checked – as per the manufacturer's recommendation and don't forget to fill out the form from the manufacturer and write service date on each lifejacket. Matt Pine at the club does a good job and is an accredited professional.
- **Fire Extinguishers** – serviced by a professional with stamped tag (David Lavings will be in attendance at the club days)
- **Flares** – all in date?
- **Medical Kit** – all items in date?
- **EPIRB** – battery in date and proof of registration with AMSA?
- **Registration** – no stickers any more but bring some kind of evidence
- Any other inflatable items (danbuoy, etc) – treat the same as lifejackets

Summary – your options for getting checked:

- Club Get Set day – Sat 15th June (but a bit of a hustle)
- Our Cruising Division raftup and check weekend - 22nd & 23rd June (sounds most fun) Club Get Set day – Sunday 8th September (might be a bit late) Or some other time but this is difficult to organise, is an inconvenience to the auditors and the club will charge you a fee as well.

Phil Darling.

MIDDLE HARBOUR YACHT CLUB



LITERARY LUNCH JULIE JONES

The Moorland series is built around a team of sibling private forensic consultants called upon to assist the Devon and Cornwall Police when confronted by a string of baffling homicides.

2 COURSE LUNCH

12:00 - 3:00 PM

JUNE • 13 • 2019

Middle Harbour Yacht Club

TICKETS

\$60 Members | \$65 Non Members



Tickets can be purchase online at www.mhyc.com.au
or by calling the office on 9969 1244
www.mhyc.com.au | 9969-1244 | info@mhyc.com.au | Lower Parriwi Road, Mosman 2088

CD Quiz – June 2019 – Answers

1. Clockwise.
2. Rise.
3. Yes – a strong low will tend to produce higher overall sea levels (ie higher low tides and higher high tides). Strong high pressure systems will have the opposite effect.
4. In the Southern Hemisphere, if a person stands with his back to the wind, the atmospheric pressure is low to the right, high to the left.
5. East Coast Lows can occur at any time of the year; however they are more likely and tend to be more severe in Autumn and early Winter when colder polar air masses are more likely to interact with the warmer water still moving in from the tropics. This is just as likely off the east coast of NSW (where the East Australian Current brings in warm water) as it is off the east coast of North America (where the Gulf Stream does similar). Later in the season this warm water does cool and has less effect, whilst earlier in the year the polar air masses are less likely and less severe.
6. It normally backs (goes against the compass) – ie in Sydney it starts as an easterly and ends as a north easterly. In Perth it starts as a westerly and ends as a south westerly.
7. Code flag Alpha – swallowtail flag with white half against the hoist and blue half flying.
8. No – the USA and some other countries (generally the IALA “Area B”) use a red flag with a diagonal white stripe.
9. The front vessel is towing the other (as indicated by the yellow towing light); keep clear and especially do not go between the two vessels.
10. Neaped.

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET														
		JAN - DEC 2019														
DATE =		Feb 26- Mar 4	Mar 10-11	Apr 19- 22	TBA	16-17 June	Jul-15	1-Aug	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		Gosford Challenge	Late Summer Cruise	Harbour Night Sail, Trivia Quiz & Raftup	Easter Cruise - Pittwater	On land Event - TBA	Get Check Safety & Raftup	Long Lunch	On Land Event - TBA	090 and Safety Exercise	Pittwater Cruise	Fiesta Mediterra nca	Feature Articles Points	Monthly Meeting Points	Projects compl'd Points	CUMUL' SEASON POINTS
YACHT	No. Nights	1	8	1	3	1	1	1	1	4	1	1	2	1	3	
Altair	Crew												0	2	0	2
	Keith															
Nanu	Crew												0	0	0	0
	Michael															
Breeze	Crew												2	2	0	4
	Bill & Helen															
Caviar	Crew												0	6	0	6
	Max & Dot															
eXpresso	Crew												2	6	0	8
	Phil & Maralyn															
Flemingo	Crew												2	3	0	5
	John															
Tonic	Crew				2								0	3	0	9
	Manfred & Sebiene				3											
Sisu	Crew												4	2	0	6
	Mike & Suzanne															
Nashira	Crew				2								2	7	0	15
	Evan & Kelly				3											
Rapture	Crew			1	1								2	4	0	10
	Paul & Anne			1	3											
Simply Irresistible	Crew				2								2	5	0	13
	Glynne & Gill				3											
Slack'n'Off & Flo	Crew												2	2	0	4
	Martyn															
Galaxy III	Crew				2								0	2	0	8
	Chris				3											
Sanctum	Crew												0	2	0	2
	Jean & Noel															
Bloodhound	Crew												2	2	0	4
	Alex															
Buggalugs	Crew												0	3	0	3
	Jeremy & Kristin															
Tulip	Crew												0	1	0	1
	Dick															
Zingarro II	Crew												0	1	0	1
	John															
Delphin	Crew				2								0	10	0	16
	Simon & Gavin				3											
Hunky Dory	Crew												0	8	0	8
	Aileen & Cam															
Isobel II	Crew												0	0	0	0
	Val & Des															
La Madre	Crew				2								2	4	0	12
	Selina & Dallas				3											
Nautilee	Crew												0	4	0	4
	Lee															
No. of Boats =		0	0	1	7	0	0	0	0	0	0					POINTS 16
													The Leading Boat is....		Delphin	

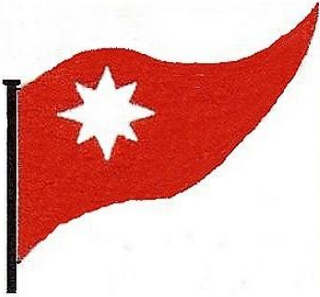
**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 1 June 2019**

Cash at Bank as at 01.05.2019	\$2,274.50
<i><u>Plus Receipts</u></i>	
<i>Sale of x Wachman Manual</i>	\$0.00
<i>Sale of Pennant - Flemingo</i>	\$35.00
<i>New Member –</i>	\$0.00
<i>Donation -</i>	
<i>Interest</i>	\$0.19
<i><u>Less Payments</u></i>	
	\$0.00
Cash at Bank as at 30.04.19	\$2,309.69
<i><u>Outstanding Receipts</u></i>	\$0.00
<i><u>Outstanding Payments</u></i>	
	\$0.00
Account Balance	\$2,309.69

Signed as a true record

Mike McEvoy
Treasurer

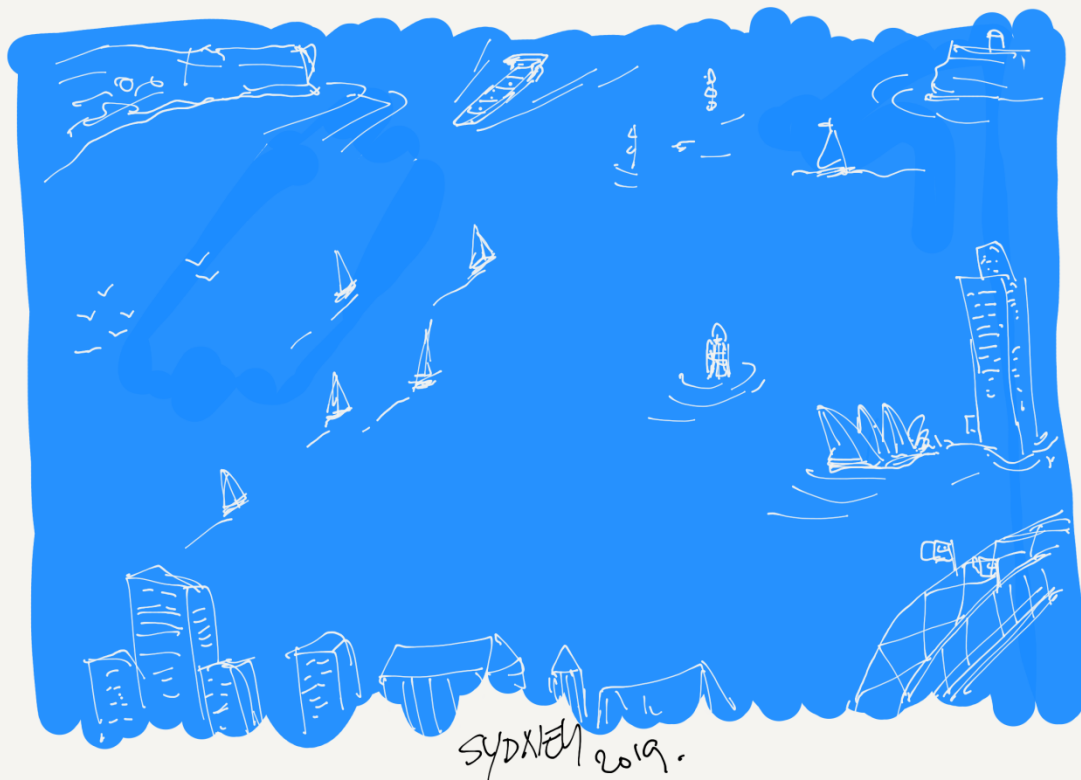
MEMBERS ARE INVITED TO SUBMIT ARTICLES OF APPROXIMATELY 800 - 900 WORDS ON SUBJECTS WITH A SAILING THEME, INCLUDING PERSONAL SAILING ADVENTURES, BOOK REVIEWS, SKETCHES, JOKES, AND SO ON. WRITE YOUR ARTICLE WITH TITLE, YOUR NAME AND BOAT NAME, AND EMAIL TO THE EDITOR.



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.



Another Alex Comino slant on the world.

Middle Harbour Yacht Club
Cruising Division
Annual General Meeting 2019



Nomination Form

Name of Nominee:

_____ MHYC Member No: _____

Position on Committee: (i.e. cruising captain, vice-captain, secretary, treasurer, general member: see Compass Rose page 2 for more office bearers positions)

Name of Proposer:

Signature of Proposer:

Name of Seconder:

Signature of Seconder:

Signature of Acceptance by Nominee:

Please forward to the Secretary prior to the AGM Monday 18th June 2017 or hand in prior to commencement of the meeting