



**MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG**

Volume No. 38 No. 10 November 2018

Editor: Martyn Colebrook

**REMINDER NEXT CRUISING DIVISION MEETING
IS WEDNESDAY, NOVEMBER 21ST**



SUNSET AT HARDYS BAY

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	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 (summer months)	
On Water Events Coordinators	Phil Darling, Evan Hodge	Phil 0411-882-760
Committee Members	Martyn Colebrook, Phil Darling, Royce Engelhardt, Evan Hodge, Mike McEvoy, Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theeboom, Max Theeboom, John Tregea	



Editor's note:

Deadline for the next edition of the Compass Rose, is 31/11/2018

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

Please forward contributions via email to the editor:
darlingp@ozemail.com.au

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

CAPTAIN'S COLUMN – NOVEMBER 2018



Where has the year gone. The last meeting for the calendar year will be Wednesday 21st November. Hope to see you all there. This month we will be doing flare practice down on the beach in front of the club. If you haven't let off a flare or it has been some time and you want to be reacquainted with the 'How To' then come along.



Thanks to John Vaughan (the flag man) at our last CD meeting for a great presentation on the history behind the flag designs we see in common day use and also some rare historical flags.

Friday December 7th is the club Xmas Party which replaces our December CD meeting. Please remember to book at the club for a fun and festive night. I look forward to seeing you all there.

I want to say a big thank you to Max & Dorothy Theeboom who put a lot of effort into ensuring the "Make-A-Wish" Harbour Sail was a success. Thanks to Wailea, Flemingo, Shibumi, Caviar, Harry's Story, Galaxy III and Nashira for taking out families and Make-A-Wish volunteers on a cruise/sail around the harbour. Thanks to Des, Val and Dorothy on the BBQ and food preparation which was all laid out and waiting on our return. It was a fun day out and by the comments we received afterwards the families all enjoyed the experience. Let's hope we can do this annually and help Make-A-Wish come true.

The next CD event is the soon-to-be legendary 'Tapas Tie-Up' being co-ordinated by Martyn Colebrook on 17/18 November up the Parramatta River. Details will be circulated in the coming days. If you have your name down already that's great but if you would like to join us you are more than welcome. Drop us a line at cruising@mhyc.com.au of you which to receive the sailing instructions for the weekend of food and fun.

Nashira will be heading down to Hobart for the Wooden Boat Festival in the second half of January but we are hoping to spend some time in Jervis Bay on the way down. There's a sizeable number of vessels from MHYC, CYCA, RSYS, RPAYC cruising down sharing weather and passage plans. If you are interested in joining the info sessions being arranged please email cruising@mhyc.com.au with your vessel name, email address and/or phone number so we can include you on the notifications of the information evening/s being arranged.

I look forward to seeing you at the next meeting on November 21. Enjoy the warmer weather, perfect for the start of the festive season.

Evan Hodge, Cruising Captain. *SY. Nashira*

MHYC CRUISING DIVISION ANNUAL PROGRAM 2018-2019

Sat & Sun, 17-18 November 2018	Tapas Tie-Up
Wednesday, 21 November 2018	Cruising Division Meeting
Friday, 7 December 2018	MHYC Xmas Dinner
Monday, 21 January 2019	Cruising Division BBQ at the Club (no meeting)
Sat – Mon, 26 – 28 January 2019	Australia Day Holiday Weekend – TBC
24 February – 2 March 2019	Late Summer Cruise to Pittwater
Sat & Sun, 9 – 10 March 2019	Harbour Night Sail and Raft-up
Fri – Mon, 19 – 22 April 2019	Easter Cruise to Port Hacking
Sunday, 19 May 2019	On-Land Event (TBC)
Sunday, 2 June 2019	Cruising Division Long Lunch

REMINDER

Next Meeting:

Wednesday NOVEMBER 21, 7:30 pm

BYO BBQ 6:30 pm

[September, October and November cruising division meetings are being held on the 3rd Wednesday on a trial basis]

November Guest Speaker: to be replaced by flare practice



The flare practice starts at around 8:00 pm after the normal Cruising Division meeting. Bring your own flares and let them off on the beach in front of the Clubhouse.

Gloves, long sleeves/trousers and eye protection are recommended.
NO PARACHUTE ROCKETS ARE PERMITTED – these are a fire hazard to our neighbours.

We recommend in-date flares. If you must bring old (out-of-date) flares then you do so at your own risk – and please check them carefully for signs of damage or deterioration prior to igniting them. **Definitely no flares over 10 years of age.**

This exercise is highly recommended for all skippers and crew members who have never ignited a flare in an emergency. Flares are an essential (and required) safety feature on all boats and, if you really need them then best not to be fumbling around trying to read their instructions at the time (in the dark? can't find your glasses? Crew are panicking?) Learn how to use them safely and effectively in controlled circumstances.

Cheese Plate November Meeting: Val de Rome and Des Toms

Enveloping November Compass Rose: Val de Rome

PAST EVENTS:

Hunky Dory's Royal Day Out

By Cam & Aileen

As some of you may know I am also a member & director of RANSA which was one of the of the four contributing clubs (RPAYC, CYCA, RSYS, RANSA) to the Invictus Games sailing day. Additionally, I was also on the Invictus sailing organising committee for what was a great cause and of course a great event for Sydney and veterans from all over the world. As part of the event we had volunteered Hunky Dory to host one of the Family & Friends groups out on the harbour to watch the sailing.

Monday 15th 7pm: Call from Invictus Family & Friends organiser. The VIP you are taking out is the Royal Couple. NSW Police will call you to work through security and other details, but you cannot tell anyone. Cam: OK, I was not expecting that.

While Hunky Dory was in the spotlight, the reason we were there is due to the spirit of volunteering and contributing to worthy and charitable causes, just like MHYC.

Security Clearance

Both Aileen & I had to send details to NSW Police so they could do a background check, luckily our past had not caught up with us, or them. On the Sunday RANSA and Hunky Dory had to be swept for explosive devices, Hunky Dory also welcomed Navy clearance divers. Unfortunately, we had just had her antifouled otherwise would have thrown them a sponge.



Our Family & Friends Guests

We welcomed onboard the Novak's from Illinios, who had never been to Sydney before and were thrilled to be out on the harbour to watch their son Ryan sailing an Elliott 7. He was in the USAF and was injured in a motorcycle accident including a broken back, had never really played organised sport and was now representing his country in sailing, athletics & swimming. Additionally, he had never sailed until the week prior. The Invictus Games had given him a sense of belonging and purpose, which is what the Duke & Duchess came to hear.

Getting the VIPs Onboard.

The logistics and planning of getting a pregnant Meghan on board were worked through with the sailing and Invictus organisers. The plan was for us to anchor in Farm Cove and get a spot close to the exclusion zone boundary to see the sailing and they would come by RIB from Admiralty House. As active Cruising Division members we can report our anchoring technique and bow to helm communication in gusty conditions worked perfectly and the Protective Services agent and our US guests were suitably impressed with our spot mid race course.

What you don't see is the 6 other Royal minders that come as part of the package deal, so getting everyone onboard was via the RIB held against the transom with a bow and stern line to either primary winch so they could just step on. Aileen on the bow, me on the stern, worked perfectly.



Onboard

Once onboard the Duke & Duchess had a great conversation with the Novak's and watched some of the final Elliott race before heading to meet an equally surprised Ryan Novak and his team on water.



Invictus Family

Overall it was a great day for us and more importantly the Invictus competitors and Family & Friends. Lots of smiles, memories and of course amazing shared stories.

Remember if you volunteer you never know who you might meet or what may happen as a result.





Sunday morning dawned overcast and windy. Members of the Cruising Division got together to enjoy breakfast at the club. It was great to catch up with Charo and make some new acquaintances. Having eaten our fill we went downstairs to meet the families who had come to enjoy a day out on the harbour.

The boats set out about 10.15 through the choppy swell and down towards the harbour bridge. Most boats reached Luna Park and some even made it to Darling Harbour before heading back to Middle Harbour. Many of the family members were able to help steer their boats with the aid of the skippers.

Whilst the families and support crew were out enjoying themselves, Dorothy, Val and Des got the lunch organised. When the boats were back there was a sausage sizzle with plenty of onions and some marinated chicken wings. Homemade cake, cup cakes, brownies and chocolate crackles accompanied the watermelon for desert.

All the families and the Make a Wish support crew told us how much they enjoyed themselves despite the less than ideal weather. We have promised to do it again next year so please help out in any way you can.

Many thanks to the skippers and crew of Shibumi, Wailea, Galaxy III, Harry's Dream, Flemingo, Nashira and Caviar. Thanks to Gill Attersall who got roped into crewing on Shibumi over breakfast. Also thanks to Marilyn and Phil for the vegetarian sausages and a big thank you to Castle Cove butcher who donated most of the sausages. Thanks too to Val and Des for the chicken and all their baking and to Gill for her brownies and thank you to Sunny who bought chocolates for all of the families and support crew.

Dorothy Theeboom
Caviar

Cowes Week 2018

Martyn Colebrook



Cowes Week is the oldest and largest annual sailing regatta in the world. It has been held in early August every year since 1826, except during the two world wars.

The town, on the Isle of Wight, in southern England is very quiet in the winter but is bursting with life during the summer racing season. It has a permanent population of just under 11,000 and attracts over 100,000 visitors during the event.

The first race was for a Gold Cup of the Value of £100, for just seven yachts under the flag of the Royal Yacht Club (which later became the Royal Yacht Squadron in 1833). The next year King George IV indicated his approval of the event by presenting a cup (the King's Cup, presented at every subsequent event until 1939) to mark the occasion, and the event became known as Cowes Regatta. This was run as a three-day, then a four-day, event. The early 1900s saw the Cowes Regatta continue in strength with the graceful 23-, 19- and 15-metre boats racing in all their glory, followed by J-class boats later on in the 1930's.

From 1946, other Cowes-based and mainland clubs organised racing either side of the three days and the regatta grew in size. The King's Cup was replaced by the Britannia Cup, presented to the Royal Yachting Association by King George VI in 1950.

By 1953 there were nine days of racing, but with each club running its own event with its own sailing instructions, racing marks and even start and finish lines.

In 1957 the first Admiral's Cup, organised by the Royal Ocean Racing Club, was held during the week to include the Britannia Cup, bringing an international aspect to the regatta. This was later separated from the racing during Cowes Week, and has subsequently reached its demise.



It was not until 1964 that, on the suggestion of HRH Prince Philip (a regular competitor and Admiral of the Royal Yacht Squadron), Cowes Combined Clubs was formed to run and organise the regatta. This body represented the seven clubs involved in managing the racing (Royal Yacht Squadron, Royal London Yacht Club, Royal Thames Yacht Club, Royal Southampton Yacht Club, Royal Southern Yacht Club, Island Sailing Club and Royal Ocean Racing Club) and Cowes Town Regatta Committee. The Royal Yacht Squadron line became the universal start line and there was one set of sailing instructions and racing marks for the Week.



The regatta has evolved enormously since 1826, and now between 800 and 1,000 boats in up to forty different handicap, one-design and multihull classes race every day for eight days. Around 8,000 competitors now participate ranging from Olympic and world class yachtsmen to weekend sailors.

It is this complete mixture of classic and ultra-modern designs that gives the regatta its uniqueness. There were 37 classes this year. Several classes that raced more than 50 years ago are still racing today; Dragons, Flying Fifteens, Redwings, Sea View Mermaids, Solent Sunbeams, Swallows, Victories and X-one-designs. New classes are also introduced as they increase in popularity. This year 100 squibs were competing in their nationals.

Classes can be very competitive. Deerings, for instance, has a strong fleet, many of which are skippered by members of the legal profession. 50% of the protests were from this class, many before their race had started. The Committee had to remind them that sailing is a gentleman's sport and winning should be the result of good sailing on the water not the result of arguments within the four walls of the protest room.



There were 18 in our class. I was sailing on Alcibiades III, my friend's Solaris 44, in Cruising division group B. We were allowed asymmetric but not symmetrical spinnakers.

On the first day the wind died before we reached first mark. We began to slowly drift backwards in the tide and decided to anchor and wait for the wind to return. We gave up at after a hour. The deadline was 6 and we thought we would be out of time. I learnt a rule I hadn't heard of before after one person on a competing boat went swimming. Theoretically they should be disqualified as all crew should remain in board at all times during a race.

As boats were drifting her slowly in the current the bowsprit of one competitor was about to impale the back of the skipper of the boat in front. When he gently pushed aside the bowsprit the contravening boat shouted Protest. Turns out he is the CEO of the UK Sailing Academy. Not a good example of gentlemanly seamanship. 6 boats in our class of 25 finished.



Alcibiades III, a Solaris 44

We had a good start to day 2 but suffered a temporary steering failure, which corrected itself in a few minutes. It cost us 3 places which we soon gained. We took a tactical decision and took the southern route to the final mark where we wouldn't have to cross the strong tidal current in the middle of the channel. It paid off as we gained 20 minutes on the nearest competitor and had a convincing win. The temporary steering failure was caused by a fender stored in the rear locker lodging itself in the steering mechanism. There was no separating the storage space.

Royal Yacht Squadron cocktails in the evening meant the precautionary traditional lay day for our crew next day which we spent swimming and playing French cricket on the beach.

We won the following 3 days races in almost perfect untypical UK British summer weather.

After our last win our mood was temporarily dampened as our declaration was not confirmed and when questioned we were told to report to the committee room. Fearing a protest from a boat we had a minor altercation with, which wasn't of our doing, we revised the rules in readiness. However, it transpired that we had been accused of using a symmetrical spinnaker, by an unhappy fellow competitor.



View from Egypt Hill





FLAG ETIQUETTE

After the presentation on Flags at the October CD meeting, we started talking about correct etiquette for flying our burgees and pennants.

The following is taken verbatim from the MHYC CD Cruising Manual:

The Cruising Division, as a division of Middle Harbour Yacht Club, has its own burgee; this is a red burgee with a white compass rose superimposed on it. Other divisions in the past (such as the Navigators Association) had their own pennants, but at present we are the only division of MHYC with our own flag.

The following is a guide – there are many publications (and some members!) with varying opinions. In the original edition, Jim Young felt compelled to add the following disclaimer:

“Please do not come back clutching a moth-eaten copy of the British Admiralty Rules for Flag Etiquette aboard His (sic) Majesty's Fighting Ships and tell me that something does not conform, or that the national flag should be attached to the leech of the mainsail by the cabin boy of the port watch all flying on a hoist through the girth block of the gaff strop. As long as we all keep to the same rules, there can not be any confusion”.

(a) Where and when to fly What

1. Club burgee: At the masthead if possible; second preference is on the starboard spreader; final option is on the backstay. Should always be flown when on club events

(racing, cruising or other). Remember, by club rules, you should fly it when in the vicinity of club boats racing, and give way to them if at all possible.

2. Australian flag: On the outer end of the gaff, if you have one; failing that, on the upper part of the backstay or from a flagstaff located at the stern of the vessel. Flown when the skipper or owner is on board. For merchant and private vessels it is generally regarded as acceptable to fly it day and night (military craft often fly it during daylight hours only).

3. Cruising Division Pennant: At all times when participating in a Cruising Division event; at any time when out sailing, to indicate willingness to have the company of other cruising division vessels. A Cruising Division vessel not displaying the Compass Rose indicates by its absence the desire for privacy, and all Division members should respect that desire. It should be flown with but below the club burgee.

4. Other Club Burgees: If you are a member of another club or division and wish to fly their burgee, be guided by the rules of the organisation represented. On a Cruising Division event the Compass Rose should be flown above all other burgees; except the MHYC Club burgee; at other times the order is unimportant.

5. Signal and courtesy flags: On the port spreaders. In foreign ports, is considered courtesy to fly the national flag of the country being visited at the top.

6. Other flags: Other flags, such as the beer or cocktail flags should be flown below the above, on either spreader or the backstay. The beer (or cocktail, or similar flags) are an invitation to come aboard for drinks – your shout. This can be dangerous with some Cruising Division members!

Phil Darling

FUTURE EVENTS:

Saturday & Sunday 17-18 November (mark you diary)

FIESTA MEDITERRANEA

'Tapas Tie-up' at Majors Bay on the Parramatta River

Majors Bay is two bays short of the Ryde Bridge on the southern side of the Parramatta River, near Concord Hospital

<http://www.rms.nsw.gov.au/documents/maritime/usingwaterways/maps/boating-maps/9g-upper-parramatta.pdf>

TAPAS TIE UP FIESTA MEDITERRANEA



EACH BOAT WILL BE A MINI RISTORANTE WITH A NAME WHICH GIVES A CLUE TO THE FOOD PROVIDED. FOR EXAMPLE, GROTTO DI RISOTTO, DOROTHY'S DELI, FLAMING FLEMINGO FAJITAS. EACH BOAT PROVIDES A HOT OR COLD DISH WITH A MEDITERRANEAN THEME.

NUMBER OF FLOATING FOODERIES TO BE CONFIRMED. PLEASE PREPARE ONE MORSEL PER PERSON AND REFRESHMENTS TO MATCH THE MORSELS YOU SERVE.

THERE WILL BE A FABULOUS SONG CONTEST IN WHICH EACH BOAT PERFORMS A MINIMUM OF ONE VERSE OF A MEDITERRANEAN DERIVED SONG OF THEIR CHOICE.

Bring your brain for a Trivia game. Prizes awarded for the most ingenious, fun name, the best decorated boat, and best dress up. Dressing up obligatory. Anything Mediterranean. Hawaiian shirts are strictly forbidden.

WE'LL MEET UP FOR THE TIE-UP AT 6PM ON SATURDAY 17 NOVEMBER. MAJORS BAY IS TWO BAYS SHORT OF THE RYDE BRIDGE ON THE SOUTHERN SIDE OF THE PARRAMATTA RIVER, NEAR CONCORD HOSPITAL.

Contact Martyn Colebrook on 0474-131417
or martynthearchitect@gmail.com

You're Invited to
Middle Harbour Yacht Club's

Annual Christmas Dinner

6PM - 9PM | 7TH | DECEMBER
FRIDAY | 2018

Members \$60 | Non Members \$65
Includes two course meal, drink on arrival and
entertainment.

Call the MHYC office on 9969-1244 or go to
www.mhyc.com.au to book
Bookings close 3rd December





<http://www.australianwoodenboatfestival.com.au/>

Consider a visit to the next Wooden Boat Festival in Hobart, Tasmania

A few of us in the cruising division are planning on sailing down to Tasmania next January, doing some island hopping and ending up in Hobart in time for the Wooden Boat Festival. If you are interested in joining us, drop us an email at cruising@mhyc.com.au and we will keep you in the loop with our plans.

DETAILS:

The MyState Australian Wooden Boat Festival is held every two years and the next one's coming up from 8-11 February 2019. Hobart's historic waterfront will come alive with the colour and excitement of our rich maritime culture and history.

You will see hundreds of wooden boats, from magnificent tall ships to classic sailboats, rugged working boats to superbly detailed models. You'll have a chance to talk to the owners and builders, the crafts people and sailors, and shipwrights who still practice traditional skills every day.

There's a vibrant program of entertainment and fun, special guests, brilliant Tasmanian food and drink, demonstrations, races and displays. The MyState Australian Wooden Boat Festival is the largest wooden boat festival in the Southern Hemisphere and admission is entirely free!

SHE CAPTAIN

Courage and a bit of “what the hell” attitude

A Swedish network for female sailors says that women have been taking sailing courses for years, but we’re still not claiming our spot behind the helm. The network, aptly named She Captain, is saying enough already, and encourages women and girls to be more confident at sea.

The She Captain network has almost 3,000 followers on Facebook. On their page, you find inspirational yachting stories submitted by the network’s members, as well as tips on everything from engine repairs to winter storage and how to moor up in the natural harbours of the Stockholm archipelago. The site and indeed the entire She Captain network is all about supporting and encouraging each other to have a go.

Anna Mourou Lange founded this rapidly growing network of women sailors about 18 months ago. She is the captain of a Scanmar 33 with a crew of three, consisting of her husband who is also co-owner of the boat, as well as their children aged three and five. She admits that her husband is the only reliable crew member. They spend six weeks sailing every summer and have plans for a round-the-world trip.

“Women just have to get out and practice, and She Captain wants to be the push that gets women out at sea”, says Mourou Lange. “We want to inspire more women to take charge and highlight all the women that already do it. Unfortunately, we just don’t see them because sailing magazines are written by men for men. This is why we write articles and columns, give advice on social media, arrange meet ups and kick ass sailing opportunities, everything we can to get more women to become free in their boat lives.”

Sweden is known for its gender equality, both at work and domestically, and yet when it comes to boating or sailing, the gender roles appear to be stuck in the 1950s. (Rings a bell, Australia?) The She Captain movement wants to encourage women to feel more confident with all aspects of sailing, and they are adamant it’s not signing up to yet another course that will do the trick. The key to confidence is to just get out there and practice.

“The men are at the helm, they berth, they light the barbecues, buy the gear and tools, make the boat repairs, and they’re often also the ones spending more time out at sea”, says the introduction to the She Captain website. “The women generally are the ones assigned to fastening the mooring lines, cooking the food (except when a barbecue is involved), keeping the children happy, cleaning and taking a greater responsibility for the domestic chores to allow more boat time for the man.”

She Captain organizes outings where those who own boats get onboard support from more experienced female sailors, and keen sailors without boats get a chance to come along and learn with those more knowledgeable. The group just returned from a week of sailing in Croatia in a partnership with Dream Yacht Charter. 47 She Captains shared six yachts, and came home feeling empowered, inspired, connected, supported and full of sailing enthusiasm.

The She Captain members invite each other to network events, courses, boat shows and social catch-ups. “We do everything with a twist and a bit of what the hell attitude, and we don’t say no to a couple of rums and to dancing with glowsticks under the stars.”

Anna Alvsdotter



Anne Mourou Lange started the She Captain network a year and a half ago.



A group of 47 She Captains from Scandinavia sailed the Croatian archipelago on six yachts in October this year.

IAN KIERNAN

Ian Kiernan, who just died at the age of 78, was one of Australia's most well known environmentalists.



Ian Kiernan AO

A Sydney based sailor, Ian had always dreamed about sailing around the world and in 1987 his dream came true when he competed in the BOC Challenge solo around-the-world yacht race.

As he sailed through the oceans of the world in his yacht 'Spirit of Sydney' he was shocked and disgusted by the pollution and rubbish that he continually encountered in areas such as the Sargasso Sea in the Caribbean.

Ian's excited anticipation about seeing the Sargasso's legendary long golden weeds turned to anger and disappointment when he found the waters polluted with rubbish.

On his return, in 1989, Ian organised a community event, Clean Up Sydney Harbour, with co founder Kim McKay AO and the support of a committee of friends.

It eventually grew into the Clean Up Australia and Clean Up the World campaigns. Almost 300,000 volunteers turned out on the first Clean Up Australia Day in 1990 and that involvement has steadily increased ever since.

This simple idea has now become the nation's largest community-based environmental event, Clean Up Australia Day.

Since then Australians have devoted more than 33 million hours towards the environment through Clean Up Australia Day removing the equivalent of more than 350,000 ute loads of rubbish.

The next step for Ian and Kim was to take the concept of Clean Up Australia Day to the rest of the world.

After gaining the support of the United Nations Environment Programme (UNEP), Clean Up the World was launched in 1993.

In its inaugural year, Clean Up the World involved approximately 30 million people in 80 countries.

The appeal of Clean Up the World has demonstrated that this simple Australian idea has universal appeal and the health of the environment is of concern to people and communities worldwide.

Over the past three decades Clean Up Australia has evolved into an organisation that works with the community, government and business to provide practical solutions to help us all live more sustainably every day of the year.

Today the focus is as much on preventing rubbish entering our environment as it is removing what has already accumulated, with issues based campaigns making every day a Clean Up Day. The idea started by one man who had a simple idea to make a difference in his own backyard - Sydney Harbour.

Last year his name was among other worthy Australians in the running to be emblazoned on the side of a Sydney ferry. But in a move that stunned the public, New South Wales transport minister Andrew Constance opted instead for Ferry McFerryface.

Freedom Of Information documents showed Kiernan's name had received the most public votes in a naming competition that cost taxpayers \$100,000.

So, what can WE do? There are a few simple things....'pick up 3'. Pick up three pieces of rubbish every time you go to the beach. Don't use single use plastic bottles on your boat. Particularly relevant for us Twilight and week end racers.

Don't use the take away cups. Take your own cup or Keep Cup. Don't use the plastic single use cups at the water dispenser. Refill your own bottle or use your own cup.

Avoid buying food wrapped in plastic at the and don't use plastic bags.

Try the 31 day plastic free challenge

31 DAY PLASTIC FREE CHALLENGE

Get started on living plastic free by completing these challenges.

Day 1



Use a reusable water bottle

Day 2



Keep a green bag handy

Day 3



Use aluminum foil instead of cling film

Day 4



Decline plastic straws

Day 5



Bring your reusable cup

Day 6



Compost food waste

Day 7



Refuse plastic cutlery

Day 8



Use a handkerchief instead of disposable tissues

Day 9



Switch to e-bills

Day 10



Reuse jars and containers for leftovers

Day 11



Only choose snacks without plastic packaging

Day 12



Bring your own bags for fresh produce at the supermarket

Day 13



Try a solid bar soap instead of plastic bottles

Day 14



Buy natural fabrics, not synthetic

Day 15



Drink your coffee in the cafe if you forget your cup

Day 16



Invest in beeswax wraps for food

Day 17



Opt for drinks in glass bottles or cans instead of plastic.

Day 18



Buy from an op-shop instead of new

Day 19



Buy items wrapped in paper or cardboard instead of plastic

Day 20



Upcycle for gifts and art projects

Day 21



Use a water fountain if you don't have a reusable bottle

Day 22



Choose a takeaway item that doesn't come in plastic containers

Day 23



Make your own cleaning products

Day 24



Bring your own containers to buy loose nuts and grains

Day 25



Say no to a coffee if you don't have your reusable cup

Day 26



Use cloths instead of disposable paper towel

Day 27



Use newspaper and a pooper-scooper for pets

Day 28



Only buy from ethical businesses

Day 29



Bring your own containers to the takeaway shop

Day 30



Buy a recycled or non-plastic phone cover

Day 31

BUY NOTHING

Join a 'Buy nothing' group and commit for August

CLEANAWAY

#sustainablefuture

cleanaway.com.au

CHEF'S CORNER

Dorothy's Christmas Fruit Cake



Ingredients:

225 g butter at room temperature chopped into cubes

225 g brown sugar (darker sugar gives a darker cake)

4 x 63g eggs, lightly beaten

225g plain flour and 60 g self raising flour

225 g each raisins, sultanas and currants.

60-125g unblanched chopped almonds

125g glace cherries

1 teaspoon each of mixed spice, cinnamon and nutmeg

½ cup sherry, brandy or port.

Cut the raisins to about the same size as the sultanas. Soak the fruit (not the cherries) at least overnight in the alcohol.

Line the sides of a 20cm square or 23 cm round tin with 3 layers of greaseproof paper. Place 3 layers of newspaper topped with 3 layers of greaseproof paper in the base. Using 3 layers of newspaper, cover the sides of the tin on the outside. Secure this with string.

By hand: Cream the butter and sugar.

Add the eggs gradually and mix.

Sift together the flours and spices. Toss the cherries in a little of the flour. This will help prevent them from sinking to the bottom. Add half to the creamed mixture and mix together. Add half the fruit and mix. Repeat with the remaining flour and fruit.

Bake at 120°C for 3.5-4.5 hours. To prevent overbrowning of the top, cover it with paper before baking.

Cool in the tin and then wrap in foil until you want to decorate.

Decoration can be as simple as a ribbon around the side or top the cake with glace fruits and nuts which can be glazed. Or you can go the whole hog and decorate with marzipan and fondant. The choice is yours.

CD Quiz – November 2018 by Phil Darling

1. You are listening in to an argument (possibly in the MHYC bar) about the relative advantages of twin masted rigs. What are the three most common 2-masted rigs, and how do they differ?
2. You are sailing along in fog and wish to alert other vessels of your location. What is the correct sound signal to make?
3. In the conditions of Q2 you decide to turn on the motor. Does the sound signal required change, and what to?
4. After the conditions of Q3 you think you hear something and decide to stop and evaluate it. What is the signal now?
5. 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?
6. To leave a marina you have to get under a bridge which is shown on the chart as having a clearance of 14m and a depth of water under it of 1.6m. You check the tide charts and low water of 0.3m is at 6am, with high water of 3.2m at 12.10pm. HAT is noted as 4.7m. If your draft is 2.0m and your mastheight is 16m, what earliest and latest times can you leave the marina to clear this bridge?
7. You are sailing with an old salt and he tells you to steer “two points further to starboard”. What does he mean, and how would you relate this to your compass bearing of 045 degrees (what is your new course)?
8. You have two fire extinguishers available – one red with a white band, and one red with a black band. What types are they, and which ones would you use for:
 - An electrical fire
 - A cooking fire
 - An engine room fire
9. What causes “prop walk”, what is its effect on your own boat, and what can you use it for?
10. What is the name of Russel Crowe’s boat in Master and Commander? The US Submarine in the Hunt for Red October?

DRIFTWOOD



During the last issue Mike mentioned that, as safety auditor, when checking off the expiry dates in the medical kit, the auditees' supply of saline solution, which had been added to, had not in fact expired as suspected, leaving him with an oversupply. In my case when Evan carried out my safety audit I thought I had an oversupply of sun block. Being the pernicky auditor that he is (and quite rightly so) he checked all of my 25 assorted bottles and tubes. Not one was in date, including the sunblock that was supplied by a sponsor in one of the races we competed in a few months ago.

Martyn Colebrook

TECHNICAL CORNER

Maybe not quite technical but a tale of a dramatic rescue at sea. The article should probably be posted in the Driftwood column on account of it's content. As a temporarily homeless boatie person I have taken to wandering around the harbour in search of safe anchorages. On the evening in question, Friday the 2nd, when I was anchored in Manly Cove, the southerly wind picked up to over 30kmph. There was lightning overhead. I was collecting my co pilot, Anna, in the dinghy, from the shore in when she spotted someone desperately paddling a small inflatable from the beach towards the outside of swimming pool nets. It was dark at this time and as we turned the corner, we could see why. A yacht had drifted onto the nets, was moving backwards apace and about to be pivoted by the wind around the last swimming enclosure post towards the beach where no doubt even more damage would be done.

We motored alongside and offered assistance, as the owner, of 24 foot Holy Spirit, Mark, as we found out later, was frantically attempting to tether a warp to the corner post to prevent his yacht from being washed ashore.

His anchor had dragged and become entangled in the net so he had to cut it free. Another dinghy came alongside and offered assistance, as did another. Meanwhile the owner of a fishing trawler, which was on one of the moorings attracted our attention. We slowly motored over, as the chop was quite rough, even though it was only Manly Cove. He asked us to ask Mark if he had a long enough line, and if so he

could use his boat to pull him off the nets. Back to Holy Spirit, one end of a 100m line was attached to the 2 rear winches, passed through the bow roller via bridle, and ferried back to Stephan on his trawler. The boat was easily winched off the nets, the engine started, and the spare anchor, that Stephan lent, was deployed. All safe and well in the morning, having made new friends and experienced the camaraderie shown to boaties by strangers in times of distress. What was also encouraging for me was that, as a nervous anchorer, my anchor held and I had a good nights sleep without the usual worrying.

Martyn Colebrook

TOOLS AVAILABLE TO CRUISING DIVISION MEMBERS FOR LOAN

The Cruising Division along with a few members have tools available that we are willing to loan to others members if the need arises. Presently we have the following available for loan.

BOLT CUTTER & SWAGING TOOL – Custodian is Paul Wotherspoon, Mike McEvoy also has these available if needed.

SEXTANT – Custodian is Evan Hodge

If you happen to have tools available that you are willing to loan short term please let us know at cruising@mhyc.com.au and we will put this into the Compass Rose next month.

PHOTO COMPETITION for 2018 – November

November WinnerPhoto of the Month is Alex Comino

Send your photos to **Maralyn Miller** to enter into the 2018 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 2018.

The winning photo for November is called
“James Craig from the deck of Bloodhound” and was taken by Alex Comino.

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 to Darling.maralyn@ozemail.com.au.

Good Shooting ...!!
Maralyn.

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINT SCORE CALCULATION SHEET													TOTAL
		JAN - DEC 2018													
ENTER CREW FOR EACH	DATE =	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Compass	Attendance	Technical	TOTAL
	EVENT =	Feb 26-Mar4	Mar 10-11	Mar 30-Apr 2	TBA	16-17 June	Jul-15	1-Aug	TBA	30-Oct	Rose	at	Corner	CUMUL' SEASON POINTS	
YACHT	No. Nights	Goosford Challenge	Late Summer Cruise	Harbour Night Sail, Trivia Quiz & Raftup	Easter Cruise - Jervis Bay	On land Event - TBA	Get Check Safety & Raftup	Long Lunch	On Land Event - Garden Island Naval Museum	090 and Safety Exercise	Pittwater Cruise	Feature Articles Points	Monthly Meeting Points	Projects completed Points	
Altair	Crew	1	8	1	4	1	1	1	1	4	1	2	1	3	6
Kieth Watson	Nights								1			0	5	0	
Nanu	Crew											2	5	0	7
Michael	Nights														
Breeze	Crew							2	1			0	2	0	4
Bill & Helen	Nights							1							
Caviar	Crew	7		2			2	2	2	1		10	12	0	37
Max & Dot	Nights	1		1			1	1	1						
eXpresso	Crew							2	1			0	18	0	21
Phil & Maralyn	Nights							1	1						
Flemingo	Crew		1				1				2	0	5	0	14
John	Nights		4				1				2				
Kai-Lag	Crew			2				1	1			0	4	0	8
John	Nights			1				1	1						
Sisu	Crew						2	2	1			2	6	0	13
Mike & Suzanne	Nights						1	1	1						
Kodiak	Crew							2			2	0	8	0	14
Trevor & Lena	Nights							1			2				
Nashira	Crew			2	2		2	2	2	2		6	18	0	40
Evan & Kelly	Nights			1	4		1	1	1						
Rapture	Crew		1				1				1	4	8	0	19
Paul & Anne	Nights		4				1				2				
Simply Irresistible	Crew		2				2	2				10	14	0	36
Glynne & Gill	Nights		4				1	1							
Slack'n'Off	Crew				2		2					2	4	0	16
Martyn	Nights				4		1								
Galaxy III	Crew											2	3	0	5
Chris	Nights														
Sanctum	Crew							1				0	5	0	6
Jean & Noel	Nights							1							
Bloodhound	Crew											2	5	0	7
Alex	Nights							2							
Buggalugs	Crew							1				0	14	0	14
Jeremy & Kristin	Nights							1							
Tulip	Crew								1			0	3	0	4
Dick	Nights								1						
Zingara II	Crew											4	5	0	9
Jeff	Nights														
Zingarro II	Crew											4	1	0	5
John	Nights														
Hunky Dory	Crew							2		2		0	17	0	19
Aileen & Cam	Nights							1							
Isobel II	Crew											0	9	0	9
Val & Des	Nights														
La Madre	Crew							2		2		4	8	0	14
Selina & Dallas	Nights							1							
=====															
No. of Boats =		1	3	3	2	0	7	12	7.5	2	3				Points 40
The Leading Boat is....															
Nashira															

CD Quiz – November 2018 – Answers

1. The three most common 2-masted rigs are the schooner, which has a smaller foremast in front of the main mast; and the ketch and yawl, both of which have a smaller mizzen mast aft of the main mast. In the case of a ketch the mizzen is stepped forward of the rudder post, while for the yawl the mizzen is stepped aft of the rudder post. I will leave you to argue the relative merits of these!
2. One long blast followed by two short blasts, at intervals of not more than 2 minutes. This happened to the author recently off Sydney heads and a manual fog horn was blown by one of the crew to good effect!
3. Yes – you now need to make just a single long blast at the same intervals.
4. A power vessel “underway but not making way” (that’s us now) makes two long blasts at the same intervals.
5. A Rolling Hitch will let you take the load off the sheet onto another line.
6. To get under the bridge you need a tide less than 2m below HAT (overhead clearance heights are always below either Highest Astronomical Tide or sometimes Mean High Water Springs – it will say on the chart) – so a tide height of less than 2.7m. To get over the shallow you need at least 0.6m of tide (2m draft less the 1.4m depth). Using the rule of twelfths, I calculate 0.6m tide height to be a little after 7am (say 7.15am to be safe) and 2.7m to be at about 10.30am- so we have a 3-hr window between say 7.15am and 10.15am.
7. Each “Point” is $11 \frac{1}{4}$ degrees, so steer $112 \frac{1}{5}$ deg, or ESE
8. Red with white band is a dry powder extinguisher; red with black band is Carbon Dioxide
 - An electrical fire – red with white (CO₂ will work but not as well and will permit the for to restart unless the power is turned off)
 - A cooking fire - red with white (CO₂ will probably blow away and be not so effective)
 - An engine room fire – either – most probably CO₂
9. Prop walk is caused by the propeller in reverse pulling the stern of the vessel to one side before enough the vessel has enough way to permit steering by the rudder. On eXpresso it pulls to port.
10. HMS Surprise; USS Dallas

Middle Harbour Yacht Club - Cruising Division Treasurer's Report As at 31 October 2018

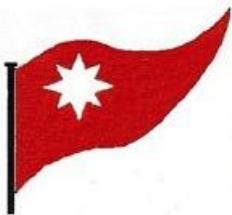
Cash at Bank as at 30.09.2018	\$2,268.21
<i>Plus Receipts</i>	
Sale of x Wachman Manual	
Donation from Trevor D'Alton sale of boat bits	\$25.00
Interest	\$0.20
<i>Less Payments</i>	
John Vaughan – Petrol money	\$20.00
Cash at Bank as at 31.10.18	\$2,273.41
<i>Outstanding Receipts</i>	\$0.00
<i>Outstanding Payments</i>	\$0.00
Account Balance	\$2,273.41

Signed as a true record

Mike McEvoy - Treasurer

Erratum: Last month your Treasurer transposed the figures in the Cash at bank/Account Balance. They read \$2628.21 but should have been \$2268.21.

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, currently that has been moved to the 3rd Wednesday (on trial) 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