



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 37 No. 01 February 2017

Editor: Trevor D'Alton



Photo Courtesy Eric Wells

UK Shannon Class Lifeboat Launching Exercise
Hoylake, North West England
See article page 6.

CRUISING DIVISION OFFICE BEARERS – 2016 - 2017

<i>Cruising Captain</i>	Michael Mulholland-Licht	0418-476-216
Vice-Commodore Cruising	Michael Mulholland-Licht	0418-476-216
Secretary	Evan Hodge	0419-247-500
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Membership	Kelly Nunn-Clark	0457-007-554
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Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Waterways User Group	Mike McEvoy	9968-1777
Sailing Committee	Michael Mulholland-Licht	0418-476-216
Guest Speakers	Committee Members as required	
On Water Events Coordinator	Evan Hodge, Michael Mulholland-Licht, Phil Darling, Kelly Nunn-Clark	Michael 0418-476-216 Phil 0419-247-500
On Land Events Coordinators	Kelly Clark, Gill Attersall	
Committee Members	Michael Mulholland-Licht, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge	



Editor's note:

Deadline for the next edition of the Compass Rose, is **2nd March 2017**

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

Please forward contributions via email to the editor: **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 Program 2016/17		
January 2017	16 th	Post New Year BBQ and get together.
	26 th	Australia Day
	28 th	Chaos and Bedlam Point Cup – MHYC Feature Event
February	18 th	Barefoot Ball
	20 th	Cruising Division Meeting
	24 th & 25 th	Gosford Challenge
	TBA	Late Summer Cruise
March	4 th & 5 th	Sydney Harbour Regatta
	11 th & 12 th	Harbour Night Sail and raft-up.
	20 th	Cruising Division Meeting.
April	14 th – 17 th	Easter Cruise – Pittwater / Broken Bay includes Slocum Trophy and safety practice
	24 th	Cruising Division Meeting

**NEXT MEETING: Monday February 20th 7:30 p.m.
BYO BBQ from 6:30 p.m.**

**Followed by our speaker for the night Carl Eather, Class 1
Engineer from Superyacht Academy.
His topic will be safety onboard yachts and an insight into super
yachts and their operation..**

Captain's Column – February 2017



Greetings fellow cruisers,

This month I'm writing from the Coral Coast of Queensland, where I am enjoying a few weeks R&R. Average temperatures range between 23 degrees C at night and 32 during the day. Afternoon south easterly's of 10-



18 Kts are common with the occasional tropical shower

overnight or at either end of the day. Overall a sailors dream except for two things.....the risk of tropical cyclones and marine stingers! We have all read accounts of the devastation of Yasi in 2011 and Marcia in 2015 as a reminder of why most prudent cruisers come here over winter and head back south for the summer. For this reason most of us from Sydney don't have to worry about stingers.

Warning signs are abundant at frequented locations, stating that Irukandji and Chironex fleckeri, box jellyfish, are most common between November and April. A large bottle of vinegar is provided with advice to treat any suspicious sting as Irukandji and call 000. Most people read these signs as a general "Keep Out" message over the stated months.

Knowing how maligned the humble shark is and the fact that coconuts, televisions, DIY, humans and sex are more of a risk to our mortality, let alone cars, I decided to do some research.

The International Consortium on Jellyfish Stings ICJS seems to have reasonably reliable data on Australia as does the Australian Marine Stinger Advisory Service. Check out their websites: marine-medic.com.au. stingeradvisor.com. There is also a recent article at mysailing.com.au. The fact is that there seems to be more anecdotal evidence than solid data.

One study found 4 fatalities from Chironex fleckeri, box jelly fish, between 1986-1995. All were children. 1 in Qld, 3 in NT and 1 on Bathurst Island.

Another study between 1970-1995 found: 455 Irukandji stings and 388 Chironex stings, 97 of these were "significant" and 13 required hospitalisation.

There are three known deaths from Irukandji over 100 years. Some sources suggest that this figure may be higher due to misdiagnosis of cause of death. A significant percentage of Irukandji sting victims exhibit cardiac symptoms. Most hospitalised patients are discharged within six hours. Total jellyfish fatalities of the 20th century in Australia is 10 and so far this century 4.

Swimming enclosures and stinger suits reduce the risk of stings. Antivenins seem effective. Vinegar prevents further stings from attached tentacles, but is not an analgesic. Fresh water is contra indicated.

Some of our fleet have decided to turn right at the Heads this summer and head for the Wooden Boat Festival in Hobart. Read more from Nashira, Flemingo, Galaxy III and Zingara II. We wish their crews well and look forward to reading their accounts of passage.

The Barefoot Ball is always a fantastic night at MHYC so be sure to book for February 18th. The Middle Harbour-Gosford Challenge is on again where cruisers and racers enjoy a trip to the Central Coast Feb 24-25. Last year saw 4 Cruising boats give the racers a good run for their money. Register at the office.

See you on the water or at the Club, living the dream!

Michael Mulholland-Licht
Vice-Commodore Cruising. SY. *"Bliss"*

CD Quiz – February 2017 by Phil Darling

1. What are two alternative methods that may be used on charts to show the likely tidal current (direction and speed)?
2. What is the navigator's term for the effect of the wind on a vessel's course?
3. You are sailing at night, on a port tack, and you sight a steady green light on a constant bearing on your port bow. What should you do?
4. You are sailing at night, on a course of 090(T), and you see ahead of you a white light flashing continuously. What should you do?
5. What colours, and in what order (top to bottom), would the marker in Q4 be painted?
6. You are sailing on a steady course of 090(T) at 6kts, in a southerly current also of 6 kts. What is your approximate SOG and in what direction?
7. What is a "Cunningham Hole", where is it found and what is it used for?
8. From which level are overhead clearance heights (bridges, powerlines, etc) usually measured? Why?
9. Interpret the following annotation next to a light on a chart:
Fl(4)10s11m10M
10. What marker has light characteristic Fl(2)? What colours is it painted, and what is its topmark?

UK Shannon Class Lifeboat Launching Exercise From cover page.

The cover photo is of the new Shannon Class Lifeboat currently being deployed to the RNLI fleet to serve the shores of the British Isles. This particular lifeboat is stationed in the area, Hoylake, Cheshire, that Trevor and Lena, Glynne and Gill came from in England, where the tides are in the vicinity of 30ft. and departs the shore at breathtaking speed through deep gullies discharging into the Irish Sea which can be treacherous.

The lifeboat is propelled by water jets instead of traditional propellers, making it extremely agile and manoeuvrable.

One of the main features of this rig is the trailer boat platform. It tilts so that it acts as a slipway and can thus launch the lifeboat into the deep gullies. This obviates the whole rig having to find a path out to the tide around the gullies. The trailer rotates 360 degrees for launching and recovery. All tracks on the Caterpillar are driven by hydraulic power. Total cost of what you see here is over two million pounds.

Google 'Shannon Lifeboats' for some amazing footage of stability tests and recovery of lifeboat onto shingle beaches.

Gill Attersall
"Simply Irresistible"

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Driftwood

by Keith Watson



Lost Shipping Containers

Five Skippers in the 2016/17 Vendée Globe Yacht Race have retired after hitting UFOs (Unidentified Floating Objects). The World Shipping Council estimates that for years 2011-13 the average annual loss, including catastrophic events was 2683 containers. That is up 297% on the previous three years. Across the ditch in New Zealand the MV Rena lost 900 containers when she ran aground on the North Island's Astrolabe Reef in October 2011.

Source:- www.mysailing.com.au

Galaxy III broken lower - sequel.

Mast care (Rigging Notes)

The mast and sails are the engine of all cruising yachts. The main thing to remember is the mast must stay in column and that means vertical & relatively straight.

On the recent trip on Galaxy III we had the forward port lower chain plate break due to corrosion in the stainless steel at deck level. This destabilised the mast, allowing it to pump or bend backwards at the lower spreaders. To overcome this we lashed the broken lower forward to the staysail take off, thus putting tension back onto the aft lowers to keep the mast in a vertical column. We continued sailing with gusts of 40 + kts to Lake Macquarie with the mast straight.

That's fine for rig configurations like the mast on Galaxy III, with fore and aft lowers - BUT - many cruising yachts today have swept back spreaders with only aft lowers and no runners.

So what to do if a lower breaks?



First reduce sail, preferably drop main, release vang and try to stabilise the mast by keeping tension in the remaining stays/spreader and keeping the mast in a vertical column.

For Galaxy III we added rigging screws to the replacement chain plate. See photograph.

David James - Rigger.

BUY, SWAP and SELL

SELL - Digital Laser Tachometer \$25,

How fast is your engine running at idle? Too fast...too slow?

Check and adjust with the aid of this micro computer controlled laser tachometer.

Used a few times only. Uses 4 x AA batteries (not included).

If interested **contact:** Trevor on 0419 211 602



SELL - Stainless steel wind vane steering system. \$5000 ONO. Contact Dot on 0409 030 984 or Max on 0432 713 793 for more information.

SELL - New, Carbon Fibre Rudder Kit, from our 38 ft day sailor "Revolver" complete and ready to install onto any yacht from say 25 ft to 40 ft. Rudder has been tested and has worked beautifully but we have changed steering systems and carbon rudder system is now surplus to needs.

DETAILS:

- Lift out foam core/carbon rudder blade in white
- Strong carbon rudder housing
- 316 stainless pintles and gudgeons and 316 through bolts, nuts and washers ready to fasten onto stern
- lift up foam core/carbon 2m tiller
- Light weight and fully tested and offering great high performance control.

Costing over \$ 14,000 will sell for \$5,000 ono

Contact: Bruce Ritchie - Ph: 0419436151 - Email: Bruce.ritchie12@bigpond.com

SELL - Teak 3 Loop Hand Rails. 83 cm long. Cost \$100 the pair, will sell for \$20 the pair. Never used. **Contact:** Noel Parker on jnparker@live.com.au

SELL - Danforth Anchor 24kg (52lb) heavy gal. \$60
contact: Noel Parker on jnparker@live.com.au

SELL - Jabsco Marine Toilet Mk 3. Cost \$329 new, sell for \$50 ONO. Had little use.
Contact: Noel Parker on jnparker@live.com.au

FREE TO GOOD HOME - Lowrance Globalmap 2000, **Contact** Dot on 0409 030 984
or Max on 0432 713 793

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More Driftwood

Walking with a friend the other day I sagely looked up at the sky and pronounced that it was going to be windy in a couple of days. She was most impressed when the mares' tails in the sky proved me right and she mistook me for a genius. "Well what is it called when the sky is all patchy" says she, yes I had that one too, a Mackerel sky "and what does that mean". She had me stumped there - if I had a Bill Humel on hand I could have told her so I looked Mackerel sky up in good friend Google:

A mackerel sky is a common term for a sky with rows of cirrocumulus or altocumulus clouds displaying an undulating, rippling pattern similar in appearance to fish scales against a blue sky, this is caused by high altitude atmospheric waves. When these high clouds progressively invade the sky and the barometric pressure begins to fall, precipitation associated with the disturbance is likely about 6 to 12 hours away. Some of the old folklore rhymes are interesting:

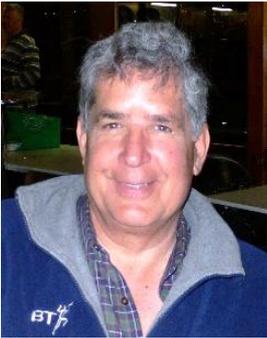
Horses' manes and mares' tails – Sailors soon shall shorten sails.

Mackerel sky and mares' tails make lofty ships carry low sails.

If woolly fleeces deck the heavenly way, be sure no rain will mar a summer's day.

Wishing you a woolly sky.

Gill Attersall
"Simply Irresistible"



A lifetime of pleasure with boats –

by John Howard, Sydney 2017

This is the first in an occasional series about boats that have brought a lifetime of pleasure, and education, into my life. These are “Var Flicka”, “Ishkoodah”, “Dynamite”, “Pampero”, “Melite”, “Sana”, “Plum Crazy”, “Kubba-Kubba” and “Zingarro II”.

Recollections of “Dynamite”

In 1960 my Dad had fallen in love with Sydney; he just needed to convince us all to join him to move here from the USA. He told Mom there were no mosquitoes in Sydney, and showed her a picture of the Bushells house, a Darling Point waterfront, claiming it was abandoned and possibly for sale. He gave me a copy of the boating section from the Saturday “Herald” which was replete with all kinds of boats for sale. “What’s a VJ”, Dad ?” I asked, and then “How much is 10 Guineas?”.

Convince us he did, and in 1962 we all arrived in Sydney. There were no traffic lights then, the MLC building at North Sydney had just been passed as the tallest building by the “old” AMP building, and Sir Frank Packer was challenging for the America’s Cup. When asked why he did this he answered “Alcohol and delusions of grandeur!” Alan and Marie Stannard were family friends, and they introduced us to Commodore Mike Vaux, who owned the boatshed at Castlecrag.

Before too long I found myself sailing with a school friend who gave me the tiller of his VJ as we reached across Rose Bay, just as the seaplane from Lord Howe was coming in to land. This was the life!

My brothers and I had a small printing business that we ran after school, so I had saved enough money to think about building a boat. I discussed my idea with a schoolmate, Peter, and we decided to build a new design from Lindsay Cunningham. This was a catamaran called “Quick Cat”.

Cunningham’s design was brilliant, and it was all made from one sheet of plywood 25 x 8 feet supplied by Ralph Symonds at Homebush. Glue was a mix called “Resobond” and the fastenings all came from Kopsens or from Nock and Kirby’s, wrapped in brown paper and sold by the pound. Tools were very expensive, there was no such thing as cheap imports, and power tools were way beyond our budget. We finished the hulls and superstructure; now we needed a mast. We soon sussed out that one of our schoolmates had a dad who was the head of Alcan, suppliers at that time of aluminium extrusions. We arranged to meet the dad, a Canadian

named Mr Runkle, and he agreed to give us an extrusion, 20 feet long from memory, provided we collected it from the factory in Granville.

A week later, after school, Peter and I raced out to Granville on the train and ran to get to the Alcan factory before closing. We picked up the extrusion (literally) and carried it to the bus stop on Parramatta Road. We enlisted the help of a passer-by, and when the bus to Central arrived, Peter hopped on and I passed him one end of the mast which he held out the window from the back of the bus. I then got on and sat near the front while our volunteer passed me the other end. We travelled that way to Central, but there was nobody at the bus stop that we could get to grab the mast, so we dropped it on the footpath, and then alighted. We then repeated the entire procedure as we changed buses to get to the Eastern suburbs. A true story, and how times have changed.

Our sail (it had only one) came from Jack Hamilton's loft in Balmain. Jack later went to the Hood sail loft in Manly, Queensland.



John with Mom Alice and Brother Daniel building "Dynamite" C 1963

We named the catamaran “Dynamite”, painted it bright red, launched it at Lady Martin’s Beach, and sailed it out of Woollahra Sailing Club at Rose Bay. The boat was quite fast, and the faster it went the more the stern would lift out of the water, until at top speed the bows dug in and brought the whole exhilarating experience to a cataclysmic end.

Through “Dynamite” I got to sail on some of the fastest boats of that time, including the 20 ft. Austral catamaran “Jezebel” which was so fast the apparent wind always seemed to be from ahead.

After a year of very exciting sailing, Peter and I sold “Dynamite”, recovered our costs and moved on to our next adventures.

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 31st December 2016**

Cash at Bank as at 01.12.16	\$1,969.36
<i>Plus Receipts</i> <i>Interest</i>	\$0.48
<i>Less Payments</i> <i>Competition Prizes</i>	\$114.47
Cash at Bank as at 31.12.16	\$1,855.37
 <i>Outstanding Receipts</i>	 \$0.00
 <i>Outstanding Payments</i>	 \$0.00
 Account Balance	 \$1,855.37

Signed as a true record
Evan Hodge
Treasurer



Chef's Corner: with Lena D'Alton SV "Kachina"



Photograph and recipe
origin unknown

Warm pasta, salmon & asparagus

150g Dried Pasta curls or Penne.
1 cup Frozen Peas.
125g Snow Peas trimmed and halved.
Bunch Asparagus chopped.
180g Hot Smoked Salmon – flaked.
¼ cup Chopped Parsley
50g Ricotta Cheese
1 tablespoon Water

Dressing

1 tablespoon Olive Oil
Juice and zest of one Lemon
Long red Chilli seeded and finely chopped
2 cloves of Garlic crushed

NOTE. The salmon can be bought in a blister pack at your local supermarket.

Method

1. Cook pasta following packet instructions. Drain and return to pan. Keep warm.
2. Meanwhile, place asparagus and all the peas in a pan and cover with boiling water. Simmer for two minutes then drain well.
3. Place all dressing ingredients in a jug, or container with a lid and whisk or shake.
4. Add the vegetables to the warm pasta in the pan along with the salmon, dressing and parsley and toss to combine. Crumble over the ricotta to serve.

Serves 2/3.

A TASMANIAN CRUISE FEBRUARY 2016

The main attraction in the Cruise Itinerary for us, included rounding South East Cape of Tasmania, (the most Southern point) through the Maatsuker Isl. group to Port Davey and Bathurst Harbour.

Also to avoid some of the February heat and humidity in Sydney, on the 6th February, Helen and I flew to Hobart and hired a car to tour this Island again, before our 8 day cruise, which was to start on the 15th February 2016.

We headed east out of Hobart after 2 nights. It was a sunny mild day with low humidity. On the east coast road the view out to Maria Island across Mercury Passage was magnificent, golden sandy beaches in the foreground, a grading from light blue to deep blue, to slightly misty bluish Islands, with a patch of white cloud near the summit of Maria Island. Continuing north the view out to Schouten Island and the Freycinet Peninsular across Great Oyster Bay was similar, but a little more hazy. This section of the drive in good weather is spectacular.

St. Helens was our overnight stop and from there we passed by Launceston on our way to Stanley and The Nut, near the north-west corner of Tassie. After Launceston the road heads to the coast (an expressway) and is beside the sea. Here there are beaches and inlets, some with yachts and boats on moorings, all very picturesque.

Stanley has a small boat harbour which looks very solid and is formed by large boulder walls. The entrance is very narrow. There are some stout fishing trawlers and a few yachts tied up within the walls. The views in the area around Stanley were very smoky. Our first sunrise here was a red ball. North-west Tassie had a number of fires burning, some out of control. A Red Helicopter landed beside the small manmade lake outside our motel window and deck. One of the attractions for us in this area is the oysters and Lobsters. We enjoyed these on 2 of the 3 days spent in this area.

From Stanley we drove down to Strahan, on the west coast, where we spent 2 rainy nights. We travelled on the Historic Steam Train, which runs between Strahan and Queenstown. From Strahan the train line follows the coast until the mouth of the King River. The Train then travels inland, along the river bank and eventually zig-zags crossing the river over bridges and gaining altitude to a little station about half way to Queenstown. We chose the half day trip, which returns from here along the same line. This Heritage Rail Track was restored and finished about 2011, for a cost of 30 million dollars, by the Government. Hopefully it will prove worthwhile by bringing more tourists to Strahan.

The morning we left Strahan we were delayed a few minutes by torrential rain. This should have put the fires out. By Queenstown 40 ks away, we were out of the rain for the precarious drive up out of Queenstown towards Hobart.

We had met up with Frank and Jan Banks when we arrived in Hobart, before our car tour. So when we returned to Hobart for the Cruise, Frank gave us an update on the weather forecast for the first 3 days of our cruise. It was a Gale Warning. How nice!!! Maybe I attract this sort of weather.

In Hobart next morning around 0800, we saw our cruise boat come in to dock. Boarding was at 1500 hours. (3pm) So we took our time and had a swim in the hotel heated pool and a leisurely breakfast. Then it was time to return the hired car.

A little after 3pm 15 00 hours, we marched up the small gangplank to board our (120 foot) 37 metre power cruising catamaran called Coral Expeditions, for our Expedition Cruise. Cruise sounds great, but expedition could be questionable. We were taken to our cabin for our briefing. The cabin had more space than expected and was larger than the cabin on the Broom to Darwin cruise we did on a similar vessel. Our bags were already in the cabin. Cruise ship cabins are considerably larger.



At 4.00 pm 16 00 hours, we left the dock and headed down the Derwent River, then across Storm Bay and into the D'Entrecasteaux Channel. At 5.00 pm 17 00 hours Champagne, Oysters and cheeses were served. Wow! That was a good start. At 6 00 pm 18 00 hours, we anchored in Barnes Bay. This bay is on the western side of Bruny Island. It has a small oval shaped bay, with a small opening off the main bay, forming a very sheltered anchorage from the channel. At 7 30 pm 19 30 hours, we had a beautiful Seafood Buffet Dinner. After dinner we returned to our cabin. It was a lovely calm night in this sheltered bay. It was the last for the next few days. Tuesday morning had showers and sunny patches, but it was blowing hard and there was a Gale Warning. We had a full breakfast of fruit and a hot food buffet, on our way out across the channel to near Woodbridge. A 100 footer yacht was ahead of us and turned back. The Explorer Tender took us to Woodbridge and then we went by bus to a Sheep Farm. This Sheep Farm makes cheeses from sheep's milk. The very knowledgeable woman owner gave us a talk, while we tasted the Cheeses with Vodka

and Liquors. Spirits in the am!! We boarded a bus and set off back to the tender and back to the ship, by 11.30 am.

We rested in our cabin. The Ship headed south through the narrow part of the channel, in showers and choppy water and 35 to 40 knot winds. At 13 00 hours we had a lovely chicken and salad buffet lunch, while underway. Just as we finished lunch the ship headed out into the wide part of the Main Channel into rough water, heading for Recherche Bay, which is fully exposed to the open sea. We stayed sitting in the dining area to listen to a talk on World Heritage Sites in Australia, given by Kathy. The seas became very rough. We could not move from our chairs. At times we were very close to being tipped out of our chairs. Eventually we reached Recherche Bay. There was talk from Helen about abandoning the ship, but with no accommodation, ashore it was best to remain on board. It was a roly-poly anchorage, but much better than the motion on the way there. We had an enjoyable 3 course dinner, with Steak and Salad main course. The weather around the bottom of Tassie was bad. For rounding to-morrow morning, the swells were forecast at 4 to 6 metres and the winds were very strong. After this afternoon, going around the bottom of Tassie would not be on to-morrow. Many of the people on board had come on this cruise, as we had, particularly to go round to Port Davey and Bathurst Harbour. It was disappointing to us on the one hand, but we were not keen to go in that weather. The previous cruise had rough weather during this rounding, but not this bad.

After a roly poly night, at 6 30 am Wednesday morning, we headed out of Recherche Bay and had a hairy ride for about 15 minutes, with the weather on the beam, after which we turned north, not south sadly and had the wind and the seas behind us. Our 8.00am breakfast was simply cereal and fruit. We dodged the hot food bar. The swell affected the Ship into the channel and even into the Huon River. At 9 30 am a talk on Aussie Shore Birds, including Tasmanian Birds, local and migratory, by Anthea was very interesting. After an early lunch at 12 30 pm, we set out on the Explorer Tender, further up the Huon River, avoiding the many shallow areas and passing over areas only 1.4 metres deep, to a Lecture Tour through the Wooden Boat Building Centre. Wooden boats are great, but the maintenance is daunting. The Tender took us back to the ship by 16 30 hours and the ship got underway. At the early dinner at 19 00 hours we had a beautiful seafood entree, fish main and cheesecake desert. At 8.30pm (20.30) we rounded the south end of Bruny Island and were again exposed to the open sea. We clawed our way to our cabin and laid low. Fortunately after 2 hours we entered Adventure Bay at the southern end of Bruny Island, where we had another roly-poly anchorage overnight. Thursday morning we had a light breakfast and went ashore in the Tender "Explorer" for a long walk along the beach. We cut up from the beach and continued along the beachfront road to the Bligh Museum. I was still rocking from the ship, so I did not absorb much. Fortunately we had spent some hours here a few years back, so I was not disappointed. It is a wonderful small Museum, not only about Bligh, but also Cook and others. Both Bligh and Cook visited this Bay on 3 occasions. Only once together. At 13.30 hours after lunch we headed out and north. It was roly-poly at first

but progressively improved changing to brilliant blue sky and sea, as we cruised north, on the open sea. We had lunch and continued on outside Maria Island, then through the Shouten Island passage and inside the Freycinet Peninsula to Great Oyster Bay, where we anchored at midnight for the night.

On Friday morning after breakfast the ship departed for Shouten Island, through the pass and round to Wineglass Bay. On the way energetic walkers left the ship to hike over the hill (mountain) to Wineglass Bay. A second group set off across the Peninsular on a more level hike. It was a little bumpy on the open sea to Wineglass Bay, but in the bay, there was no swell just flat water. This Bay is a magnificent sight, in its natural state, unspoiled by any visible structures. Clear water with a golden sand beach, shades of lemon coloured water grading out to a deep blue, all surrounded by shades of green and boulders and rock faces streaked in light grey reddish tints and dark grey crevasses protruding out of the hillsides. After a walk ashore we left the Bay and cruised close along the cliff faces, just spectacular. In the afternoon we stopped in Pirates Bay on the way. This is a protected bay on this coast, which I was not previously aware of. We passed back through the Shouten Island passage and cruised across and anchored well off Orford with Triabunna just to the north.



Saturday after breakfast at 08.30 hours we set off in the Tender “Explorer” to another beautiful Bay, to cruise around the bay sightseeing. There were lots of birds, a sea Eagle and in the water a small Stingray. By 10.30 we were back on board for morning tea and a sit in the sun, wow. After lunch we crossed over to Maria Island. The large structures near the landing jetty are the remains of a failed Concrete Plant.

We set off on a walking tour of the old buildings, which formed the settlement on the Island years ago. When we returned to the jetty and boarded the “Explorer” to return to the ship, it was near sunset. Our ship was not permitted to anchor at Maria Island, so it anchored about 12 miles away on the west coast of the Passage. We set off in the Tender to cross the Mercury Passage to the ship, expecting to travel around 15-20 knots. However a strong south westerly wind blew up, causing a nasty big chop on the surface. We bashed banged and crunched our way to windward in the tender, which was an aluminium barge with a very blunt bow. Our speed was down below 8 knots at times. This tender was skippered by a very capable strong young woman. Visibility was poor. Plastic clears surrounded the tender, with the front clears covered in spray. Those of us near the gunnels got sprayed. I wondered whether the boat was welded or riveted in the bottom of the hull. The crossing took about 1 ¼ hours. As we approached the windward shore the wind chop reduced as the “fetch” reduced, so that we were able to increase speed. We reached the ship about 19.30 hours. Fortunately darkness comes late in summer in Tasmania.

On Sunday the 20th February we were up early for a continental breakfast and a 07.20 departure in the “Explorer” around Fortescue Bay, another very protected bay on this east coast. We cruised around the shoreline close to the rocks to view the wildlife. We saw lots of birds, a shark, a seal and 2 juvenile Sea Eagles. A few yachts were anchored in this bay. Brunch was at 10.30 am. Then we set off for Cape Pillar and Tasman Island. We sat on the outside front deck in beautiful sunny conditions, in a light breeze and gentle sea, and enjoyed the view as we cruised along the coast and then passed through the narrow passage between Cape Pillar and Tasman Island, just an amazing sight, a highpoint of the cruise. In the first Hobart Race this was allowed, but not in later races. We continued into Port Arthur and landed. Helen and I had avoided this place on previous Tassie trips since the Massacre. Approaching by water was quite beautiful and really improved our attitudes. Helen and I had a golf cart tour of the gardens terminating at the restored Magistrates Cottage, where our group had an enjoyable afternoon tea on the Verandah. We returned to the ship late in the day and cruised to and anchored in Ralphs Bay for our last night and farewell dinner. Monday morning we were up early to finish packing, put our bags out and go down for Breakfast. We disembarked, at 08.15 with crew assistance to the Taxi, which took us back to our Hotel for our last night in Tassie. We met Frank and Jan Banks again, for lunch and they were keen on hearing about the cruise, particularly the 3 day gale part. After our last night in Hobart we flew back to Sydney to reminisce on our Expedition Cruise!

Bill Humel “As Free As The Breeze”

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CD Quiz – February 2017 – Answers

1. Tidal arrows, and tidal diamonds.
2. Leeway
3. Tack – you are on a collision course (as the bearing to the light is steady) and as it is unclear whether the other vessel is on a port or starboard tack, you should assume starboard and take avoiding action.
4. Probably check the chart to identify the light; however the action indicated is to steer to port to pass to the north of the light which is a North Cardinal marker.
5. Black on top with Yellow underneath.
6. Approximately 8.5kts in a south easterly direction (135T)
7. A Cunningham Hole is in a sail (usually the mainsail), close to the luff near the foot. It is used to tension the lower luff of the sail and thus move the draft forwards when going to windward.
8. Check your chart to be sure, but they are generally measured from MHWS (Mean high Water Springs) or HAT (Highest Astronomical Tide) and thus give a minimum clearance.
9. This lighthouse has 4 white flashes every 10 seconds. It is situated 11m above MHWS, and is visible in good conditions for 10 miles.
10. An isolated danger mark. It is painted red and black, and has two black balls as its topmark.

Members Cruising:

Flemingo

MV Flemingo has again been invited to exhibit in the Hobart Wooden Boat Festival, as of the date of going to press she, John Eastway and crew were anchored in Ladies Bay, Port Arthur no doubt being lavished with TLC prior to her appearance at the Festival. John periodically reports his position at www.skipr.net

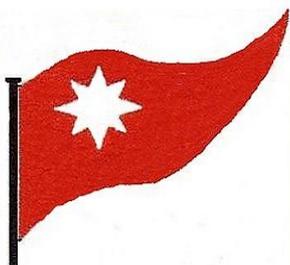
Nashira

SV Nashira with Kelly and Evan onboard have made it across Bass Strait and on going to press are anchored off Sellars Beach on the east Coast of Flinders Island before sailing on to Wineglass Bay. Follow their Blog at www.onelegatime.com.au

Galaxy III and Zingarro II

Both these Cruising Division boats are reputed to be on their way to Hobart but at this point we do not know how they are travelling. Ed.

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