



MIDDLE HARBOUR YACHT CLUB

THE COMPASS ROSE CRUISING LOG

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Editor: Paul Wotherspoon

Next Meeting: Monday April 20th 2015, 7:30 pm

B.Y.O. BBQ 6:30 pm

Guest Speaker: Adam Rowlison

Presentation: **Tugboats Towage And Salvage**



Wreck of the Rena, ... New Zealand Oct 2011

CRUISING DIVISION OFFICE BEARERS – 2014 -2015

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Sailing Committee	Colin Pitstock	0407-669-322
Guest Speakers	Royce Englehardt, & Committee Members as required	
On Water Events Coordinator	Colin Pitstock/ Michael Mulholland-Licht/ Phil Darling	Michael 0418-476-216 Phil 0411-882-760
On Land Events Coordinators	Jean Parker / Hilary Gallagher	
General Committee assistance	Royce Englehardt, Trevor D’Alton, Phil Darling, Maralyn Miller, Hilary Gallagher / Paul Wotherspoon	



Editor's note:

Deadline for the next edition of the Compass Rose, is: **Friday 8th May 2015**

The EDITOR for the next Compass Rose is Phil Darling. Please forward contributions via email to ...

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

MHYC CRUISING DIVISION ANNUAL PROGRAM 2015		
April	11 th to 16 th	Sail Port Stephens week
	20 th	Cruising Division Meeting
May	16 th & 17 th	Mystery Night Cruise (Tides Ok)
	18 th	Cruising Division Meeting
June	6 th to 8 th LWE	Get Checked Weekend and Raft-up.
	13 th to 14 th	Club Get Set weekend
	15 th	Cruising Division AGM
July	12 th	Long Lunch
	20 th	Cruising Division Meeting
August	17 th	Cruising Division Meeting
September	TBC	MHYC Opening Day & Sailpast.
	12 th to 13 th	Blackwattle Bay raft-up and Fish Market Visit (On Land and On Water Event)
	21 st	Cruising Division Meeting
October	3 rd to 5 th	Port Hacking Cruise & Slocum Trophy single handed (tides OK)
	8 th (tbc)	Twilight racing starts
	19 th	Cruising Division Meeting
November	7 th & 8 th	090 plus sugarloaf raftup
	16 th	Cruising Division Meeting
December 2015	TBC	Club Christmas Party Friday 11 th ? (replaces December meeting)

NEXT MEETING:
GUEST SPEAKER:
PRESENTATION:

MONDAY APRIL 20TH, 7:30 P.M.
ADAM ROWLISON
TUGBOATS TOWAGE AND SALVAGE

Adam Rowlison is a National Manager for Harbour Towage and Salvage with Svitzer Ltd., who undertake tricky dangerous and risky Salvage tasks worldwide to Lloyd's Open Contract – "No Cure, No Pay".

His Company has recently taken delivery of four new Tugboats to take their fleet to 80 vessels.

Adam is a keen sailor and started racing on the Harbour at the age of 9 months in a carry bag lying on the floor of a Skiff, watching his Mum race around the buoys.

CAPTAIN'S COLUMN – APRIL 2015

Colin Pitstock

Cruising Captain

And Vice-Commodore, Cruising..



Hello sailors.

We'll Autumn has arrived nights are getting cooler, the donnas are coming out. Great days and nice nights when the breeze has normally dropped off so it is a great time to overnight on board. Plus if you want peace of mind at night there are plenty of courtesy moorings around Middle harbour and Manly. You can either have a BBQ on the transom or grab one those \$15 butane burners. You can have some fantastic meals.

Or you can drop a line in the water in the evening when this fish come to the surface; you could catch your dinner. Then there is the next morning ritual of Sunday morning bacon & eggs, with a fresh coffee, you can always get your cup from Gary, (the coffee boat).

It's the perfect time of the year to be overnighing. There are lots of benefits to float therapy, try it, you'll enjoy it.

There is no need to go without when cruising; you can have culinary delights wherever you go. You just need to have some basics in the ships stores and you can knock up anything. You can have culinary delights no matter wherever you are. I hope you have been watching, Gourmet Farmer Afloat. In every bay and port we visit, it's not just the flora & fauna, it's the local produce too; there are so many people out their producing amazing things. I know we have bought fish from trawlers, mud crabs & prawns, cooked in the salt water on their way back in. Everywhere now has farmers markets, so do some homework and see what's on. Ever had cold smoked Salmon, yum. If you have a slow cooker on board you can make yoghurt & cheese you be amazed.

Also thanks everyone that came up to Pittwater, for the Easter cruise, got off to a wet start, with a couple of lazy days. But it still was a lot of fun sitting around having a drink with some nibbles, some nice meals, with a bush walk and showering under a waterfall.

Pittwater is one of the jewels of the east coast and a real jewel. No timetables, just a very relaxing weekend.

Looking forward now to the mystery cruise which is on water and promises to be heaps of fun.

If anyone who may be interested, I am going to the RPAYC Cruising Division Meeting on Friday 1st May. Let me know at the next meeting as we need to book as a dinner is part of their night. It is a valuable opportunity to observe how other Clubs run their Cruising Division Meetings.

Colin Pitstock

Cruising Captain SY. *Shazam*



PAST EVENTS:

Sydney Harbour Night Sail 21st & 22nd March 2015

A few days before this event, the weather looked iffy with 25 knot winds forecast but as the weekend approached this was modified with winds up to 20 knots which was quite manageable.

Three boats assembled in Hunters Bay at 06:00 hrs with six crew aboard; Trevor and Wolfgang on *Kachina*, Kelly and Evan on *Nashira* and Anne and Paul on *Rapture*. The wind was from the East and therefore we waited until we rounded Middle Head before hoisting sail and reaching down the Harbour.

With navigation and steaming lights now on (we were motor sailing) we approached the Harbour Bridge in the gathering dusk. As the wind had dropped and is usually unpredictable in this area we dropped our sails and proceeded under engine power. On a NW course we passed Goat Island and Balls Head before heading West around Robinsons Point and leaving Cockatoo and Spectacle Islands to Port. We moved in line ahead and all adjusted our speed to suit the slowest member of the convoy. Although I had been up the Parramatta River before, as darkness closed in, familiar landmarks seemed to merge with one another making it necessary to consult the electronic navigation system quite frequently.

Beyond Cockatoo Island lateral marks became fewer and not all points had lit marks. As we approached the Gladesville Bridge I suddenly realised I had not checked the bridge height, and although I had been under it before, it was in another boat with a much shorter mast. It was too late to stop and check and as is usual from the deck looking up it looked, as we passed under, as if the VHF antenna was scraping the underside of the bridge, but we were through. On checking the chart afterwards the clearance is 40 meters, my mast is just over 20. Panic over.

Another observation on the way up the river was the number of Marinas which have appeared over the last ten years. Having turned North and then West around the suburb of Abbotsford one of these marinas at Cabarita Point was dead ahead which is where we turned South and headed into Hen & Chickens Bay at about 21:00 hrs.

The forecast was for the wind to stay in the East overnight so we opted to drop anchor just South of a large rowing club just beyond an area of permanent moorings in about 3.5.meters of water. Heading further up the bay would have exposed us more to the South and East. We were at about half tide so the depth would vary between 2.75 and 4.25 meters during the night, this was well within the safety margin for our keel depths. As the lead boat, *Kachina* had *Nashira* and *Rapture* rafted alongside overnight.

As usual, nibbles and drinks and interesting conversation lasted through the night and it was the early hours of the morning before the last of the crews turned in. The night was quiet with a few showers and a few passing fishing runabouts early in the morning.

The raft broke up mid-morning with boats returning to their berths. *Nashira* was spotted on our return trip having a wonderful sail up the harbour under main and headsail. She looked good and was moving well.

Trevor D'Alton & Wolfgang Kullik aboard '*Kachina*'.

UPDATE ON JEAN PARKER ...

Rumour has it that Jean is making determined progress back to full health and just possibly may make an appearance at next month's General Meeting.

We all hope so and continue to wish Jean all the best for a speedy recovery ...

OFFICE BEARERS FOR 2016.....

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

You have certainly enjoyed the fruits of the input of others organising various events. Why not volunteer and nominate for any of the following positions

Cruising Captain

Vice-Captain

Secretary

Treasurer

Committee Member

The AGM for the Cruising Division is on Monday 15th June

PAST EVENTS

EASTER CRUISE DOWNFALL

A total of five boats ventured North in overcast and dreary weather to sample the treasures of a quiet hideaway in Lovatt Bay on Pittwater's western shore. *Nashira*, *Kachina* and *Rapture* sailed up the coast on Friday, the trip being beset by mostly light winds, but patches of decent wind occurred that allowed some satisfying sailing.

But on the Saturday the heavens opened and the rain fell incessantly, so heavy that one wag suggested there could only be a maximum of 39 days to go.

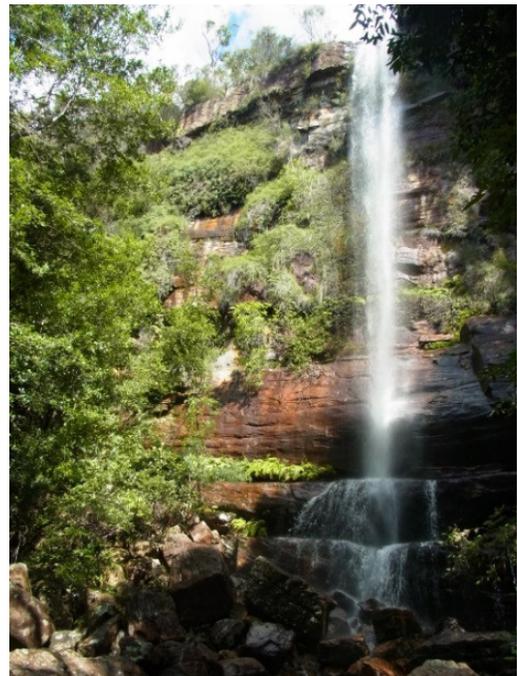


Main interest was watching the huge volume of water cascading down a waterfall in two grand drops free falling from a height in excess of 80 feet to the rocks below.

Crews confined themselves below with coffee, biscuits and several good naps.

But Easter Sunday dawned as a new day, with brilliant sunshine and clear skies. *Bliss* delivered Hot Crossed Buns, freshly baked aboard by none other than Mike Mullholland who excelled by adding entertainment to his gift by giving a rendition of an old folksong with his Ukulele.

After breakfast, a dinghy ride ashore was organised and a walk through the rain forest to the base of the waterfall served to give cramped muscles a stretch. Such a hidden gem so close to Sydney is a joy to behold. Two intrepid Skippers climbed to the base of the waterfall for a cold and bracing shower.





Retracing our steps we walked around just above the foreshore to the next bay, Elvina Bay, where to our surprise coffee and fresh cake with lashings of cream was waiting.

Back aboard, the perfect night slid into the perfect balmy evening as weary eyes from wine and savouries watched the moon rise above the peninsula lights. So enjoyable was the evening, that *Nashira* refused to depart for home to keep a 9:00 am appointment next day, preferring instead to depart at 3:00 am next morning for the sail home in the dark before

dawn.

Next day, *Kachina* sailed before noon, followed by *Rapture*, who watched the dark rain clouds chase her south.

Yes, it rained, but that only served to frame such a perfect day on the Sunday.

Rapture

DRIFTWOOD

Simply Irresistible has had a frustrating 5 months sitting in a sad singed state from her lightning strike. She might be small compared to a lot of today's cruisers, but in our eyes she was always pretty. Her lightning strike happened just when the marine industry had its hands full with getting boats ready for the Hobart and holidays afloat. Then the various engineers, riggers and shipwrights needed their own holiday! Finally quotes were accepted, then parts needed to be ordered – and, of course, weren't available.

Just last week work was started. Glynne has been working alongside Phil Mumford at Castle Crag Marine, an experience beneficial to both. We can only appreciate the care that has been expressed by our insurance representative, John Messenger from Club Marine. The whole experience has proved that only the good die young as there hasn't been a maritime person near the boat who hasn't shown amazement that neither Glynne or Ross were badly hurt.

Next raftup should see ***Simply Irresistible*** with a new lease on life

.....Gill Attersall

CRUISES

.....MV FLEMINGO'S TASMANIAN CRUISE PART 1



We departed Ferguson's at 1130 on January 20th 2015 in 15-18 NE breeze under a clear sky, and after heading out found the current and settled down to a comfortable 8kn. The first planned stop was Eden, then Lady Barron on Flinders Island for a couple of days, then Wineglass Bay. Our only

obligation was Flemingo's participation in the Wooden Boat Festival in Hobart on Feb 6-9th. On board were Peter, RORC trophy-winning circumnavigator; Jeanne, transatlantic and transpacific sailor; James, Pacific cruiser and ocean racer; and me, occasional coastal cruiser. Peter is an old friend but he and Jeanne were new to Flemingo and the concept of extended motorboat cruising. All round, a strong crew.

Watch routine was three on, six off, navigation by chartplotter with radar and AIS overlay, plus paper chart as backup. Flemingo's saloon layout allows for easy galley work while still maintaining a good lookout, so self-catering was routine for each watch and our new crew quickly adapted to the ship's (stabilised) motion, microwave snacks, adequate plumbing, guilt-free showers.

One particular Flemingo routine, novel to our new crew was the "Oil Ceremony" The old Gardner 6LXB burns up to a litre of oil every ten hours and on longer passages must be topped up at sea. In preparation for the ceremony, fresh engine oil is carefully decanted from a 20 litre drum into 1 litre bottles. When the time comes the engine (and all hydraulics) are shut down, transforming the Engine Room into a violently gyrating hot hell. I then enter, grasping a funnel in one hand and oil bottle in the other, and gently pour away. After a successful pour, cleanup and restart, I proceed with as much grace as possible to the side deck for a short conversation with the sea gods. Somehow I've never managed to delegate the Oil Ceremony to anyone else.

By 2400 we were doing 8kn+ in NE 12-15 about 20 miles off Jervis when through the drizzle I spotted a single bright white light moving erratically off our starboard bow, no AIS, but a good radar return. As we got closer, what seemed to be a largish vessel continued to speed up, slow down, and circle about showing one (flood?) light, sometimes two. There was no moon and it had started to rain, so we lost the lights a couple of times but this odd manoeuvring, bright lights and no AIS ID said fishing boat to me. A second set of lights came into view, no AIS, no radar return, variable speed, but with readable nav lights. I guessed this was probably also a fishing boat, but with no radar return, probably recreational plastic. Peter came on watch, and with both vessels well inshore of us, I left Peter to monitor the situation and went below. Three hours later Peter told me the story.

While the large boat continued to dart about, the smaller boat with regular nav lights came out onto a parallel course with us and stayed about a mile off our starboard quarter. Vision was still poor in the light drizzle with no moon. The large vessel also came closer and it became obvious that this was indeed a large ship, but still no AIS and sometimes with deck lights on, sometimes dark. Peter was just noting in the log that he thought our AIS may be faulty when the VHF came to life.

"Flemingo, Flemingo, Flemingo, here is Australian Warship Canberra, over"

"Canberra this is Flemingo, go ahead, over".

"Good morning Flemingo, are you aware of our presence, over?"

"Yes we are now, thank you Canberra, over"

"Thank you Flemingo, Canberra out"

Well, they knew who we were, so our AIS must be working. Of course if I'd checked the paper chart more carefully I might have noted the East Coast Exercise Area and twigged a bit earlier. Just as well Phil wasn't on board, - he would have been unimpressed. At daybreak that square grey ship with signature bow ramp was revealed in the drizzle. We never did see the smaller vessel in daylight.

Flemingo arrived alongside the jetty in Eden Jan 22 at 1430 after steaming for 27hrs. No need for shopping, so after a pleasant stroll ashore James cooked the morning's tuna catch and we all slept well. At 0815 the next morning we departed for Lady Barron with Babel Island as first landfall

backup (we had sheltered there for a couple of days on *Eagle* in 2011). "Predictwind" had indicated a good crossing, and it was. We maintained 8+kn in light NE breezes a gentle E swell in idyllic conditions, complete with plenty of dolphin stunts, deck showers and even a mid-crossing BBQ.



As we approached Flinders, it was becoming obvious that our weather window was now closing so we decided to press on towards the Tassie coast while we could. Once again I missed out on a drink at the Furneaux Tavern with Andrew and the crew of *MV Winifred*, but a couple of days later they had to get out of Lady Barron in a hurry and had a lousy bash down the Tassie coast in a short 3m+ SE swell. A week later similar weather stopped James Craig, *Young Endeavour* and others from sailing south for the festival, damaging boats...and people.

The weather finally caught up with us just past Banks Strait, with the breeze coming around to WNW at 30+kn, then later settling down to SSW 25kn off St Helens with a nasty short chop on top of the easterly swell. We dropped back to 5kn. In these short wave patterns the off-watch was often airborne in the forecabin berths, prone on the saloon sole, or jammed against the lee cloth on the saloon settee, while in the aft cabin I hung on to the

innerspring double berth in the full star position. Of course with the lumpy seas, the stabiliser oil temperature gauge went hard over, so we switched off while I dismantled the cooler sea strainer and cleared out some weed and gunk. Correct guess this time, and the ride was restored from lousy to just uncomfortable. Active stabilisers were certainly appreciated by all on board.

We had already decided to give Wineglass Bay a miss in the easterly swell and continued on direct to Triabunna. One of the many delights of this crew was that they knew (and revelled in) the rule of weather, so lumpy water and constant changes of plan were no hassle. As we passed Cape Tourville Light the breeze was going E, allowing us to maintain 6.5 knots in the slop. The sun came up and we found a few squid on the foredeck and cabin top. Too small to cook, so Peter and James tried them for bait. Turns out the local fish preferred lures. We arrived in Triabunna at 0930 on Saturday 24th, having steamed for 48 hours out of Eden. The promised new marina was still under construction, but as usual Stan the dock master did a good job of squeezing everyone alongside the public wharf and the Spring Bay Hotel continued its tradition of delivering large portions of well-cooked local ingredients for dinner.



The next morning the crew caught the tourist ferry to Maria Island while I arranged with Stan for fuel from a local player who was just starting up a small delivery service, and willing to deliver on a weekend. A small tank trailer eventually arrived alongside at 1800. The hose was run out, the leaking nozzle gaffer-taped, and 1180 litres of fuel duly transferred.

Unfortunately a payment system hadn't been fully thought through, so I was driven back to the Triabunna Roadhouse with my credit card, returning safely to the boat half an hour later. When it has settled down, this business will do well. Previously it was either jerry cans to the local garage, or two days' notice for a large tanker delivery.

On Sunday the 26th we set off at 0900 for Marion Bay Narrows and arriving a little early for the tide, we took the opportunity to send a diver down with coat hanger wire to investigate a possible blockage in the forward sullage discharge. Turned out to be a sheared pump impellor, but this exercise served as a reminder to all that motor boating in comfort has its price.

With James out of the water and all eyes focussed forward, the Marion Bay Narrows and Denison Canal transit went smoothly. One change though, despite holding the usual bottle of ship's wine out ready to drop in the bridge keeper's pole bag, no bag was proffered, nor was it three weeks later on the return run. Change of staff or change of unofficial policy I wonder? ..Tis' a



shame to lose old traditions, even if slightly illicit.

After a cold and choppy seven hours across Norfolk Bay, we anchored in Eaglehawk Neck Bay for the night and next morning the crew went for a run on the surf beach while I fiddled about aboard and made more water. The desalinator was recommissioned just before this cruise and while it is high maintenance, noisy and power hungry, freedom from wharf water is a great treat welcomed by all.

Next day we steamed a leisurely four hours in ordinary weather to Parsons Bay, a perfectly protected anchorage near Nubeena. Just as we were slowing down to find a spot near the public jetty, we were hailed by a passing trawler who had come over especially to welcome us and offer us their mooring while they were off fishing – a charming contrast to the welcome offered by commercial fishermen in some mainland ports.

On the other hand, when we phoned the closest restaurant to book for dinner, they could only seat us if we showed up in the next five minutes. Our request for an extra couple of minutes to launch the dinghy was declined. The next day, Four Ducks Café offered breakfast for exactly one hour at precisely 0930. It was a good breakfast and the place filled quickly with locals who obviously understood the rules. After a stroll around Nubeena and some provisioning, we set off at midday. The southerly weather wasn't getting any better, so we headed for the fabled Duck Pond on North Bruny. This is a remarkably sheltered little spot where Peter and James mounted a coordinated attack on the alleged flathead population. It failed.

The next day Thursday 29th, still no improvement in the weather, so we had a bouncy but relaxed three hour run down to Cygnet, a lovely town with good facilities and friendly yacht club people who were gently amused that I had bothered to phone ahead for permission to use their pontoon. On arrival we were hailed by engineer Doug who remembered me from 2013 when Flemingo's hydraulic pump bearing collapsed while anchoring in Wineglass Bay.



He was preparing the beautiful converted North Sea trawler "Skomer" for the festival, but stopped work to kindly offer us a lift into town for lunch and supplies. I also met up for a quiet drink with my old colleague Anthony, a local who later gave us a lift back to the jetty in his ute. An anchorage a day seemed to be the right cruising pace for us, so next day we headed down to Port

Huon and Kermandie Marina. Shipwright Dean Marks cheerfully cleared some room for us on the outer arm and took our lines. The marina has an interesting mix of boats, with friendly liveaboards keeping an eye on things. It's a quiet, cheap place if you have to leave your boat for a month or two. The Sass restaurant in the hotel across the road still offers that elusive double – top notch food with efficient, friendly service.

Friday morning, despite the continuing cold and rain, saw three of us (James had declined further immersion) in full wet weather gear in the dinghy (pinnacle?) speeding up the Huon River to have a wet and wonderful wander around Franklin, sample some of the local ciders

and check out the Wooden Boat School. The school is under new ownership so let's hope they can carry on the tradition successfully.

Kermadie marina is shallow, with a narrow channel and limited manoeuvring, so we were up at 0530 the next day to catch the tide for a five hour push south through fog, rain and short seas to Port Esperance. We anchored near the Dover public ramp, with an easy walk into town. While wandering around downtown Dover, Jeanne noticed a sign promising live entertainment at the RSL the following day – Sunday.



Well, the RSL was happening, and we had a fine afternoon with the bowls crowd while the advertised Daystar Duo, with Ipads mounted on their mic stands providing lyrics, rose to the challenge of rendering all their top-forty playlist in boot-scooting tempo for a keen group of scooters. We also enjoyed the

same Daystars belting out Rock versions of the exact same list for a keen group of rockers at the Wooden Boat Festival a week later. They were very good.

The following morning the weather remained ordinary, but we mounted another river expedition, this time up the Esperance River as far as we could go. Fun times dodging sharp rocks and shallows all the way, but we still found quite large boats in shallow nooks and crannies everywhere. The next day, Tuesday Feb 3rd, we decided to give Port Arthur a miss and head for Hobart, pausing at Kettering where we picked up 931 litres at their excellent new fuel wharf. By this time the breeze had strengthened, so we anchored for the night in Sandy Bay just off the Casino, so we could go alongside Kings Pier breakwater in the quiet of the morning.

Berthing was straight forward with Benn from MV Tidehapa (the same Fred Fleming design as Flemingo) taking our lines. The next couple of days included socialising, cleaning and tidying in readiness for the Festival. Flemingo had acquired some tannin staining on her scuppers and hull, but we left the stains there - she looked just like an old timber boat cruising Southern Tasmania should.

Part 2 next time.

John Eastway*Flemingo*

HOBART WOODEN BOAT SHOW. 2015

We agreed to fly to Hobart and spend 2 weeks in Tasmania, to visit the Wooden Boat Show (held every second year) and to enjoy the cooler less humid weather, than in Sydney in February.



Because of the bad weather leading up to this year's show, it appeared to me that there were not as many boats in this year's show compared with our last visit to the Show 6 years ago. Some wonderful boats such as the replica of Cook's "Endeavour" and the "James Craig" did not make it. Boats were still arriving throughout the opening day, Friday the 6th February. A clear dawn, and magnificent sunrise, turned into a beautiful sunny day, with a gentle steady south east breeze.

We treated ourselves to a room in the Chancellor Hotel, (harbour front and about 6 stories up) with a panoramic view over Constitution Dock, The Derwent and out to the river's entrance with Storm Bay, away in the distance.



Around 11:00 am A Bullock Team and Wagon appeared, complete with 6 huge animals slowly pulling the Wagon carrying a large Log. They entered the Show's northern area, where the Log was unloaded and then split into Lumber, all in the old ways. There are a few people who still know how and have the old tools. Later a fellow was using a "Treadle" to produce a perfectly made shaped Baluster, like we would make on a Lathe to-day.

On such a perfect day early in the afternoon the Sail Past was a memorable sight. Large modern flat top main yachts with Code zeros and Screechers, charged by, followed by all sorts of old sailing vessels. Brigs and Brigantines were surrounded by Gaff Riggers, small Ketches with bowsprits and tan sails, all just a great spectacle in the brilliant sunshine.



While Helen watched over from her birds nest view, I was free to take my time alone and wander around the docks to view all the wooden craft. Some just perfectly restored gleaming white yachts with glass like varnished timber trim. (Heaven can't be much better.) Others beautifully maintained, such as the wonderful, "Love and War" and her lovely shape with tumble home topsides. I also searched for and found the beautifully maintained "Manuka of Kermantie", a 30 foot Gaff Rigged Ranger Class, complete with Bowsprit and transom hung rudder. She completed this year's Hobart Race, with (Noakes Owner) Owner

Skipper Sean Langman, with his son and crew and she still looked great even after the terrible savage weather for the finish to the race, for the smaller yachts. They were doing 9 knots at one time, when they were considered possible handicap winners.

We had toured south to Cockle Creek the most southerly part by road, for a few days before the Wooden Boat Show, so after 2 nights in Hobart we headed up the spectacular east coast of Tassie in still beautiful weather. The vista out to Maria Island and across sparkling Coles Bay to Shouten Island and the Freycinet Peninsular, with the heads of the high peaks in their own clouds is unforgettable.

I found a roadside Cafe' with Lobster Rolls for \$14 , irresistible, Mind you, 6 years ago they were only \$7.50. We drove to The Nut, then Stanley and stayed in "Tall Timbers" just out of Smithton. They have a heated enclosed swimming pool in their garden grounds and a nice restaurant. After 3 nights there and a visit to our oyster place and Lobster place we returned to Hobart to meet up with Frank and Jan Banks for a fish dinner and then flew home. A great trip.

Bill Humel "As Free As The Breeze"Sometimes we have headwinds..!

DRIFTWOOD

Nothing's changed

To anyone who thinks bureaucracies have changed for the better over the centuries, look at the following quote from Gaius Petronius Arbiter, Pro-Consul at Bithynia, in the time of Nero, AD65.

"We trained hard, but it seemed every time we were beginning to form teams we would be reorganised, I was to learn later in life that we tend to meet every situation by reorganising and a wonderful method it can be for creating the illusion of progress whilst producing confusion, inefficiency and demoralisation."

There are quite a few maritime authorities around the world that have turned this into an art form – to quote Alan.

.....**Gill Attersall**



FUTURE EVENTS:

.....*For Those who Love a Mystery ...?*

Attention all Skippers

This year's "**Mystery Cruise**" is indeed a cruise over water.

It will involve:

- Meeting in Sydney Harbour on Saturday morning 16th May
- A short coastal cruise in company with other Cruising Division members
- A Bar Crossing – provided conditions are suitable (they usually are at this bar)
- Some intricate pilotage in a narrow and winding channel (then again you may wish to follow the leader – but be careful)
- An overnight anchorage in a protected and scenic anchorage
- Dinner ashore at a waterfront restaurant
- Return the next day by the same route (an early start may be necessary!)

If conditions are not suitable then alternative destinations will be activated.

All will be revealed at the April meeting!

Any enquiries to the co-ordinator – Phil Darling "*eXpresso*" (but he won't divulge the mystery until the next meeting)

DRIFTWOOD

NEED A PRESENT...?

Do you need a small 'token' present for someone with a birthday ending with a big zero on the end, or maybe a small 'thank you' for that sailor in your family?



Alan Lucas (new recipient of an Order of Australia for his service to print media as an author of maritime publications) has a real Gem of a book which can be purchased from Boat Books. It's called "Off Watch", and is approx. \$25. Over many years of Alan taking aboard historical origins or various sayings, disasters and stories of pirates, he has written just the book to fill in a spare half-hour over a cup of coffee. I particularly enjoyed it.

.....**Gill Attersall**



THE LIGHTHOUSE....

*I close the coast, 'tis late at night,
I strain to see, that welcome light.
That lighthouse beam, that beckons me.
Calls closer now, desert the sea.*

*Just trust in me, I'll guide you in,
for safety lies, my arms within.
Just sail on in, abandon all,
and think of just, a quick landfall.*

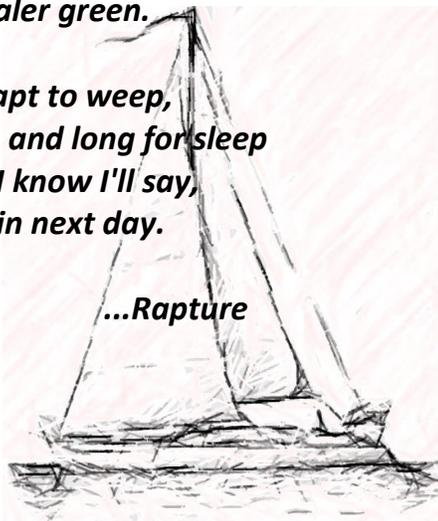
*Suspicion lives, I must be right,
I can't be wrong, this darkened night
For vigilance, my best defence,
my shoulders ache, my muscles tense.*

*For rocks await, they've ripped and teared
those yachts that ventured unprepared.
Rocks that linger, beneath the sea,
must never get, their hands on me.*

*Wait, for I see, a second light,
'Tis red to port, and flashing bright.
And starboard there, I think I've seen
another flash, a paler green.*

*Relief at last, I'm apt to weep,
I'm cold and tired, and long for sleep
But in the morn, I know I'll say,
I'll do it all,...again next day.*

...Rapture



POINTSCORE

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET													
		JAN - DEC 2015										CompassAttendance Technical			TOTAL
DATE =		Feb 22-1	Mar 22-23	Apr 3-6	May 16-17	Jun 6-8	Sep 12-13	Oct 3-5	Nov 7-8	9th	10th	Rose	at	Corner	TOTAL
EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th			Feature Articles Points	Monthly Meeting Points	Projects compl't'd Points	CUMUL' SEASON POINTS
ENTER CREW FOR EACH		Feb Cruise	Hen & Chicken Bay	Easter Cruise	Hardys bay	Check Safety LWE	Fish Markets	Port Hacking & Slocum	090 & Raftup Sugarf						
YACHT	No. Nights	6	1	3	1	2	1	2	1			2	1	3	
Sanctum	Crew											0	0	0	0
	Noel & Jean														
Breeze	Crew	2										4	2	0	21
	Bill & Helen	5													
eXpresso	Crew											0	2	0	2
	Phil & Maralyn														
Flemingo	Crew											0	1	0	1
	John Eastway														
Jabiru	Crew	2										4	2	0	12
	Mike & Suzanne	2													
Jenzminc	Crew											0	1	0	1
	Andy & Jen														
Kachina	Crew		2	2								0	2	0	14
	Trevor/Leena		1	3											
Mereki	Crew											0	0	0	0
	Richard														
Nashira	Crew	2	2	2								0	2	0	32
	Evan & Kelly Clark	6	1	3											
Rapture	Crew Avge	1	1	1								4	1	0	25
	Paul & Anne	6	1	3											
Simply Irresistible	Crew											2	2	0	4
	Glynne & Gill														
												0	0	0	0
												0	0	0	0
												0	0	0	0
No. of Boats =		4	3	5	0	0	0	0	0	0	0				32

The Leading Boat is.... **Nashira**

Boat = 1 Point per Night
 Crew = 1 Point per Night per Person.
 Skippers are deemed to sleep on their own boat.
 Crew are averaged, if not present for all nights of the event.

Compass Rose Articles = 2 points per feature
 Representation at Meetings = 1 point per month
 Technical Projects implemented = 3 points each

First 3 Bottles of Wine
 Second 2 Bottles of Wine
 Third 1 Bottles of Wine

Skippers are required to email <paul_wotherspoon@bigpond.com>with results to receive points

CD Quiz – April 2015 by Phil Darling

1. You are sailing in an area you know well and see a new marker. It is Blue and Yellow, with an alternating Blue/Yellow light. What does this mean?
2. How far off the coast can you discharge unprocessed (unpulverised) garbage?
3. What if you “pulverise” garbage? What does this mean?
4. Can you discharge all items of garbage?
5. An old-timer on board sights another boat “two points on the starboard bow”. If you are steering a compass course of 060 degrees, what direction is the other boat?
6. At night you see a vessel carrying three green lights symmetrically arranged, with the middle one higher than the outer two, plus normal navigation lights. What should you do?
7. A cyclone is heading in a SW direction towards the Queensland coast. Using Buys Ballot's law, you determine you are in the “safe quadrant”. Where does this put you in relation to the cyclone?
8. In the same situation as Q7, what would be your next action (assuming you cannot get into a sheltered anchorage and have plenty of sea room)?
9. You wish to get under a bridge with a charted height of 10m, but your “air draught” is 12.6m. You check and find that MHWS is 4.4m. Is it possible to get under this bridge, and in what conditions?
10. You are off the NSW coast, just north of Sydney, and have checked that today the East Australian Current has a set of 185T and a rate of 2.4kts. What compass course would you give to the helmsman to get to a point which is 3.5miles away and bearing 278M if your vessel can average 6.5kts STW? How long would it take to get there? (assume deviation on your vessel is negligible)

PHOTO CORNER

.....HINTS FROM *WOLFGANG KULLIK*



FREE – FREE – FREE – PICASA 3 - REVISITED

To get the best from your Digital Photos you may need to enhance them on your computer. **PICASA3** is a free program from **GOOGLE**. It is simple to download from the **INTERNET**:

Open your Internet page, then click on **GOOGLE** – this takes you to the **GOOGLE** home page. Type in Picasa3. Choose **PICASA** (picasa.google.com.au). Click on it and find ‘Download **PICASA 3.9**’.

This program is very easy to use. It picks up all the photos on your computer and orders them by date of the picture folders. Your photos are displayed as large ‘Thumbnails’. Double clicking on any photo will open it up and take you to the working page. You can do many things under the three main tabs:

BASIC FIXES – Crop, Straighten, Redeye (reduction) and Auto Fixes. (Picture 1 was taken on the harbor in February this year and Picture 2 shows the Crop function applied).

TUNING – Fill Light, Highlights, Shadows and Colour Temperature. (Picture 3 was taken with my new Camera at Wollongong in the early evening one day last year and Picture 4 is enhanced using the Tuning function).

EFFECTS – There are 12 different Effects to choose from. (Picture 5 has the ‘Sepia’ functions applied and Picture 6 has ‘Pencil Sketch’ applied).

Download “**PICASA 3.9**” and play around with it (note that any changes can be undone and have to be ‘Saved” to be permanent. When doing ‘Save As’ add a letter to the picture number, this will distinguish it from the original. Then go back to the original and **UNDO** all your changes. You can then start making other changes). You soon get the hang of it and will improve your Digital Photos considerably. It is especially useful if your photos are underexposed. This is often the case with night time indoor shots, or shots into the light. **PICASA** lets you lighten them and increase the highlights. You never know who turns up lurking in the background.

Good Shooting - Wolfgang from *MateShip* !!!



CHEF'S CORNERWITH COLIN PITSTOCK

Hello Chefs...

It's getting chilly. So now is the time for some of those cheap cuts of meat & the slow cooker. Plus a glass of red, a nice Merlot Clair Valley, is always a really nice drop. So crack that bottle open let breath, get the Brie out of the fridge & let that come up to room temp, nice & gooey

.....KICKER SLOW ROASTED LAMB.

- **1.5 kg** Lamb Shoulder (with the shank on)
- **2 tbsp** Olive Oil
- **1 kg** Potatoes, thinly sliced
- **2** medium onions, thinly sliced
- **4** drained anchovy fillets, chopped finely
- **2** whole garlic bulbs
- **3** sprigs rosemary
- **2 tbsp** lemon juice
- **1 cup** (250ml) chicken stock
- **1 cup** (250ml) water or white wine

Slow Roasted Lamb Shoulder...

1. Preheat oven 180°C (160°C fan-forced). Rub the lamb all over with salt and freshly ground pepper.
2. Heat a flameproof baking dish over a moderately high heat. Add the oil, then the lamb; cook until lamb is well browned all over. Turn off the heat and remove the lamb from baking dish.
3. Layer the potato, onion and anchovies in the base of the same baking dish, seasoning with salt and freshly ground pepper between layers. Remove the papery skin from the garlic bulbs and cut them in half crossways. Place on the potatoes.
4. Place the lamb on top of the potatoes; sprinkle the rosemary and lemon juice over the potatoes. Pour the combined stock and water over the potatoes. Cover the dish tightly with two layers of foil. Roast for 1 hour 30 minutes. Remove foil, reduce oven temperature to 160°C (140°C fan-forced) and roast for a further 2 hours or until the meat falls from the bone easily.
5. Stand the lamb, covered with foil, for 10 minutes before serving.....**Enjoy.**



DRIFTWOOD



Don't forget that to pass your Safety Inspection this year, you are required to have aboard a compliant EPIRB fitted with a GPS receiver such as the GME 600G shown. These now come with a ten year battery life.

The YA Blue Book requires all EPIRB's to be GPS compliant from 1st July 2015.



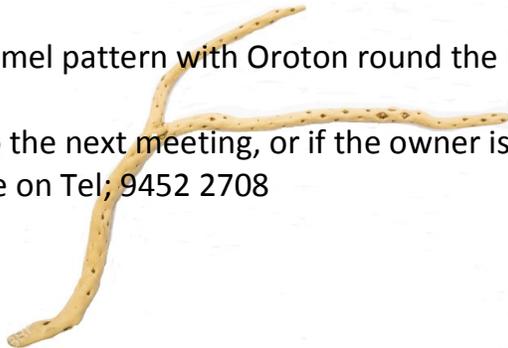
UMBRELLA WANTS TO COME HOME

After a C.D. meeting (well maybe a couple of meetings ago – I forgot to mention it at the last meeting) a lone lady's umbrella was left after all had gone.

It is brown with caramel pattern with Oroton round the bottom.

I will bring it along to the next meeting, or if the owner isn't attending the next meeting, could you call me on Tel; 9452 2708

..... Gill Attersall



Origin of "Driftwood" ..

Do you have a good idea or bits of useful information that you'd like to pass on to fellow members, but doesn't warrant a whole article about it ?

Then "Driftwood" is the forum for you.

Just email them to the next Editor who will be delighted to use them to fill up the space at the end of other articles.

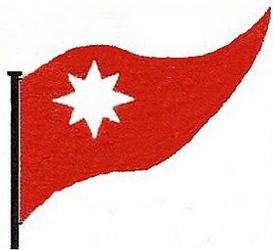
CD Quiz – April 2015 – Answers

1. This is a temporary wreck marker – the area that was safe last week when you sailed it now contains a hidden hazard! Note that this marker is relatively new to the IALA scheme having been introduced in 2006.
2. Under MARPOL regulations this is 12 nautical miles from the nearest land.
3. If you “pulverise” garbage (i.e. break it up into items of less than 25mm size) you can discharge it if further than 3 nautical miles from the coast.
4. No – plastics must not be discharged at any time or in any place.
5. There are 32 points of the compass, so each point is $11\frac{1}{4}$ degrees. Thus two points on the starboard bow is $22\frac{1}{2}$ degrees to the right of your course – so is bearing approximately (!) 082.5 degrees magnetic.
6. Good question – this is a minesweeper carrying out operations. I would suggest trying to contact it by radio to determine if there is danger from unexploded mines – if this is unsuccessful then keep well clear!
7. You are in front of but north of the projected track of the cyclone – not terribly “safe” but much better than being in the “dangerous quadrant”.
8. Put the wind on your starboard quadrant and sail or motor at the maximum safe speed away from the projected track – in this case to the northwards.
9. Yes – you can (in theory) get under it with any tide height of less than 1.8m. I would be careful and give it more clearance “just in case”.
10. Assuming variation of 12.5E, my CTS (course to steer) is 295m. I calculate a speed over the ground (SOG) of approx. 5.7kts, so expected ETA is about 37mins.

TREASURER'S REPORT

Treasurer's Report As at 31st March 2015		
Cash at Bank as at 28.2.15		\$ 2,105.69
<i>Plus Receipts</i>		
Membership Dues "Nashira"		\$ 50.00
Interest		\$ 1.47
<i>Less Payments</i>		
Get Well Flowers		\$ 50.00
Mailout Costs (Meeting Reschedule)		\$ 37.20
Point Score Prizes		\$ 81.50
Cash at Bank as at 31.3.15		\$ 1,988.46
<i>Outstanding Receipts</i>		
<i>Outstanding Payments</i>		
Account Balance		\$ 1,988.46
Signed as a true record		
.....		
Trevor D'Alton		
Treasurer		

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



The Cruising Division of MHYC meets on the 3rd Monday of each month, and uses as its sailing pennant a flag with a white compass rose on a red background.

MHYC Cruising Division members invite a raft-up or cruise in company whenever they fly our pennant, which we refer to as 'the compass rose'.

The Cruising Division newsletter is titled 'The Compass Rose Cruising Log' and is published monthly. The newsletter is also available through the MHYC website at www.mhyc.com.au