



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 38 No. 11 December 2018

Editor: Dallas O'Brien

Wishing everyone a wonderful Christmas and New Year and we look forward to seeing you on the Club's Christmas dinner event on December 7th



Please join us on the Cruising Division table



CRUISING DIVISION OFFICE BEARERS 2018 – 2019

Cruising Captain & 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 Royce Engelhardt Mike McEvoy Dallas O'Brien Max Theeboom	Phil Darling Evan Hodge Kelly Nunn-Clark Dorothy Theeboom John Tregia



Editor's note:

Deadline for the next edition of the Compass Rose, is
January 30

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

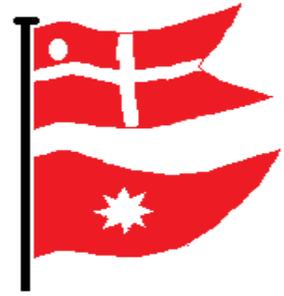
Please forward contributions via email to the editor:
darlingp@ozemail.com.au

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 – December 2018



As the year draws to an end the prime cruising time in and around Sydney begins. Nashira has headed to Lake Macquarie for a few days sailing before getting hauled out in preparation for our trip to Tasmania in January. Read Kelly's account of our trip to the Lake later in this edition.



The lake is a great place to sail and currently the channel on the way in had a minimum depth of 2.3 meters. This means that many of you would be able to get in without any trouble. Nashira has been practicing her spinnaker work in lighter airs and the speed differential of using a genoa vs a rather large asymmetrical on her is quite large. On a sail from one end of the lake to the other Nashira was doing 5.8 knots in 10-12 knots of wind. For us this is unprecedented. While we had additional crew (Frank & Michelle from the Jervis Bay chapter of the CD) we experimented with rigging the kite so we could handle it with just Kelly & I on board.

For those who are also contemplating a trip to Tassie there is an information evening at the CYCA being convened by Denis Doyle on Monday 10th December. Bookings can be made online at <https://www.trybooking.com/ZHGY>

The November cruising division meeting held flare practice where participants were able to let off red, orange and white hand flares. It gives one an appreciation of the heat and light that are generated by the flares and the care that would need to be taken if you were on your yacht or life raft rather than a nice sandy beach. Thanks to Kelly who organised the notification to the myriad of authorities required to be contacted.

November also had the **Fiesta Mediterranea Tapas tie-up** where we had 6 yachts and 12 chefs and entertainers participate. It was a great night of food and fun. Read the Theebloom's account later in the Compass Rose.

The final survey to members to decide the day for the monthly meetings has been emailed. Responses are due in by 7th December with the results being announced shortly after that.

The CD has a break now until the BBQ in January, the date of which will not be known until the Survey results are in.

Until then enjoy the summer sailing season and stay safe on the water.

Evan Hodge
Cruising Captain. *SY. Nashira*

MHYC CRUISING DIVISION ANNUAL PROGRAM 2018-2019

Friday, 7 December 2018	MHYC Xmas Dinner
January 2019	Cruising Division BBQ at the Club (no meeting) Date to be confirmed after survey result is known.
Sat – Mon, 26 – 28 January 2019	Australia Day Holiday Weekend
24 February – 2 March 2019	Late Summer Cruise to Pittwater
Sat & Sun, 9 – 10 March 2019	Harbour night pilotage exercise 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
Sat – Mon, 8th to 10th June 2019	Queens Birthday Long Weekend (TBC)
Sat & Sun, 22nd – 23rd June 2019	CD Get Checked + Raft-up weekend
Sunday, 21st July 2019	On-Land Event (TBC)
Sunday, 11th August 2019	Wachman Exercise (TBC)

Next Meeting:
An informal BBQ will be held in
Mid-January, 6:30 pm at a date TBA

Capricorn Coast Cruising on a Cat

Cam & Aileen's trip without Hunky Dory. What we saw & learned

We were fortunate to have two weeks recently onboard our friends Nick & Sue's Lightwave 38 Two Shea, cruising the Capricorn Coast as "active passengers" for a section of their return to Sydney from the Whitsundays.

By now they are seasoned cruisers this being their second trip north on Two Shea. We had an amazing trip and picked up some great tips we will now apply to our time on Hunky Dory. While we enjoy a few nights away on Hunky Dory, we are usually not more than 4-5 days away from a shop, bar, restaurant etc, not the 2 weeks we just did.



Two Shea Lightwave 38

Arrival Yeppoon - Keppel Bay Marina

We flew into Rockhampton with Nick & Sue who had left Two Shea on the marina to come to Sydney for a couple of events, including our joint 60th birthday party. Two Shea needed to be provisioned for 4 to cover 12 days before heading out with the first stop Great Keppel, hopefully Lady Musgrave, and places in between depending on weather, but a definite departure at Bundaberg.

We woke up the next day, which was my actual birthday, to a pretty grey day and decided we would not head out that day but would provision as planned. Keppel Bay marina has a courtesy car you can borrow for a maximum of 2 hours. Considering Yeppoon is 10+ minutes' drive away you must be organised to maximise your trip.



Ancient Mariner, really????



Yeppoon towards Great Keppel

At home we just shop for 1-2 days, because you can, so thinking through meat, vegetables and other perishables for 48 serves was an interesting exercise.

Provisioning Tips

Two Shea is well equipped with 2 fridges and 1 freezer, so this makes it easier. Some of the tips we can pass on include:

Plan your shop & menus carefully	Multi-purpose, dinner & then lunch next day
Work with & leverage your pantry staples	Have the local butcher vacuum pack meat
Check expiry dates on everything you buy	Remove all store packaging & repack
Wrap vegies wrap in paper towel & seal	Break larger items into 2 or 3 serves ie chook
Plan meals based on expiry dates	Label & split meat between fridge & freezer

Our shop was a “divide and conquer” approach. Aileen & Sue make a list, broke into sections such as deli, butcher etc and sent as a text to everyone and gave them responsibility to get the items. These were then checked off at the shopping trolley to make sure we had collected everything. This meant we did about \$550 of shopping in 30 minutes!

Great Keppel Island

Great Keppel is 6 Nm from Yeppoon and the resort is still abandoned but there is talk it will be re-built. The airstrip is still there and there are a couple of camping/B&B places, but the island mainly caters for day trippers and boaties at present. Beautiful spot with anchorages suitable for most prevailing wind conditions. There had been serious storm caused sand erosion around the Hideaway Bar on Fisherman’s beach and there is a significant operation underway to pump sand into retaining bags to protect the buildings. We thought it looked like a big Tonka Toy playing with the sand!



Day trippers & Sand Games



Sunset from Fisherman's Beach

We did a day trip to Svendsen's beach and did some walking/exploring that side of the island to burn a few calories. BTW Svendens B&B is for sale for \$4.3m if anyone is interested after seeing these photos.



Yachties Camp lunch Svendsen's Beach



Svendsen's Beach Wildlife

Resource & Waste Management

When you are onboard for 2 weeks in a marine park, and often where there is no access to land-based bins, waste management becomes much more important than being on Sydney Harbour or Pittwater. Some ideas we saw.

Salt water rinse tap or bucket pre-wash up	Remove all store packing before departure
2l milk bottles hold a lot of waste paper	Wine bladders to reduce some wine bottles
Beer in cans not bottles	Soda stream to make soft drinks
Jug to catch/reuse first cold water in shower	Separate garbage for appropriate stowage

Power management was not too big an issue as we often would motor to somewhere close by for a look which would top up the batteries. Two Shea also has a 2KVa Honda generator (as does Hunky Dory) for those cloudy days when solar does not work. The only thing Nick & Sue would do is upgrade their solar panels for newer higher output for about the same space. Coastal cruising consensus is first add more solar as it is cheap and effective.

Yellow Patch – Curtis Island

I now absolutely get why tropical cruisers prefer catamarans, even more so after Yellow Patch. The shallow draft, ours was 1.1m allows access to some anchorages that would exclude monohulls, let alone the space/comfort factor of a cat for longer cruising.

Yellow Patch cannot be safely accessed at low tide as much of the sand spit becomes dry at low tide, given the tidal range of 3-4m. However, it is a spectacular spot dominated by a high yellow sand dune. Perfect for sliding down if you have the right “board”, technique and body weight/shape. A great couple of nights here with another couple Nick & Sue had met during their trip. They would also join us in company to Lady Musgrave Island.



View from the dune – Yellow Patch entrance channel top right. Two Shea in foreground

Lady Musgrave Island

Lady Musgrave was approximately a 60+Nm sail so we left Yellow Patch at first light and passed Cape Capricorn at dawn along with Dreamas Dou, a Seawind 1100.



Two boats, same destination – what race?



Approaching Lady Musgrave

As it turned out after some motor sailing exiting past Cape Capricorn a favourable N-NW breeze started to fill in. Long story short we threw up the kite and had a magnificent 60Nm run under kite. Our passage plan had us arriving at Lady Musgrave at 16:30, but our average speed started to climb to 9Kn toward the end, and we got there over an hour earlier. If there was ever “champagne sailing” this was it!

I can see why Nick and Sue were hoping for a weather window to get us to Lady Musgrave Island, it was an experience that will stay with us forever. Swimming in the lagoon with turtles in crystal clear coral waters, seeing turtles come ashore to lay eggs, migratory sea birds nesting, just magnificent.



Turtle laying



White Cap Noddy Terns nesting



Lagoon & Dreamas Duo



Sunset waiting for turtles

Bundaberg, Burnett River, anchoring & tides

We had intended to stay another day at Lady Musgrave, but the weather forecast was not great with a long stretch of SE winds, exactly where we needed to head to fly out of, so we exited. Cruising rule 1, try not to go to windward &/or sail in an unfavourable sea state.

This part is not about Bundaberg (other than the visit to the Bundy distillery) or the sail, but primarily about what we learned from anchoring in strong tidal effected waters.

With significant tides getting your anchoring right is paramount. The depth of water you anchor in will not be the same in a few hours, guaranteed. In some anchorages such as Yellow Patch and the Burnett River, tidal flows turn around and can be opposing the prevailing wind, which makes for an interesting lay. Here are some of the things we learned.

- Know the tides, current depth, maximum, minimum and the rule of 12ths before dropping
- A 5:1 all chain scope is ideal, but beware of the tide and what it will do for swing & scope

- Currents and opposing wind do strange things to where your boat sits, behaves or lays
- Putting the rudders hard over to one side may make your boat sit more predictably
- Cats sit significantly more stable if a bridle from each hull is attached to the anchor rode
- Cats & monohulls behave very differently, anchor accordingly with sufficient swing room
- Using an anchor buoy in strong tides & current is often useless as it goes under water
- The boat is often over or in front of the anchor in certain tides
- Traditional CQR or plough anchors are not always sufficient in these conditions
- Rocna, Super SARCA or Manson Supreme self righting anchors are very desirable
- Use a nylon anchor snub to separate the load from the winch & as a shock absorber
- Anchor watch apps on your smartphone are a must, but set limits cautiously
- If leaving the boat, place a visible sign onboard with your mobile phone numbers

At the end of the trip we were refreshed, enlivened and in awe of what a magnificent coast we have and can enjoy. Are our plans to do this stretch of coast on Hunky Dory? No, but happy to hitch a ride somewhere north again on Two Shea again any day.



Grand Hotel – Idea birthplace of Bundy rum



Town Reach anchorage Burnett



My First Ocean Crossing

I've always wondered what it would be like to sail across an ocean, or even part of one. Years ago, I'd read books such as the Hiscock's "Cruising" and "Voyaging Under Sail", which went into great detail of preparation and planning and more recently Joanna Hackett's "the Reluctant Mariner", which covered the ocean experience from a novice's point-of-view, and although these and copious articles on the topic described the experience well, they still left me with the question, "but what would it feel like to sail day after day with only a clear horizon and whatever the weather threw at you?" At first, I envied the people who made the dash over to Lord Howe and the three days of misery going there or back or both, but that length of time would not have satisfied my curiosity. I needed the challenge of a few more miles than that.

I can't say that I proactively planned to "scratch this itch", but I did make a few offers to crew for people who I knew were undertaking an ocean voyage. Unfortunately, the timing of these trips didn't fit into my available time. Either the time spent waiting for the right weather window was too long or too



Parhelion in Coffs

variable, or the passage too long, or the extra time needed to allow for a passage slower or rougher than anticipated all added up to too much.

Until it all came together in an enquiry from Greg and Debbie Cockle (past members of the Cruising Division) as to whether I would be interested in helping them sail their yacht, *Parhelion*, back from Vanuatu to Sydney and for once, the timing looked good and Gill approved into the bargain! Planned departure date was about 15th October with an anticipated transit time of 7 to 8 days for the 1200nm.

We had cruised in loose company with *Parhelion* from Laurieton to the Whitsundays in 2017, so were very familiar with *Parhelion's* 38', cutter rig, 15

tonnes, steel pilot house, heaps of water and fuel and more electronic equipment than *Simply Irresistible* will ever see!

Also, Greg and Debbie have previously cruised to Hong Kong and from the USA to Australia in addition to a lot of other sailing and being able to share this experience was the icing on the cake.

I quickly got a single flight booked but getting a letter for immigration purposes, (rather than a return air ticket) from Vanuatu officials in Australia confirming that I was leaving Vanuatu on a yacht, proved difficult. Greg finally managed to get the letter in Vila direct from Immigration and emailed it to me. It did the trick and in the early hours of the morning a taxi (mini bus) whisked me down to the waterfront, where Greg was waiting in the darkness with the dinghy.

Early the next day, I surveyed the very calm anchorage and the generally low buildings and markets along the waterfront on one side of us and the wrecks of many ferries, fishing boats and yachts on the island shore on the other side of us! Still there following the devastating cyclone a few years ago. In my brief time ashore I really enjoyed the happy friendly people and the relaxed but busy atmosphere of the many shops and businesses. I found it all very exciting and would have loved to stay there longer.

It was to be a very busy and fascinating day acquiring last minutes provisions, fuel, duty free drinks and clearing out from harbour master, customs and immigration. The latter was down town in a not so palatial office, but the first two were more interesting as we took the dinghy across the harbour and around the stern of a large white cruise ship berthed alongside and climbed up onto the wharf to attend to all the documentation and fees. I had read about the difficulties of this process and was looking forward to witnessing it for myself. Fortunately, it involved only a little waiting, reasonable fees and very helpful officials, who were only to be surpassed by our courteous reception by Border Force in Coffs Harbour. The rest of the day was spent making sure I could operate all the yacht's equipment, running through safety drills and pouring over GRIB files downloaded to Predict Wind to select our preferred route.

The next day, we made a relaxed departure from Vila harbour under overcast skies, light rain and a moderate SE'er, which I took as an omen of the bad weather, which I was sure would follow, even though Predict Wind said we were in for an easy passage. For two weeks prior to our departure, I had been following the BOM offshore forecasts for the NE (Area10) and for the whole of this period they had been predicting stable and benign SE conditions. This couldn't last could it? So, I set out on my first (part) ocean crossing a little apprehensive but extremely excited. I won't give you a blow

by blow description of each of the next nine and a half days, because they all fitted into a wonderful routine which was both relaxing and exciting and I'd love to do it again! Even in bad weather, which is not what we got.

We enjoyed wind from around the compass from nothing to about 25kts with seas up to two metres. The three of us settled into a night-time watch system which started at 1800 and changed at 2100, 0000 and 0300. This meant one of us did two watches in any one night and we rotated to the next time slot the following night, thus sharing the load. During the day we always made sure one of us was "on watch", whilst the other two caught up on sleep, chores or read books (or Kindle).

We only sighted one other vessel during the crossing, a fishing boat coming out of Noumea, until we got onto the Australian coast. I had hoped we'd see something of the mountains of New Caledonia as we passed to the north of it and down its western side, but the reef we had to clear to the north of the country ensured that we were far too much offshore to see them. However, there was a noticeable reduction in swell whilst we were to the west of New Caledonia, which could be one of those indicators that the ancient Polynesian navigators used.

Relaxed it might have been, but we were never bored. We sailed on all points of the compass in varying wind strengths, which kept us busy at times trying different sail settings, including setting the stays'l in true cutter style. It added half a knot for a while, before the wind went too far aft. We did a fair bit of motor sailing but also some thrilling runs with reefed main and poled out headsail in two metre swells, so the autohelm earned it's keep as did the boom brake. I had never sailed with a boom brake before but will do so from now on. It gave us so much confidence that we could sit back and enjoy the ride and know that we had nothing to fear from an unexpected gybe. Yes, we did gybe a couple of times when the following seas over-whelmed the autopilot, but on that occasion the boom brake safely held the boom up to windward until we eased its control line a little from the safety of the cockpit and the boom gently moved to leeward. On other occasions, the autopilot just brought us back to course and the main again filled on the correct side.

On *Simply Irresistible* we run a preventer from the boom to the foredeck, which involves a trip forward to change gybes and is nowhere near as convenient as this (Hutton) boom brake.



Skipper Greg hard at work

Whatever the conditions, traditions had to be maintained, so 1700 always saw us congregate in the cockpit for drinks and nibbles, prior to Debbie microwaving one of the meals she had prepared in Vila and frozen.

This was served around the table in the main saloon, whilst we maintained our 360-degree view of the empty horizon or made a slight adjustment to our course by leaning over to the internal helm station and pressing a button.

I do so like this pilot house configuration. It makes for such easy cruising and was especially useful in showers, when it was too hot to put on wet weather gear but OK to just step into the cockpit (up two steps)

briefly to check something out and then back into the civilised saloon to continue with your book!

So, what was it like “to sail day after day with only a clear horizon and whatever the weather threw at you?” As you may have gathered by now, I thought it was great. Specifically, I enjoyed the feeling of being remote, isolated and almost totally dependent on our own self-sufficiency. I felt thrilled and excited rather than apprehensive as I had anticipated. I guess it was a challenge of sorts. We’d planned it, prepared it and now it was up to us, although it wasn’t us against the elements. I felt we were working with the elements. There was no victory in reaching Coffs unscathed but rather an enormous sense of satisfaction and enjoyment.

There were some brilliant sun and moon rises and sets and dark black nights during the passage, but I had enjoyed these many times cruising our east coast. What was different this time was how small and insignificant we were out there on an ocean we were privileged to cross, a feeling very similar to what we have enjoyed crossing some of our deserts.

Would I do it again? You know the answer to that!

Glynne Attersall
SV Simply Irresistible

The Day our Steering Died

Last weekend Evan and I were sailing Nashira up to Lake Macquarie to prepare for the bi-annual antifouling ritual which begins next week. We organised to take her up to Marmong Point Marina and have her berthed for a week before we re-arrive with trailer in tow carrying all the gear needed to antifoul her bottom. It is a ritual we rather enjoy (enjoy may be a strong word). Antifouling your own vessel is rewarding. You get to know your boat and see what is really going on underneath after spending time throughout the year ignoring the flora and fauna below.

Anyway, we left middle harbour at 2:45am, Friday morning, giving ourselves a comfortable margin to reach the Swansea channel and book the bridge for 12 noon. Perfect, as the tide is high at 9:40am giving us a 2 hour overrun so the channel will be high and calmer. That was the plan anyway.

The sailing up was nice, we had a brisk westerly 15-25 knots with gusts up to 30 knots at times. The sunrise was beautiful, dolphin and sea birds visiting us.

Just before and after Norah lighthouse the winds, when westerly, always knock us around. We were prepared this morning as the mainsail was reefed, headsail out full but easy to furl. Sticking closer to shore to avoid any southerly currents we were happily sailing along when I (Kelly) noticed the steering got a bit heavy with a wind gust. Evan called out that I needed to go away from the wind when all of the sudden the steering wheel went loose. I was able to spin it starboard.....totally freewheeling. I had no steering, it was gone!

I told Evan “we lost our steering.....” Nashira pointed up into the wind, I had a quick look at shore and had an adrenaline burst thinking ‘the shore looks really close’! Realistically it was perhaps two nautical miles away and the wind was from the west so we had time.

Evan ran downstairs to take a look at the steering quadrant while I bolted to the stern port locker searching for the emergency tiller. Thank goodness the Cruising Division had an exercise not that long ago where we all had a practice with our emergency tillers.

I located and pulled out the tiller and took the cap off the upper rudder stem that protrudes from the back section of the boat. Evan confirmed the cables were loose on the quadrant, they must have snapped somewhere up near the wheel. The first thing we did was furl the headsail and lower the mainsail, not fully but enough to give a bit of stability and not be overpowered. We turned on the motor, connected the emergency tiller and Evan steered while I handled the throttle. Both of us had considered if this didn’t work we knew we could pull out the drogue using that to steer if needed (luckily it was not needed).



The emergency tiller worked great! I would NOT however 'like' to have to do this in foul weather or big seas, but it was workable. We thanked Nashira for having this happen now, if it happened while going up the Swansea channel that would have been a real worry, or crossing Bass Strait for that matter.

Only 4 miles off Swansea channel I rang marine rescue and told them what had happened. They were great, they organised the bridge for us and called their rescue vessel to be ready to assist. The bridge master insisted we be towed under the bridge and marine rescue

decided it would be safer to tow us all the way up the channel as the wind was gusty. Evan and I had to catch a mooring on the east side before the bridge but as soon as the bridge opened marine rescue came through with a towline and bridle. (We could hear the bridge master sternly telling the vessels waiting to come out that they have to give way to marine rescue).



The advantage of being towed was that we were carefully being escorted through the deepest parts of the channel. We have hopefully retained this course to memory for our return trip.

Once up the channel we thanked marine rescue for their help as it really did take the stress out of navigating the channel. We motored to and tied up at Lake Macquarie yacht club, had lunch and a couple of stress relieving beers.



Afterwards worrying over how to get the steering fixed, the costs, effort etc., Evan took the steering/helm unit apart to trouble shoot the problem and found the assembly which held the cable to the chain had come apart, the shrink wrapping surrounding two heavy duty clips degraded, the clips wiggled loose and a circlip had fallen down into the auto helm mechanism, which caused the steering wheel to lock up (It was good we didn't try to force the steering wheel to turn)

Evan managed to get it all put back together and it works! I am so grateful to have someone eager and able to troubleshoot and tackle problems. We finally made our way to Marmong Point Marina and tied up in our berth with the steering working. We felt alive and happy.

Kelly Nunn-Clark
'Nashira'



PAST EVENTS:

Smoke on The Water – by Selina O’Brien

At our November monthly meeting members brought in expired safety flares (no, not the ones you wore in the '70's). Down to the beach we descended for a demonstration by Phil Darling on how to activate a flare. This was very beneficial as many of us had never had the need, and hopefully never will, to use a safety flare. This of course had to be done in a safe fashion:

- Standing apart and facing the water
- Twisting the cap and firmly pulling the cord
- Extending our arms skyward
- Shielding our eyes (best to turn away) from the bright light
- Totally extinguishing the flare in a bucket of water

We also saw the difference between 2 types of flares; red for night and orange for day. The night one even glowed brightly underwater.

With many of us waving our brightly lit and smoky flares we wondered if a fire engine might pay us a visit. I'm not sure if anyone noticed but I waved my flare around to the tune of Deep Purple's Smoke on The Water - not so original, but fun.

Thanks go to Phil for an interesting and valuable demonstration. Kelly also did a lot of admin behind the scenes to make this event possible, so thank you as well!



Something's got their attention!



FIESTA MEDITERRANEA

The second Tapas Tie-up was held on the weekend of November 17th-18th. The original destination, Majors Bay, was changed to Sugarloaf Bay as the weather forecast was not too promising and three boats, *Nashira*, *Slac-n-off*, and *Caviar* were taking part in the social race on Saturday afternoon.

The race boats came through Spit Bridge at 1630 and headed for Sugarloaf, to be met by *Simply Irresistible* and *La Madre* which were already anchored. *Caviar* and *Slac-n-off* rafted up on either side of *Nashira*. Last to arrive was

Galaxy III whose skipper managed to get lost along the way and ended up at Roseville Bridge!

The theme of the night was Mediterranean food, entertainment and dress. First stop was “*La Madre de langostino*” where Spanish style prawns were on the menu accompanied by a song from Senor O’Brien to great acclaim. The next course, stuffed zucchini flowers came from the cucina of *Galaxy III*.



Back into the dinghies and over to *Caviar aka Trattoria Gondola* for bocconcini and tomato skewers. Next course on *Nashira* served by a Greek baba and a man in a kilt was stuffed mushrooms as well as peaches wrapped in prosciutto. Then it was song time and Evan and Kelly sang “That’s Amore” which was also the intended tune of both *Caviar* and *Slac-n-off*.

After a rendition of “Hava Nagilah” from Caviar crew member Dorothy we crossed the water again to *Simply Irresistible* for paella and a re-discovered version of “Waltzing Matilda” from Senora Attersall. Final course of fish was eaten at Cafe Amore followed by a second rendition of “that’s amore”. The evening finished with a quiz all about the Mediterranean.



Many thanks to Martyn and Anna for all the organization of a highly successful evening. Be sure not to miss the next Tapas Tie-up at a time to be advised.

Dorothy Theeboom



CD Quiz – December 2018 by Phil Darling

1. Summer has commenced, and soon we will be in the cyclone season up north. If a cyclone is travelling on a track south west towards the Queensland Coast – whereabouts is the “dangerous quadrant” relative to the cyclone centre?
2. Same cyclone as Q1 – how would we use Buys Ballot’s law to determine where the centre of the cyclone is?
3. You see a large commercial vessel coming into port flying two flags (from adjacent halyards) – one a red swallowtail, and the other showing white and red vertical halves. What do these mean?
4. A vessel is not under command but making way. What lights should be displayed?
5. What is a running fix, and when would you use it?
6. On what type of ocean chart is a straight line the great circle route?
7. When crossing a Traffic Separation Scheme, should your heading or ground track be at right angles to the traffic flow?
8. What are the two closest safe water markers to MHYC, and what do they signify?
9. A trivia question – what are the Horse Latitudes?
10. Finally - it is the season of celebrations, so we might be tempted to over indulge. What is the alcohol limit on the water in Sydney, and who does this limit apply to?

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

December WinnerPhoto of the Month is Cam Wayland

Send your photos to **Maralyn Miller** to enter into the 2019 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 2019.



The winning photo for December is called “Morning Bay morning” and was taken by Cam Wayland in smoke haze.

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

And announcing our best photo for 2018.....



**The winning photo for 2018 is called
"Dawn at Ball's Pyramid"
and was taken 20 nm south of Lord Howe Island by Evan Hodge.
Congratulations Evan!**

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.



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

CHEF'S CORNER BY DOROTHY THEEBOOM

INGREDIENTS

- 2 punnets of Cherry Tomatoes
- 2 tubs of Bambini Bocconcini
- 1 bunch of Fresh Basil
- Sea Salt
- Cracked Black Pepper
- Good Quality Extra Virgin Olive Oil
- Basil Pesto if desired

PREPARATION

1. Slice cherry tomatoes in half and place in a large bowl
2. Drain Bocconcini balls and combine with tomatoes
3. Tear basil leaves and combine with tomato & bocconcini
4. Season with sea salt and cracked black pepper and pour over good quality extra virgin olive oil (For a stronger basil flavour add a small amount of good quality basil pesto or use our Basil Salad Bocconcini). Combine all ingredients well so that bocconcini and tomato are covered in marinade.
5. On a tooth pick, place a basil leaf, bocconcini ball and finally, half a cherry tomato (placing the cherry tomato on the bottom of the tooth pick allows the skewer to stand up on its own).
6. Place the skewers on a platter and serve as a canape.
7. Notes: The key to this dish is always using fresh ingredients (basil, tomato and bocconcini) and the highest quality Olive Oil or Basil Pesto.

As a variation, when serving, drizzle skewers with sticky balsamic glaze (available in supermarkets and gourmet delicatessens)



USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET																TOTAL
		JAN - DEC 2018																
DATE =		Feb 26- Mar4	Mar 10-11	Mar 30- Apr 2	TBA	16-17 June	Jul-15	1-Aug	TBA	30-Oct	17-18 Nov	Compass	Attendance	Technical				
EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th		Rose	at	Corner			
ENTER CREW FOR EACH		Gosford Challenge	Late Summer Cruise	Harbour Night Sail, Trivia Quiz & Raftup	Easter Cruise - 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	Fiesta Mediteranea	Feature Articles Points	Monthly Meeting Points	Projects completed Points			
YACHT	No. Nights	1	8	1	4	1	1	1	1	4	1	1	2	1	3	CUMUL' SEASON POINTS		
Altair	Crew								1				0	6	0	7		
Kieth Watson	Nights								1									
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		2	10	14	0	41		
Max & Dot	Nights	1		1			1	1	1			1						
eXpresso	Crew							2	1				2	20	0	25		
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	7	0	14		
Mike & Suzanne	Nights						1	1	1									
Kodiak	Crew							2			2		0	10	0	16		
Trevor & Lena	Nights							1			2							
Nashira	Crew			2	2		2	2	2	2		2	6	19	0	43		
Evan & Kelly	Nights			1	4		1	1	1			1						
Rapture	Crew		1				1				1		4	9	0	20		
Paul & Anne	Nights		4				1				2							
Simply Irresistible	Crew		2				2	2				2	10	14	0	38		
Glynn & Gill	Nights		4				1	1				1						
Slack'n'Off	Crew				2		2					2	6	5	0	23		
Martyn	Nights				4		1					1						
Galaxy III	Crew											2	2	4	0	8		
Chris	Nights											1						
Sanctum	Crew							1					0	5	0	6		
Jean & Noel	Nights							1										
Bloodhound	Crew											2	6	0	8			
Alex	Nights							2										
Buggalugs	Crew							1					0	16	0	16		
Jeremy & Kristin	Nights																	
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			2	19	0	23		
Aileen & Cam	Nights							1										
Isobel II	Crew												0	11	0	11		
Val & Des	Nights																	
La Madre	Crew							2		2		2	4	10	0	18		
Selina & Dallas	Nights							1				1						
=====																		
No. of Boats =		1	3	3	2	0	7	12	7.5	2	3				Points 43			
The Leading Boat is...																		
Nashira																		

CD Quiz – December 2018 – Answers

1. The Dangerous Quadrant is to the south of the cyclone centre. This is the area in which any vessel must head close hauled into heavy seas to escape the eye.
2. In the southern hemisphere – face into the wind and the centre is to your left and slightly behind a right angle.
3. The solid red swallowtail flag is code flag B (bravo), meaning dangerous goods are on board. The flag with red and white vertical halves is code flag H (hotel) – meaning pilot on board. Keep well clear on both counts!
4. Two all round red lights vertically one above the other (not under command). Red and green sidelights and white stern light (making way). NO steaming light. (check the coll regs if you doubt this).
5. A running fix is a means of fixing your position when only one definite landmark can be identified to take bearings from. It depends on two bearings taken to the same point, in between which you stick to a constant course and travel a known distance (or maintain a constant speed for a known time). Used to be highly regarded before the days of the GPS.
6. Gnomonic projection.
7. Your heading – this present the correct aspect and light to other ships (and is also the quickest way across).
8. The closest safe water marker is the Hornby Light on South Head, which guides us to the “safe water” of Sydney Harbour. The next closest is the marker off Bradley Head (known locally as the KFC marker). It indicates a traffic separation zone for big ships and ferries, who must leave it on their port side.
9. The “official” answer is: “Horse latitudes or subtropical highs are subtropical latitudes between 30 and 35 degrees both north and south, known for their light and variable winds”. So in Sydney we are in these – at least we have the Sea Breezes to help us sail!
10. For recreational vessels the alcohol limit on the water is 0.05%, and this applies to both the helmsman and to the skipper. Be careful!



Middle Harbour Yacht Club - Cruising Division Treasurer's Report As at 30 November 2018

Cash at Bank as at 31.10.2018 **\$2,273.41**

Plus Receipts

Sale of x Wachman Manual

Donation from Trevor D'Alton sale of rope **\$50.00**

Interest **\$0.18**

Less Payments

Cash at Bank as at 30.11.18 **\$2,323.59**

Outstanding Receipts **\$0.00**

Outstanding Payments **\$0.00**

Account Balance **\$2,323.59**

Signed as a true record

Mike McEvoy
Treasurer

