



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 39 No. 2 March 2019

Editor: Maralyn Miller

NEXT MEETING: MONDAY MARCH 18TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.

SPEAKER: SIMON PRATT
FORTS OF THE SPICE ISLANDS



**Fleming in place as an exhibit at the Wooden Boat Festival
with the entertainment vessel in the foreground.**

CRUISING DIVISION OFFICE BEARERS – 2018 - 2019

Cruising Captain	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Mike McEvoy	9968-1777
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Mike McEvoy & Kelly Nunn-Clark	9968-1777
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Evan Hodge	0419-247-500
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge	Phil 0411-882-760
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Royce Engelhardt, Phil Darling, Dorothy Theeboom, Max Theeboom, Kelly Nunn-Clark, Evan Hodge, Mike McEvoy, John Tregea, Dallas O'Brien	



Editor's note:

Deadline for the next edition of the Compass Rose is **27/03/2019**

The **EDITOR** for the next Compass Rose is **Kelly Nunn-Clark**

Please forward contributions via email to the editor at cruising@mhyc.com.au

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

MHYC CRUISING DIVISION PROGRAM 2019		
March	9 th & 10 th	Harbour night pilotage exercise and raft up
March April	18 th	Cruising Division meeting 7.30pm (byo bbq 6.30pm)
	15 th	Cruising Division meeting 7.30pm (byo bbq 6.30pm)
April May	19 th to 22 nd	Easter cruise to Port Hacking
	19 th	On land event tbc
May June	20 th	Cruising Division Meeting 7.30pm (byo bbq 6.30pm).
	2 nd	Cruising Division Long Lunch
June	8 th – 10 th	Queens Birthday long weekend raftup
	17 th	Cruising Division meeting 7.30pm (byo bbq 6.30pm)

NEXT MEETING: MONDAY MARCH 18TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.

SPEAKER: SIMON PRATT
FORTS OF THE SPICE ISLANDS

Simon will be speaking about the Spice Islands – he has written a book on their history which was very important in the early European exploration of our area. The Maluku Islands or the Moluccas are an archipelago within Banda Sea, Indonesia. They are located east of Sulawesi, west of New Guinea, and north and east of Timor.

The islands were known as the Spice Islands due to the nutmeg, mace and cloves that were originally exclusively found there, the presence of which sparked colonial interest from Europe in the 16th century. They were the scene of competition between the Portuguese, Dutch and Spanish for the rights to trade in these commodities. More recently they have formed an administrative province within Indonesia, and its capital is Ambon. These days cloves and nutmeg are still cultivated, as are cocoa, coffee and fruit. Fishing is a big industry across the islands, and some pearls and exports lobster. Logging is a significant industry on the larger islands with Seram producing ironwood and teak and ebony produced on Buru.

Simon has recently joined the Cruising Division. He and his friend Gavin jointly own the Bavaria “Delphin”, which Simon’s daughter Kimberley named for the Greek term for Dolphins.

CAPTAIN'S COLUMN – MARCH 2018



Hi fellow cruisers, I am writing this as we are sitting in Nashira on the hardstand at Oyster Cove Marina in Kettering, Tasmania.

Not quite where Kelly and I expected to be at this time but here we are getting some other preventative maintenance done to Nashira after a steering cable mishap off Bicheno, Tasmania.



Flemingo and Bundeena from MHYC CD cruised down for the Hobart Wooden Boat Festival in Tasmania. What a fantastic event and read more about it in Mike McEvoy's article in this edition of the Compass Rose. There was at least a dozen other MHYC members we either bumped into or organised to meet whilst down in Tasmania.

With a bit of luck Nashira may be back in the water by Friday as this weekend is the Port Cygnet Regatta which from what we hear has many participants and is a really fun and enjoyable event for participants, spectators and visitors alike.

I do apologise for not being around more this summer but circumstances have conspired to keep us away longer than expected.

The March CD meeting is on Monday 18th byo bbq at 6.30pm with the meeting commencing at 7.30pm. This month's speaker will be Simon Pratt a relatively new member of MHYC and the Cruising Division. Simon will be presenting to us on the Forts of the Spice Islands.

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

Evan Hodge
Cruising Captain. *SY. Nashira*

ENVELOPING:

PHIL DARLING

CHEESE PLATE:

CAM WAYLAND & AILEEN PATERSON

Australian Wooden Boat Festival (WBF), Hobart, 8-11 February 2019

by Mike McEvoy



For the second time I travelled down to Hobart on the good ship *Flemingo*, having done so in 2017. We i.e. three crew, departed on Monday 28 January to provide sufficient leeway for any inclement weather. As it turned out we did the trip direct from The Spit to Prosser Bay, inside Maria Island, half way down the east coast of Tasmania in 71 hours, a new record for *Flemingo*. Bass Strait was so calm that we actually had a BBQ on board with a nice bottle of red as a late lunch on Day 3. The bottle stood on the table without fear of falling over through wave action, very pleasant and sunny conditions.



This was the first time that we had anchored in Prosser Bay, which was ideal for the shelter given in the prevailing SSW winds. We went ashore and found that the RSL had good food plus great local beers on tap. There is a MAST (public) mooring in Prosser Bay but another exhibitor *Winifred* (which from a distance looks similar to *Flemingo*) from RMYC, Newport was using it.

The next day we headed for the Dennison Canal, down past Marion Bay, thence into Blackman Bay to await the right height of tide to get through the canal. Unfortunately, the Bridge at Dunalley was unable to open through some technical fault. Then, following a local, the 50 ft. yacht *Offshore* from Kettering, we headed for Green Point NNE of Dunalley where, some distance from the shore, but marked on the chart there is a patch of 3m deep water, to await the repairs to the bridge. It was more sheltered from the NNE winds but we might not have done so if *Offshore* had not been our guide. Another smaller but very pretty yacht followed us.

It turns out that *Offshore* had a fresh batch of scones and their mates on another boat were stuck at the other end of the canal. That boat had the jam and cream, whereas we had honey. So, as happens when cruising, we invited the crew of *Offshore* and the other boat over to enjoy the scones. One thing led to another and a lovely afternoon party was held on *Flemingo*. We were entertained by young 10 year old Sarah daughter of Will the owner of *Offshore*, playing UNO, while various beverages and nibbles were consumed. We were all able to get through the canal on the next high

tide the following day, with *Flemingo* following *Offshore*, who did briefly touch bottom at the second pile at the western end. Both vessels draw two metres.



So on to Hobart but we turned down into the D'Entrecasteaux Channel to Kettering where we topped up with fuel. There we met the current owner of *Argos* which has circumnavigated the globe and was also headed for the WBF. Frank Banks came down to say hello while we were refuelling. On departing Kettering we saw *Offshore* at her wharf below the 4.5 Ha property on the northern side of Kettering Bay. Will, owner of *Offshore* had told us he had sold his business and must have done well to buy that property.

Our plan was to revisit the Huon River, with one objective to dine at the fish café on the edge of the river at Huonville to support the local economy. Alas this wasn't to be, the smoke from the severe bushfires turned us back at Huon Island. So, we returned to the D'Entrecasteaux Channel to the Duck Pond, Barnes Bay, Bruny Island where we spent a couple of nights. Very sheltered in all but strong NE winds.

Eventually we headed for Hobart to arrive at Kings Pier Marina in the afternoon of Wednesday 6 February. We were a couple of days early which was just as well, since the organisers had changed our position along the pier. We ended up against two piles on the shore edge of the marina with bow into the walkway out to the marina. Initially we thought it not to be a good position but then realised from feedback that *Flemingo* was in a prime position, albeit that we were next to the ablutions block and the beer tent. That position led to a number of people stopping by and saying they had worked on the boat itself or had worked for Fred Fleming. They, and others, were able to give John more accurate information about the history of *Flemingo*, a bonus of being an exhibitor.

There were over 500 boats on display either on-water or on-land. The common theme of course being that each vessel was largely or all timber construction from tiny dinghies through to the likes of the *James Craig* (steel hull). Seldom does one see such a range of large square-rigged vessels in one location such as *Young Endeavour*, *Soren Larsen*, *Rhona H*, *Julie Burgess*, *Lady Nelson*, *Windeward Bound*, *Yukon*, *One and All*, *Enterprize* and *Bark Endeavour*. Even *Mistral II* was there albeit on a low loader. She had been brought to Hobart from her last mooring in Lucas Bay on the north eastern side of the Gladesville Bridge, as cargo on *HMAS Chules*, admirably

suited to the task as a Navy Landing Ship, capable of carrying large tonnage of equipment, landing craft and helicopters. This is part of the Navy's community support that each ship can be asked to provide. Well done! Mistral has sat slowly deteriorating at her mooring for many years unloved and just a roost for seagulls.



A Trust has been set up to restore her, apparently in time for the finish of the 2020 Sydney to Hobart Yacht Race. I reckon this is an extraordinary ask and she will probably take many years of restoration. In the photo you can see where woodworm has eaten away two-thirds of the rudder. There are many patches of copper across various parts of the hull some obviously very recent. I do hope the restoration is successful as I remember back in the 60s when she was owned by a group of young blokes' intent on sailing her around the Pacific. She was in good nick then and looked magnificent as a two masted schooner. I was thrilled to go for a day sail on her during the weeks she was berthed alongside the original MHYC marina (ex The Spit Baths).

During the Wooden Boat Festival we saw a number of Cruising Division folk such as Evan and Kelly, Frank and Jan Banks, Bill and Helen Hummel and I am told that Martyn Colebrook and Anna were there too.

The Festival is a great celebration of things nautical and has something to offer nearly everyone from DYI to the Quick and Dirty boat race for youngsters where they have to make a boat that can hold three+ crew and be powered by paddles and sail using cloth as the hull material over a think wooden frame. That plus every type of boat imaginable including sail, steam and solar powered.

I am yet to be convinced of the benefits of owning a wooden boat but they certainly do look beautiful. Here is my favourite at the Festival, a local boat Marie of Myall.





The vessel in the foreground of the cover photo is a large wooden row boat 'Entertainment vessel' at the Wooden Boat Festival, with an upright piano in the stern with a lady singer along with the rower and a bloke playing the accordion (very entertaining).



Flemingo leaving Babel Island in Bass Strait bound for Eden

EVENTS: Easter Cruise to Port Hacking



This year we are going south for a change at Easter – to Port Hacking.

Members who have not been there before will be surprised at the pristine surrounds and clear waters. Destinations range from Gunnamatta Bay and Burraneer Bay (entrance to both depending on tide), Bundeena Bay (a glorious spot although a little rocky when the ferry comes past) and Jibbon Beach (a glorious ocean anchorage, protected from any wind except for a Nor Easterly).

Those with good tender motors (or maybe shallow draft yachts) will be able to get up into Port Hacking proper where a further range of options include South West Arm (glorious and unspoiled) and even Audley Weir (for the super-adventurous).

The plan is to leave on Good Friday for a pleasant sail down the Eastern Suburbs and past Port Botany, arriving mid-afternoon at either Jibbon Beach or Bundeena. Tide considerations will govern whether to continue into Gunnamatta Bay and a possible dinner at the Royal Motor Yacht Club. Return back on Monday – all weather permitting of course.

Put your name down on the board at the March meeting, Co-ordinator TBA.
Phil Darling, 'eXpresso'.

The Trials of Nashira

Members may be aware that Evan and Kelly have had some delays to their return from Hobart in Nashira after the Wooden Boat Festival.

They were on track up the east coast of Tassie when a major Steering Failure dictated they put into the nearest port (Bicheno), then return back for repairs. They went back to Kettering where, assisted by CD members Frank and Jan Banks (who live there), they were getting the local shipwrights to effect repairs.

At least their emergency steering worked as planned!

Nashira is on the way home from Hobart – extract from their blog at <https://onelegatatime.com.au/> (refer to the blog for the full story in more detail)

Gosh today really feels like holidays. The temperature is warm, supposed to get up to 26 today, the sun is out and the water is inviting. This morning Evan got the outboard motor working again (after the engine seized up from being dunked in the ocean at Deal Island) and dinghied over to Sea Echo to give it a run and catch up with Greg and Judy. The outboard still sounds a little rattly but it is running!

Sea Echo team has decided to head across to the other side of Schouten passage this morning as a Northerly is predicted to hit tonight and there would be better protection on the Northern side. We followed a little later in the morning. Going slowly across the passage we saw dolphin circling with graceful arching out of the water and back down again, rounding up food no doubt. We haven't seen many fish so I wonder what they have found that they are rounding up.

We motored past Passage beach then to Bryans corner where we stopped near Sea Echo for the day. Evan and I changed our head sail for our smaller one preparing for the journey home. Hopefully catching southerly winds as they develop to push us up the coast. I did a bit of laundry and we packed a backpack, jumped in the dinghy, headed for shore.



Leaving Schouten Passage (Moreys Bay) by 6am is great because it is light enough to see the rock formations of Schouten as we sail past even though it is overcast. We see Wine Glass Bay and notice the NE swell and think how uncomfortable it would be at this time. Happily hooting up the East coast with our sails bat-winged out and a steady Southerly at 15 knots we have a very pleasant ride. Wind is expected to increase so we have main reefed to the top of the shrouds and the no.3 headsail up.

The plan is to reach Binalong Bay by 3pm then figure out how much time to rest there before heading up to Banks Strait and Clarke Island.

The wind is picking up. Its now sitting at between 25 – 30 knots S. Nashira is very nicely balanced when bat-winged (main sail out on one side with a preventer to keep it held out and head sail poled out on the other side, so it stays put).

Quite relaxed and comfortable we hear a beeping alarm. What is it? Evan and I are both looking around as we are not familiar with this sound. Ah, Evan notes it is 'Steady Eddie' our Auto Pilot. It says it cannot keep us on course. Hmmm..... Evan takes the Auto pilot off and tries to manually steer. No luck. The steering wheel is frozen in place.

We pulled in the head sail to slow us down and Nashira automatically headed more upwind. With the wind now at our beam we left it like that as we were sailing away from land (which is a good thing!). Evan decided to remove the steering cables and see if the rudder would move. I sat upstairs holding the emergency tiller in place... waiting... It seemed like ages went by. I was thinking we are going to have to let Tas Maritime know we have lost steering before we are out of radio range.

When the cables were released Evan yelled up to try the tiller to see if I could move the rudder. YES!! Phew. I was able to change direction.

We pointed into the wind and lowered the mainsail before heading back to land. Evan called St Helens Marine Rescue and they advised we could not enter St Helens as the tide would be too low for us to come in. If we continue heading north and stop at Binalong, we cannot stay there for too long as a Northerly is forecast to start tomorrow afternoon and we would have no protection and no place to repair our steering.

If we continued to Clarke Island it meant like 15 more hours of hand steering with the emergency tiller and neither of us thought we could physically do that. Also, we would be stuck again with no place to do repairs so we decided to head back South to Bicheno then head back down toward Kettering or Hobart for repairs the next day when the North winds arrived. It means we would have to do 6 nautical miles in a 25 – 30 knot head wind. It seemed the best plan. I called Tas Maritime and asked if they could call ahead at Bicheno and locate an available mooring. They were great saying they would ring us back once they found out what was possible.

Maritime called back with the number of a local fisherman named Peter who would help advise us as we came in. Peter was a gentle kind man who talked about the bay, made sure we knew what to watch out for and let us know that it is very protected from the Southerly. Advising that it would be better to drop anchor than to try to use a mooring as they are very heavily chained to hold Fishing boats in Bad Weather.

As we entered the protection of the land the winds and waves blessedly started dropping. Once in the bay it was much calmer. We dropped anchor close to shore (we looked at the moorings but they were indeed unsuitable). Turned off the motor and stood in quiet letting the shock wear off a bit. Evan suggested making a cup of tea. Great idea.

By 4pm we had Frank ask the Kettering ship wrights who they thought could help us with our steering. They put us on to someone who put us on to someone who in the end may be able to help. They want to see the cables so we need to get them out and down to Hobart asap. Removing both steering cables was a challenge but anything was possible especially now that we were safe. We organised a local courier Danny to pick up the steering cables this evening and deliver them to Hobart the next morning to be looked at. Everyone has been so helpful so far.

With that completed we went to the pub for a huge hot meal including dessert! We planned to leave Bicheno the next morning by 6am and head back down to Schouten Passage. Depending upon the weather and calls to Kettering Shipwrights and Marina we will decide what to do next. In the meantime, the emotion of the day was draining, feeling oddly exhilarated and tearful at the same time it was time to get back to Nashira. Once onboard it was hard to stay awake and it did not take long to fall asleep.

We woke up regenerated and ready to start the day. The wind is negligible. Yay!! No wind and No waves. I'm good with that.

Evan worked up a jury-rigged system for the emergency tiler with a rope clove hitched to the tiler and each end of the rope fed through a bollard on each side of the tiler and up to a winch on each side of the cockpit. This allows us to use the winches to move the tiler so we can steer and manage the throttle at the same time. It also keeps us out of the wind which will help as we imagine a possible 10-hour journey if things go as planned.



The return to Schouten Passage was straight forward, luckily no wind and no waves to speak of. Evan heard from the cable guys that they are indeed able to create a new cable for us which will be ready by Thursday! We discussed plans and decided to head to Kettering Marina if they can fit us in and get several jobs completed on Nashira that have been on the list and need doing.

More phone calls later we found the Kettering shipwrights are able to help us out on Friday and the marina has a berth for us we arrive tomorrow.

So we are heading for Chinaman's Bay and early tomorrow morning the weather forecast looks good to head through the Marion Narrows and Denison canal. We should be in Kettering by early afternoon if all things go right.



Through Schouten passage now and heading to Chinaman's Bay on Maria Island the North wind start increasing. Our steering system needs a bit more attention now to keep us on track so both of us turn our attention to a winch and we tighten and loosen each winch as needed to keep us travelling in the right direction.

Rounding the point into Chinaman's Bay we dropped anchor in 3 metres with a sandy bottom with a sigh of relief. Tomorrow we will hand steer through the narrows and canal before setting up the system we used today and make our way for Kettering marina.

See Kelly's Calamity Corner for her comments on the steering issues.

(The latest news (Monday 4th March) is that repairs have commenced and they will be setting off again soon for version 2 of the return to Sydney. Better luck this time!)

CD Quiz – March 2019 by Phil Darling

1. First – a couple of questions on Navigation conventions. What are the symbols, and the meaning of: Fix, DR, EP?
2. What are the symbols, and the meaning of: CTW, COG, Drift?
3. Chart Aus 809 has Norah Head lighthouse shown as “Fl15s 46m 26M & F.RG 8/7M”. What does all this mean?
4. The same chart has Moon Island (at Swansea – the entrance to Lake Macquarie) shown as “Iso WR 2s 12m 5M”. Again – what does this mean?
5. The same chart shows the approach into Port Stephens as a light “Iso.WRG.4s” and has a line marked “Dir 293.2”. What compass bearing would you expect to line up on if you used this light as your guide for the entrance (hint – Port Stephens has about the same Compass Deviation as Sydney)?
6. As you are approaching Port Stephens a fog descends. What fog signal should you be making (you are under sail) and what signal would you expect from the large bulk carrier which was close to you before the fog came down?
7. The fog clears and after dark you see a vessel approaching which is showing one all round green light over an all round white light in addition to the normal red & green lights at the bow. What is this vessel doing and what should you do?
8. You see a navigation marker painted from the top down black, yellow, black (horizontal bands). What is it, and what lights would it show if lit at night?
9. On what point of sail would a jockey pole be used?
10. Where on a chart do you find the magnetic variation?



“Does anyone know how Richard Underwood is getting on?”

Such was the question at a recent meeting and the answer is, not too bad!



He did have a mild stroke last year and the remnants of that are a little evident in his righthand side, but nothing that would stop him getting around OK. His dementia seems better, which may reflect better care in his new aged care facility in Turramurra North and medication.

We had seen him a few months ago at an aged care facility in St Ives, following his move up from Wangaratta. He remembered Gill and I and sailing events from the past very well, but kept asking us when we had moved up from Wangaratta. We patiently reminded him that we had always lived in Sydney!

He is proud of his neat and tidy “cabin”, which he maintains himself and of the array of photos of family, his naval ship and Mereki, which adorn the walls. His Greek skipper’s hat is placed neatly on his pillow.

Naturally, Mereki has been sold (and has been seen in good hands at the club as someone at the meeting reported), but the 50% finished steel cruising yacht in the back-garden in Wangaratta has been bought and is on the way to recycling! The Wangaratta house is on the market.

His conversation was bright and cheerful and full of his usual dry humour. Most of the time he is his old self and a joy to be with. His wife, Edith, joined us briefly and appears to be coping well with the situation. If you’d like to visit him, please give us a ring for his contact details.

Glynne and Gill Attersall, *SV Simply Irresistible*.

Calamity Corner



This is our second chance at coping with steering failure only this time it was a bit different. Six nautical miles north east of Bicheno, Tasmania in a 25 -30 knot Southerly we were heading north and ultimately home. Our Auto pilot alarm sounded saying it could not keep to our heading. Perplexed we turned the autopilot off only to find we had no steering. The wheel was frozen.

Last time the steering failed was on the way to Lake Macquarie. The steering cable near the helm had worked its way loose from the chain. As this was our first time and the weather quite gentle in comparison, we had the time to deploy our emergency tiler and make our way to our destination.

This time we were flying up the coast, sails bat winged, sailing balanced and smoothly when it failed. There was no warning, no grinding or slowing of the autopilot. Nothing to let us know it was coming.

When the steering failed the first thing we checked was to see that the cable had not come undone at the chain again. It was fine. We tried the emergency tiller but it was unmoving. We were a bit worried that the rudder was frozen. Luckily the mainsail was out on the Port side with a preventer connected to keep it from gibing. We furled the headsail and Nashira naturally wanting to go into the wind turned away from the shore heading east out into the ocean.

Thinking what to do... Evan decided he had to release the steering cables from the quadrant just in case the cables had ceased up. Which in this case was the solution. Once freed up we were able to steer, albeit slowly with headwind, and made it to a sheltered bay in Bicheno. Had this not worked and had the rudder been frozen we would have resorted to deploying our drogue to try and steer.

Also we contacted St Helens Marine Rescue and Tas Maritime via radio to let them know our situation. They kept in contact until we were safely stopped which was a comfort to know they knew what was happening.

On reflection I have learned a lot:

- A) I have now been twice grateful that we practiced our emergency steering in a cruising division practice day. I highly suggest everyone pull out their emergency tiler and practice using it on a nice day in the comfort of familiar surroundings.

B) Initially I had worried that we could have sailed toward land instead of away but realised some days afterwards that we can exercise a lot of control by the way the sails are set. We were lucky the main was out to the port side but we could have handled in any case.

C) I also learned that when we have a problem occur like our first steering failure that it is important to get the problem fully handled so that it does not occur again.

D) Finally I am grateful for a partner that keeps a very level head as this helps me to stay steady and clear headed. As the skipper it is important as your attitude guides how the rest of your crew handles and manages.

Kelly & Evan 'Nashira'



Sunset at Crocket's Bay, Schouten

CHEF'S CORNER..... by Gill Attersall



A beautiful chicken and peanut curry, ideal for your cruising boat, by our most experienced cruiser.



Ingredients:

- 500g Chicken Thighs, thinly sliced
- 1 Tablespoon Oil
- 1 Onion Chopped
- 1 Clove Garlic - crushed
- 2 Potatoes peeled and chopped
- 1 Cup or 250g jar Satay Sauce
- 1 Cup Coconut Milk (can use dried coconut and milk)
- 2 Tablespoon Crunchy Peanut Butter
- 1 Tablespoon Mango Chutney
- 1/2 cup Unsalted Peanuts
- 1/4 cup Chopped Coriander

Method

1. Sauté onion and garlic until tender, add potatoes, sauté 2 mins.
2. Stir in chicken and cook until well browned.
3. Blend in satay sauce, coconut milk, peanut butter and chutney.
1. Bring to the boil.
2. Reduce heat simmer for 20 mins or until chicken tender.
4. Just before serving mix in peanuts and coriander.



Serve with rice and naan bread.

Enjoy with a lovely glass of Reisling.

Why do we end our meetings with a cheese plate?

I don't think there are many meetings where the Chairperson ends with, "I declare the meeting closed.....and the cheese plate is served at the back of the room"! So why do we do it? What is its history?

Many years ago, a delightful gentleman by the name of Bruce Stephens turned up at a meeting and said he'd heard about the division and wanted to do more cruising in his boat. We obviously made him very welcome and later we learnt that his boat was a half-cabin 24-foot (7.3m) Caribbean with a 115 HP Evinrude on the back. It was named "*I'll second that*", this became a favourite expression in the division! Not quite the sort of boat we had in the division at the time and maybe the first powerboat in the division, but one which proved extremely useful as a high- speed ferry. Anyone late for a raft up in Sugarloaf was assured of a swift ride from the club and back!

He did, however, have some difficulty in getting to the beginning of the meeting as his fibreglass business was out west and even if he made it at a respectable time, he certainly hadn't had time to eat any dinner.



Consequently, he armed himself with a packet of Jatz biscuits and a block of cheese, which he used to consume at the back of the room. But sometimes he didn't finish it all, so being the generous soul that he was, it got shared around. This we came to rely on and many of us turned to him for a quick nibble to sustain us after the meeting. Eventually we realised that this was not fair on Bruce and so a roster of cheese plate providers was started.

What also started was the escalation from Jatz biscuits and a block of Coon to the gastronomic delights that we witness today. Fruit started to be added and a variety of cheeses and biscuits, even party pies at the one time. One-month, Gill thought "maybe other people don't like cheese late at night", but she wasn't sure about adding an iced sticky bun. When she did, it vanished very quickly and so has been repeated a few times. You could say we got carried away a little with the extravagance of the offering until one member topped it all off.

Being a professional lady without the time to purchase the ingredients herself, she ordered a cheese plate from a caterer to end all cheese plates. From then on moderation returned but even so, it is not cheap to put our current offerings together. So, if anyone wants to just turn up with a packet of Jatz biscuits and a block of Cheddar Cheese – it's a Bruce cheese plate – that's O.K.



Bruce was an endearing character, who unfortunately lost his battle with melanoma, but left us a wonderful tradition agreed by all who hover around the cheese plate at the end of a meeting. "I'll second that," says Gill.

Thanks, Bruce.

Glynne & Gill Attersall
SV Simply Irresistible



DRIFTWOOD

One of our members asked us to pick up plastic from any beach we might be visiting. This is the haul our granddaughter Claire and we got from Store Beach.

Remember in the 1960's when you finished a beer can you filled it with water and sank it, and wine bottles got smashed on the bow anchor fairlead - well of course you didn't do it, neither did we!

Most pieces of glass have been rumbled but some were shards which could pierce a foot nicely. We 'try' to remember to always go ashore or bush walking with a plastic bag, curse the fact you can't get them at the supermarkets now!



CD Quiz – March 2019 – Answers

1. Fix: circle with a dot in the middle. A position you are certain off.
DR: a bar (short line) across the course line. A position based on speed and bearing from a previous point.
EP: a triangle with a dot in the middle. A DR position corrected for current effect.
2. CTW: a line with 1 arrow. The projected course based on direction steered
COG: a line with 2 arrows. Is the actual course taken (may be CTW adjusted for current, or may be the desired course plotted)
Drift: a line with three arrows. Represents the effect of current or tide.
3. The main light flashes once every 15 seconds, is located 46 metres above MHWS (the Mean High Water Springs high tide level) and has a nominal visibility of 26 miles. There are also two fixed lights (ie non-flashing) – one red and one green, with nominal visibility of 8 and 7 miles respectively. A quick inspection of the chart shows that the fixed lights are sectored (ie only visible within certain angles from the lighthouse) where there are hazardous rocks which are dangerous to navigation.
4. The light shows equal periods of light and dark every 2 seconds (ie 1 second each). It is 12 metres above MHWS with nominal vis of 5 miles. If you are in the safe areas for approach you would see white; the red sector marks danger over rocks to the south and west.
5. With a deviation of 12.3E, your compass should be showing 280.9 degrees (most likely 280 degrees would suffice – but watch the light colours to ensure you stay within the white sector of the light)!
6. A vessel under sail (your vessel) makes one long and two short every 2 minutes. A power-driven vessel underway (the bulk carrier) makes one long signal every 2 minutes.
7. This is a fishing vessel underway with nets out trawling. You must give way to it (and especially keep clear of the stern area).
8. This is an east cardinal marker. If lit at night it would show three white flashes.
9. On a close or beam reach. It improves the lead of the Spinnaker Brace by holding it away from the rigging and guard rails (eXpresso has one, but we rarely use it).
10. On the Compass Rose, of course! (the one on the chart, not the magazine)

PHOTO COMPETITION for 2019

March WinnerPhoto of the Month is Aileen Paterson.

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 March is called 'Ship wreck practice on Great Keppel'

and was taken by Aileen Paterson.

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 only to darling.maralyn@ozemail.com.au.

Good Shooting ...!! Maralyn.

BUY, SWAP and SELL

SELL – Victron Centaur 12v 100amp Marine Battery Charger

Purchased but now surplus to requirements.

Brand New in unopened Box. \$1,200 ONO Queries to Trevor D’Alton.



Do you have any items that are surplus to requirements? Send your details to 'Cruising' and advertise them in the Compass Rose for our members to buy.

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

Cash at Bank as at 01.02.2019 \$2,323.97

Plus Receipts

Sale of x Wachman Manual \$0.00

Donation

Interest \$0.17

Less Payments

Maralyn Miller – Reimbursement for Boat
Books photo competition prize \$100.00

Cash at Bank as at 31.01.19 **\$2,224.14**

Outstanding Receipts \$0.00

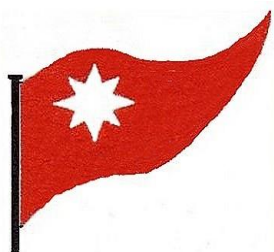
Outstanding Payments \$0.00

Account Balance **\$2,224.14**

Signed as a true record

Mike McEvoy
Treasurer

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



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

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

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