



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

Volume No. 39 No. 9 October 2019

Editor: Citizen Martyn Colebrook

**REMINDER NEXT CRUISING DIVISION MEETING
IS MONDAY, OCTOBER 21ST**



FLO WAITING PATIENTLY IN EGREMONT PASSAGE

CRUISING DIVISION OFFICE BEARERS – 2019 - 2020

<i>Cruising Captain</i>	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Mike McEvoy	9968-1777
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Mike McEvoy & Kimberley Pratt	9968-1777
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Dallas O'Brien, Phil Darling	0404 892 077
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge and CD members	Phil 0411-882-760
On Land Events Coordinators	Committee Members	
Committee Members	Martyn Colebrook, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge, Mike McEvoy, Dallas O'Brien, Jeremy Clarke, Sabiene Heindl	



Editor's note:

Deadline for the next edition of the Compass Rose, is 30/10/2019

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

Kelly Nunn-Clark

Please forward contributions via email to the editor:

Kelly Nunn-Clark

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 – OCTOBER 2019



Spring is here and we all look forward in anticipation to a great sailing season whether cruising, racing or tinkering on our boats. Those that are still up north or slowly cruising back, enjoy! I wish I was there enjoying it with you.

Kelly and I have just returned from a brief visit to the USA and, to prevent boating withdrawal, went for a desert boating experience on Saguaro Lake which is on the Salt River about 40 minutes drive west of Phoenix Arizona. The lake takes its name from the famous cactus trees that adorn this part of Arizona. It still amazes me just how much water exists in these dry areas where the summer temperature hovers around 38 degrees Celsius for months on end. It was nice to go swimming and cool down more naturally than sitting in highly airconditioned indoors. The photo is of the marina where we hired a 90hp speedboat for 3 hours to explore the lake which is approximately 16 km long with a shoreline of about 35 kms.



For those of you that attended the Opening Day I hope you had a good time even though I heard the race was cancelled due to excessive wind.

Thanks to Mike, Phil, Dorothy and others who looked after the CD meetings whilst Kelly and I were away. It was much appreciated knowing everything was under control. The CD monthly meeting heard Paul's design for the odourless holding tank and we thank him for explaining the design to us. We look forward to looking at but not smelling the finished item when he finishes the build.

I understand the NSW Water Police Area Command base visited a few weeks ago was interesting and I was sorry to have missed it. Maybe next time.

Coming up soon is our Make-A-Wish Sailing Day on 27th October, where we take families out for a sail for a few hours and then back to the club for sausage sizzle lunch. Gavin Randall is the co-ordinator this year and welcomes donations in the form of BBQ foods or assistance.

Social Twilight racing starts after the long weekend and I for one always look forward to getting on the water during the week even if it is only for a few hours. The social twilight races are short and a great way for cruisers to hone their yacht handling and sailing skills. I find this makes cruising easier as the sailing part of a passage becomes second nature and by working out how best your yacht performs allows for better passage planning. Remember even .5 knot increase in boat speed is a further 12 nautical miles one would sail in 24 hours.

Until next time enjoy spring and the coming sailing season.

Evan Hodge - Cruising Captain. *SY. Nashira*

MHYC CRUISING DIVISION ANNUAL PROGRAM 2019-2020	
Sat, Sun & Mon 5 – 7 Oct 2019	CD Long Weekend Cruise to Pittwater.
Monday, 21 October 2019	Cruising Division Meeting
Sunday, 27 October 2019	CD Make-a-Wish Foundation Charity Sailing Day
Sat & Sun, 9-10 November 2019	CD Tapas Tie-Up
Monday, 18 November 2019	Cruising Division Meeting & Flare Practice
Sunday, 24 November 2019	CD Sunday Breakfast and Safety Training Workshop
Friday, 6 Dec 2019	MHYC Xmas Party

REMINDER

**Next Meeting:
Monday OCTOBER 21, 7:30 pm**

BYO BBQ 6:30 pm

[September, October and November cruising division meetings are being held on the 3rd Monday

Cheese Plate October Meeting: Gill Attersall

Enveloping October Compass Rose: Evan Hodge

October Guest Speaker: Mark McLean

“Cruising to New Caledonia, Vanuatu and back in Pindamara”

October speaker is Mark McLean, cruising division member, yachtmaster, RYA Cruising Instructor and owner/skipper of Pindamara along with his partner Mandy.

Mark and Mandy joined the rally to New Caledonia last May (same one that Zingaro took part in) and had a vastly better experience than reported by Zingaro. They had a relatively easy trip to New Caledonia, have some comments on touring in New Caledonia, then went on to Vanuatu where they had a terrific time before returning to Australia. They much preferred Vanuatu (more to see, friendly locals especially at the village level, etc). This was not their first trip (they have taken Pindamara and its predecessor north to the Barrier Reef a number of times), and their level of experience obviously also helped.

Mark will give a description of their trip and answer questions



Alex Comino

PAST EVENTS:

On Land event – Visit to Marine Area Command, Balmain

Cam Wayland and Mike McEvoy



Sunday 15 September, six members of the Cruising Division visited the site of the Marine Area Command (MAC) of the NSW Police Force, commonly known as the Water Police. From the outside it is a rather imposing building with obvious cameras all around. Given how valuable the assets of the MAC are, it is not surprising the protection given to them.



Upon arrival we had to gain entry through their security system, including camera id. Once inside we were met by SGT Andrew Parker, the Duty Sgt for Sunday. Also on duty were two Senior Constables. We each had to sign in. Only later did I realise we

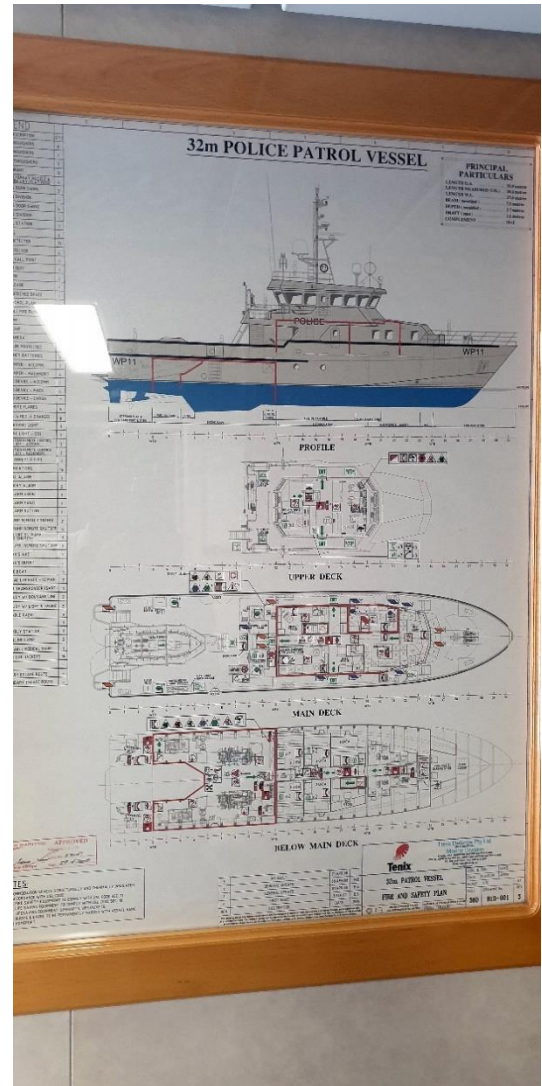
were supposed to hand back the evidence of signing in – much like the ticket one receives when signing into a licenced club, maybe this will let us in again.....I doubt it!

SGT Parker first showed us the Radio Control Room from which they control all navigable waterways across the State. Whenever a local Water Police station is unmanned e.g. they might be out on patrol, their phones are switched through to MAC. On the wall is a large space dedicated to the current tasks. In this case it included the lost Huey helicopter off Port Stephens, as this was still an active search as the helicopter had still not been located. With all the details of the crew and passengers etc. Once those tasks are complete a photograph is taken of the wall for record purposes and then the wall cleaned off for the next task(s). Along the desks are monitors and communications for the Surf Life Saving representative and the Marine Rescue representative. Of interest is the fact that MAC has access to the Marine Rescue data base to ensure accuracy of information necessary to effect rescues etc. Tip & reminder – Log on with Marine Rescue if going offshore.

The geographical limit of MAC's big vessels e.g. Nemesis, is 750 NM thus it is well and truly in International waters. SGT Parker said that he had been at sea on Nemesis for three days during the Search and Rescue (SAR) for the helicopter. Previously he had been at sea for 14 days on an International assignment on Nemesis, think drugs, illegal entry, rescue etc. It was surprising to hear that Customs/Border Force do not have the same capacity.

Even though Border Force have a similar vessel from the same yard in WA, they do not have an onboard fast boat launch/ramp facility, so Nemesis is often called into Border Force operations if there maybe the need for on water deployment of a fast boat.

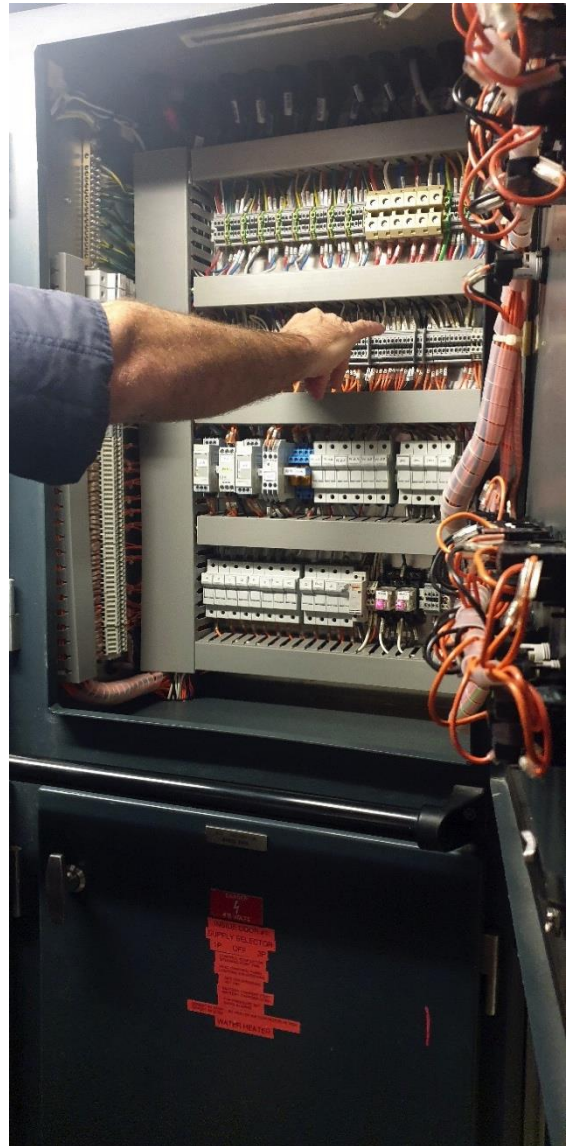




SGT Parker was very generous with his time and access for us and then gave us a complete “all access” tour of Nemesis. While the vessel was commissioned in 2008, it still is a very capable SAR and Border Force vessel. For instance, it was explained to us that a combination of its mast height above the water, plus what is effectively a military grade camera from a missile targeting system they can see over the horizon. By turning off their AIS transponder they can track a typical suspect vessel covertly as they can literally see them electronically and visually, but the target cannot “see” them. Tip – don’t even think about using your yacht as an unassuming get rich quick drug import vessel.

We had asked SGT Parker earlier how he had ended up in the Water Police. The answer at first was a bit surprising, but when we were onboard Nemesis it made sense. His background was heavy earthmoving equipment maintenance, including diesel of course, then he went on to attain all the high level commercial “tickets” i.e. MED3. He did 2 years of general duties and then requested to be transferred to the Water Police and was snapped up straight away.

When you see the engine room and all of the machinery needed to keep a vessel operational many miles offshore, possibly in weather that you would never want to be out it, it is of comfort knowing you have someone onboard that can do just that. SGT parker had high praise for the quality of the build from Tenix, saying it made his job easier when quality components were used. The example he provided was the electrical system, wiring & switchboard.



We think John might have had engine room envy with 2 x CAT 1,825 engines, which are due for replacement probably with the same engines for cost, reliability and convenience reasons.



Just before we departed, we asked SGT Parker if there were any messages he would like us to take back to our respective sailing clubs. In short no, other than log on, as he indicated the water police generally had the least amount of problems with club yachties and their events. It was the “usual suspects” we all see out on the water behaving badly or just not thinking about boating safely.



Overall a great day where we were made to feel welcome at MAC.



LADY MUSGRAVE REVISITED

Anyone who read my article in July's Compass Rose might remember Glynne and I, and our second son, Craig, had a hope to re-enact our first visit to Lady Musgrave 30 years ago in "Simply Irresistible". With our son now on long service leave, instead of Glynne, it was now his children who we wanted to experience nature at its loveliest.

Now Glynne and I aren't superstitious - well not much - however, were the 'gods' transpiring to stop us going. "S.I." had hardly been used since she was tee-boned at anchor by a 45' steel boat in Bundaberg. With insurance to sort and extensive repairs, she had not received her usual continuous maintenance attention from Glynne as he was busy putting the boat back together.

Were we at mid-70s too old and the grandchildren at 10, 7 and 4 years too young to take offshore to the island? THEN the 'gods' started putting in hurdles. A much loved friend became really ill, lots of hospital trips and then he sadly died.

On leaving MHYC with Dallas ready for a long sea leg, the welsh plugs popped out of the exhaust elbow. Into Pittwater for a new elbow, Dallas jumped ship for a couple of days and there was Selina hardly opening the champagne to celebrate a bit of girl time. Out of Laurieton the bolt holding the alternator sheared, piercing the oil filter on its way down - with the engine in use oil was shot every which way. Another delay in Laurieton for a reboring of stripped threads and wait for a new alternator as the other had self destructed on its way down. With Selina in Coffs Dallas sadly jumped ship, sadly as we had so enjoyed his company.



Glynne had that 'what's next' feeling. But Southport saw Craig and kids meeting us. Craig jumped onboard and Glynne was amazed how much he had remembered from when he was 11 years old. I hopped off to take the children home and school time. We rejoined the boat two weeks later at The Town of 1770. Poor 'S.I.' was full with food for 1 week, and another week for emergencies, bedding, clothes, towels, masks, snorkels, flippers, books, games, etc. for 3 adults and 3 children.

The tide was right to get across the 1770 bar, but not the wind, so it was a motor all the way, 32 nm. No sea life either despite desperate eyes. We had to anchor round the back of the island for a rather unpleasant overnight roll. We heard of a boat hard up on the coral, at about 5pm and after breaking a hawser line, they decided to drag her off at 2am high tide. Which a trawler managed, and we never knew the size or type of vessel stuck, or where she hit the coral.



However, in the morning we were surrounded by whales giving us a terrific display. The long trip and some seasickness instantly forgotten.

Through the entrance passage, eagle eyes looking for the bommies so we didn't repeat last night's mistake by someone.

Yes, the island, though very dry like everywhere up here, looks great. The children had a ball jumping off the boat into the clean turquoise water, watching the little fish hide under our boat and the larger fish chasing them. In the afternoon it was an island explore. They were fascinated with the different shapes of coral on the beach, they were allowed to keep one little piece each and kept finding new favourites. And loved the chinkelling (new word) noise as the waves move coral in and out up the beach.

Then into the spooky forest, well it was called that until Liam said he didn't want to meet spooks. So it was quickly changed to enchanted forest "sorry Liam there are no spooks in there", as if he really wanted to meet one! The white capped noddies are completely unafraid of people and use the area above the path as a flight corridor so you have to duck the occasional low flying bird. Out to the lighthouse and there in his magnificence is the resident sea eagle.

The next day was a snorkel round what we call the labyrinth. Mainly because it isn't too deep for the young ones, but there are plenty of little fish. However being shallow the coral is only colourful in patches.



Afternoon we set up the hammock for a relax over water then roll into the water with much squealing. Followed by another walk round the island, well its hardly a walk with looking at coral, following turtle tracks, picking up driftwood, splashing in and out of the water etc.

Next day was a proper snorkel along the National Parks B Zone, where we found lots of dozing turtles and James found a young one who didn't mind him getting up close. The fish were plentiful and the children were so excited about it all. Craig and we felt the coral wasn't as spectacular as we remembered, probably due to the warmth of the water in the lagoon. After that, the kids needed another 2 hour walk round the island and play on the beach!

The next morning we decided to call it a day while things were going so well and we sailed all the way back to 1770, but no dolphins and few whales sightings. We travelled so quickly, we had to hove to under main only, waiting for enough water on the bar.

Back inside 1770 creek, the kids had a great time on a large exposed sand bank chasing soldier crabs. Although they only had 3 days at the island, they were action packed days and they were asking to go to bed at 8pm, which is quite unlike them! Objective achieved!

Gill Attersall, SV Simply Irresistible.

Whitsundays for beginners

After a fun time in Hamilton Island Race Week, learning to sail and to race a catamaran, we are meandering back to Sydney visiting as many of the islands as possible, time permitting. Without wishing to fill up the entirety of the Compass Rose with tales of our exploits a few extracts of our log follow.



Flying the MHYC flag/s

Keswick

Keswick is a small island next to St Bees separated by the Egremont Passage. Strangely the bees live on Keswick, not St Bees. This used to be the home of a particularly sturdy breed of horses known as Walers which must have had an idyllic existence until they were shipped off to Europe for use in the First world war. It is also the home of Queensland's largest population of koalas.



Many sailors recommended the virtues of Keswick. A lot of the islands are named after English towns. The original Keswick is in the Lake District in England and is pronounced Kesick. It wasn't until we reached Brampton Island that someone actually knew how to pronounce the name. This was Peter the caretaker. The former upmarket island resort was in a sad state of decay, like many of the now abandoned resorts.



On bees and unexpected turns of events.

We pulled up the dinghy on the left side of the boat ramp just like we'd been told to, walked the anchor up to the rocks at the top of the beach, and had just put socks and walking shoes on in excited preparation for our planned exploration of Keswick Island. One of the island's old golf carts suddenly pulled up next to us on the short airstrip, and a man in dirty overalls told us to get off the island as this was now under private management. He said his father was the operations director, and when we asked him who had bought an entire island, he became evasive but eventually said "Let's just say it's a Sydney-based crew".*

Hmm. We were incredulous, but most of all disappointed. Various new yachting friends had told us about the interesting architecture, nature and hiking on Keswick Island which some of them had visited as late as last year. We couldn't believe we had been banned even before starting.

Our smiles had turned to frowns. Back in the dinghy, we decided to keep going further past the airstrip along the Egremont Passage and have a look at the island's coastline. We came to a bay named Basil, and felt like criminals for coming ashore, although felt justified because the law says anything below the high watermark is fair game. As if pursued, a dinghy with two people was suddenly entering the bay. Luckily, they weren't going to shoot us. We were relieved to hear they came from a

sailboat moored off St Bees Island, and it turned out they had been exposed to the same hostile treatment a couple of days earlier. Angus and Emilia from the beautiful sailboat Cascade, a 60-foot, double planked, New Zealand-built wooden boat sheathed in fibreglass, originate from Melbourne. They had been as incredulous and disappointed as we were at being denied access to a National Parks island and made a phone call to Mackay Tourism to ask them what the story was. There had been nothing online to indicate the island was a no-go zone for the public, and Mackay Tourism confirmed they were within their right to venture ashore. They also connected them with a Keswick Island local, who consequently arranged to meet Angus and Emilia at Basil Bay to give them a guided tour of the island.



We couldn't believe our luck at being in the right place at the right time, as the delightful Craig Gilbert took all four of us – complete strangers to him – under his wings. He showed us his beautiful house overlooking both Keswick and St Bees, then gave us a thorough tour of Keswick Island in a spacious golf buggy he borrowed from his neighbour. There were many highlights, including the visit to the pure beehives full of happy, healthy bees.

A day that started with disappointment had turned into one of the most memorable island visits during our Whitsundays and beyond adventure. Craig's generous hospitality and willingness to share his world with us has made us want to pass forward like rings on water the same kindness to strangers we may meet in the future.

*The "Sydney-based crew" running Keswick Island is a Chinese backed developer named Greateon. According to a 2 May 2019 Financial Review article, the lease of Keswick Island lasting until the year 2096 has been acquired by Greateon with the

intent of developing a large scale tourist resort:

<https://www.commercialrealestate.com.au/news/greaton-buys-keswick-island-in-queensland-64892/>

Sign at the Keswick Island beehives:

The pure-bred bees in these hives are of the Caucasian species. When compared with most other bees, which are yellow with dark stripes, this breed has a dark body with silver stripes. Caucasian bees are bred for their special characteristics of high productivity due to their long tongues for obtaining nectar, as well as their quiet nature. However, like all bees, they will react to strong odours including personal toiletry perfumes and insect repellents and will sting if disturbed or aggravated by those in their flight path. Please move quickly past the site to ensure minimum disturbance.



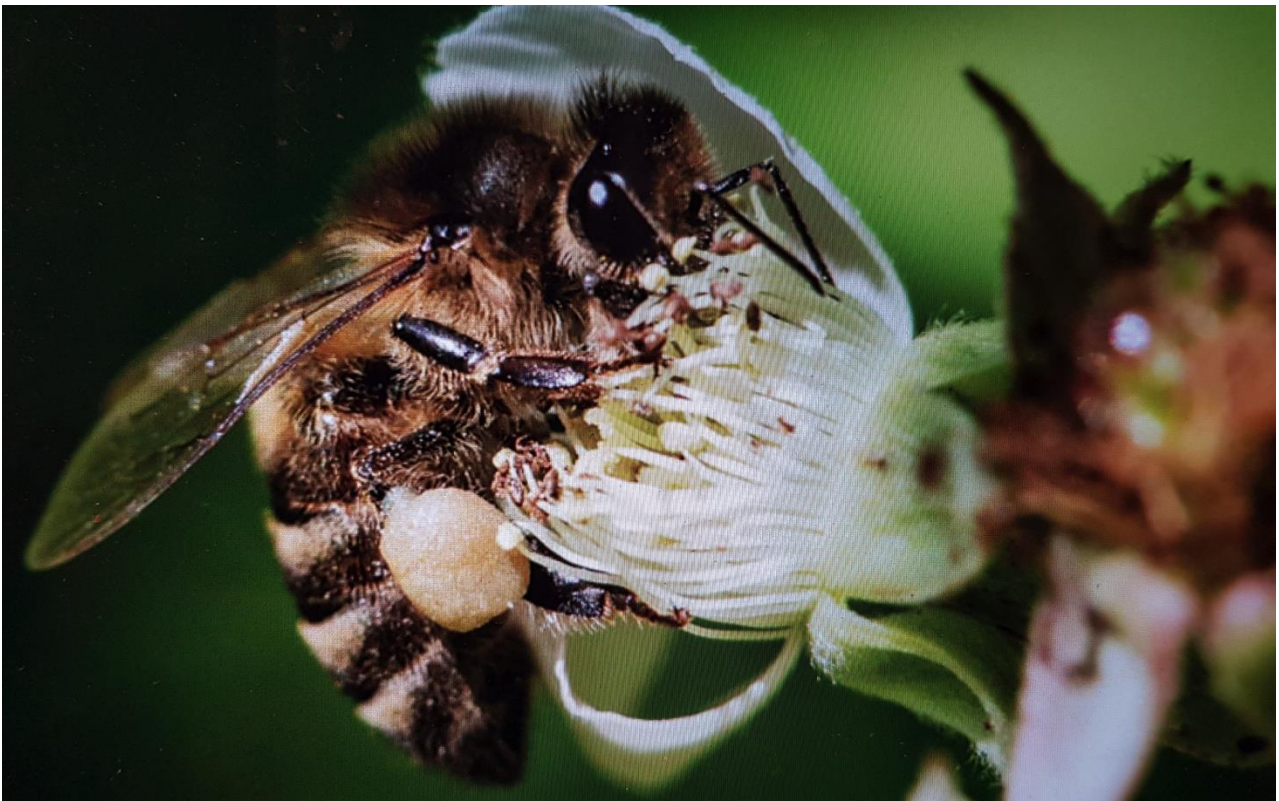
Keswick bee hives

To avoid spread of diseases such as Varroa mite which has decimated hive populations worldwide, quarantine restrictions do not allow direct importation of bee queens to Australia. These Caucasian bees were brought to Keswick Island in 1986 and are free of diseases which are endemic on mainland Australia. Periodically, mated queens are removed from the hives here and are used as breeding stock by many beekeepers from South Australia, Tasmania, Victoria, New South Wales and Queensland.

The main advantage for using an isolated island for breeding bees is to ensure the natural pure mating of the queen bees in order to maintain the genetic line. A queen bee mates in flights with 12 to 15 drones within an 8km radius of the hive. Keswick Island is far enough away from the Queensland coast to ensure queens

mate with drones only form these hives on Keswick Island. By naturally mating queens, the most vigorous drones are able to mate and thus the colony inherits superior hive vigour compared to those using artificial breeding programs. Depending on seasonal conditions, the bees periodically produce honey. Keswick Island honey tends to be a very dark red colour due to the floral resources on the island, which is a combination of blue gum, tea tree, mangrove, grass tree, coconut, poplar gum, bloodwood and numerous shrubs and weeds which grow on Keswick and St Bees Islands.

Keswick Developments encourage this beekeeping operation as a means of preserving a valuable part of the natural ecosystem. Bees have inestimable value in pollination of plants and many plants are entirely dependent on bees for their reproduction. As Albert Einstein pointed out: "If the bee disappeared off the surface of the globe, then man would only have four years of life left. No more bees, no more pollination, no more plants, no more animals, no more man."



Caucasian bee

The mysteries of Thomas Island revealed

Approaching Thomas Island, we remarked that it felt windy despite actual wind being only 11 knots. Once inside the sheltered haven in the northern side of the island, we anchored in the middle of the bay and took the dinghy to Naked Lady Beach. Lo and behold, we found her, and she was quite delightful although spoke with a heavy Swedish accent.





In the eastern corner of the beach we spotted an old buoy hanging by a rope from a tree branch, and we jokingly said this must be a secret sign. On closer inspection, this turned out to be exactly the case, as the withered old buoy marked the entrance to the unofficial and overgrown pathway leading us across the island to a rocky bay on the island's southern side. To guide us through the wild terrain, bits of washed-up plastic debris and miscellaneous rubbish had been suspended on branches or tied on to trees. It was an odd treasure hunt, leading us along to an as yet unknown destination.



The debris trail was crowned at the finish line by a sculpture of sorts. A tepee of driftwood was held together by blue fishing nets, in its rustic simplicity looking perfect in front of the wild and exposed beach beyond. We found some more plastic debris washed up amongst the rocks which we attached to vegetation on our return trek. Who would have thought that a small, uninhabited island off the Queensland coast would provide such a quirky cultural experience, an interactive Sculpture Walk by the Sea?

We also brought with us a bit of driftwood which will be inscribed with Flo MHYC in preparation for our upcoming visit to Middle Percy Island. Watch this space.

Calamity Corner

High and dry

Anchored outside the marina at Airlie Beach we head to shore to reprovision at Coles, which we were told is just over the road from the public jetty. Having moored the dinghy, 'local knowledge' advised us it was, in fact, about 20 minutes away. So after 5 minutes walking and prevaricating we decided that 20 minutes there and 20 mins back with a load of shopping was 15 minutes too far. Woolworths, we were told, was a short walk from the beach the other side of the harbour and as the tide was falling we could anchor just offshore. Not sure how we were going to keep dry getting from the anchored dinghy to land. En route we discover the local sailing club in a little bay, with a jetty. Perfect. We moor as close to land as possible and wander to the shop about 10 minutes walk away. We wandered around in search of the essentials and were accosted by a couple of strangers who asked us which boat we



were on. We were wearing life jackets so we were obvious targets for boating banter. Easier to wear than carry. The very nice, chatty couple from catamaran

Twisted gave us lots of tips about where to go on our journey back to Sydney, including anchorages and anchoring technique, which was a source of worry. After a while we told the couple that we left our dinghy at the yacht club. They advised us of the falling tide. We hadn't lifted the 15hp outboard and we had 2 minutes of 2 inch deep water in which to slide the boat along the mud to deeper water. The motor would not shift and neither would the dinghy so nor could we. The time was 12.30. The day before was spent exploring the delights of Airlie so the prospect of another afternoon there did not appeal, particularly as we were keen to return to exploring the islands. The yacht club regulars were sympathetic. Four hours later we were able to depart. A phone torch became our emergency steaming light.

Lesson learnt. Check the tides and more particularly where you leave your dinghy. Carry navigation lights. You never know what may happen. Turn on the anchor light on your yacht even if you think you will be back before dark. It might help you find your way back to it at night. Funny thing is we hadn't learnt our lesson because a few days later we did the very same thing on Keswick. We were prepared this time as we had our 'grab bag' comprising water, nuts, apple, multi tool, hand-held vhf, emergency lights.

FUTURE EVENTS:

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

TAPAS TIE UP

Saturday and Sunday, 9-10 November

European Tapas Tie-Up at Sugarloaf Bay. Arrive around 5pm to join a European themed tie-up at Sugarloaf. Dress and name your boat in a European theme. Prepare a hot or cold dish from the European country of choice, to be served to tapas diners visiting your boat with appropriate refreshments. Numbers of diners will be confirmed with participating boats ahead of time.

Contact: Sabiene Heindl on [sabiene heindl@outlook.com](mailto:sabiene_heindl@outlook.com) or 0412 039 747 to sign up!

YOU ARE INVITED

TAPAS TIE-UP WITH A
EUROPEAN TWIST!

Dress your boat up in a European theme. Name it accordingly. Prepare one hot or cold dish from that country to serve to diners that will visit your floating tapas bar, together with refreshments/drinks.

Numbers of diners will be confirmed in advance.



5pm, 9
November
Sugarloaf Bay



Contact Sabiene on 0412 039 747
or sabiene_Heindl@outlook.com

Sailing is fattening

Since I'm trained as a journalist, please allow me to indulge in sensationalistic headlines like the one you see above. Of course, if you're racing Wild Oats from Sydney to Hobart, chances are you're not about to get fat in a hurry. For the headline to ring true, a few requirements need to be met.

First up, if you want to stay slim, avoid leisurely cruising in the Whitsundays. Paradise is not good for the waistline. Beautiful anchorages and easy courtesy moorings conspire to make you lazy. The daily exercise at best amounts to picking up a good book or repeatedly pressing a finger on a camera button.

Secondly, be warned that new and luxurious catamarans are self-tacking and may feature mod cons like a washing machine for your knickers and sarongs, and a freezer for the ice that goes in your daily sundowner G&T.



To sum up the case, one eats and drinks too much while not expending much energy. On Flo, we try to find a balance, and in this instance I'm not talking about putting equal amounts of wine and beer in each hull storage. It's about choosing tasty but healthy foods, and to aim for some physical movement every day.

Cruising the Whitsundays, we have found that our usual means of getting exercise - long ocean swims - has been limited due to rather strong tidal currents as well as our desire to not become part of the marine life food chain. All the guidebooks insist we must not feed the local wildlife, so our swims have had to be replaced by quick dips off the back of Flo or along the shallows of a bay.

Fortunately, we also really enjoy walking, and many of the Whitsunday islands feature treks through bush and along beaches. We try to break into a jog occasionally, to raise the pulse a bit for the benefit of our cardiovascular health.



On board, we sometimes remember to do some yoga style stretching or a bit of dancing if the music is right. We do love our fresh salads, and sadly, lettuce and many veggies don't keep very long. Potatoes, carrots, kumaras and other roots are great, and even longer lasting while still healthy are lentils and beans. One has to be careful in confined spaces with the latter, as a word of caution though.



When stocking up for a passage, we avoid buying sweets and cheap chocolates because we all know how easy it is to make bad snacking choices during a long day's sail. Better to not have it on board at all, and to save those calories for the alcohol. As much as we try to stay trim, our efforts have not been entirely successful to date, so we've locked in December 26 for a crossing of the Bass Strait. Who can give us the phone number to Wild Oats, please?

Anna Alvsdotter

CHEF'S CORNER

Vegan Fridge clean up curry.

We bought a nice vegan recipe magazine and became very excited. I am not normally interested in recipes but because my food intolerances have increased, ideas are running out. Vegetarianism has become almost veganism. We have made so many fish friends during ocean swims it is becoming increasingly difficult to eat them.



We wrote a shopping list of all the items needed to make up the seven recipes. One for each day. Day one was successful. We didn't follow the recipe to the letter but it was pretty close. Day two, after a hard day's relaxing, we kind of followed the recipe, but by the end of the week we realised it was time to do a fridge clean-up and make a vegan curry. The result was delicious.

Ingredients:

Half a shrivelled carrot

Two shrivelled broccoli florets

Yesterday's leftover cooked quinoa (it tastes just as horrible one day on)

7 fresh snow peas. (fresh because they were hidden at the back of the fridge)

1 bag of mushrooms which we forgot we had

1 piece of ginger root

1 red chili pepper. Leave the seeds in for extra burning power

1 bulb of garlic

Soggy 2-year old cashew nuts

A limp piece of red capsicum which has been sitting in the sun for too long

2 sad tomatoes

Tired handful of parsley

1 onion

Can of red kidney beans (any beans will do)

Curry paste

Coconut oil

A splash of cheap Aldi white wine

Method:

Cut the onions into thin slices

Peel the garlic cloves and slice down the middle like a crescent shaped moon

Slice the carrots into slithers

Finely chop the ginger

Chop the snow peas

Peel and chop the rest of the veg as required

Finely chop the parsley

Fry the onions, garlic, ginger, in coconut oil until caramelized.

Add the curry paste to taste.

Add the carrots, cashews, mushrooms, chillies, capsicum and tomatoes. Stir frequently.

Add the remaining vegetables but not the broccoli or snow peas

Drain and rinse the beans and add to mix. Stir frequently.

Add a glass of white wine and a splash of soy source.

Add the snow peas and broccoli florets.

Serve in bowls

Sprinkle parsley. Add salt and pepper to taste.

This recipe will serve 2. Add more ingredients for more people.

Anna and Anna

BUY, SWAP and SELL

There are no offerings this month

CD Quiz – October 2019 by Phil Darling

1. What sort of buoyancy would you be looking for in an offshore lifejacket meeting Australian Sailing requirements?
2. HW 1150 3.8m LW 1800 0.6m (sounds like somewhere in the Whitsundays). What is the latest time that a yacht with 2m draft can sail into an anchorage with a 0.8m sandbank at the entrance?
3. A rolling hitch is used for: a) tying to a ring; b) securing to an anchor warp; c) tying a warp around a bollard; d) taking the strain off another rope?
4. On the Australian coast does a sea breeze normally back or veer during the day?
5. What is the meaning of the following on a compass rose of a chart: 11 35'E 2012 (02' W)
6. You look up the tide tables (the "real" ones, not just the ones from the local fishing shop) and are confused by the acronyms. What is HAT, MHWS, MHWN, MLWN, MLWS and LAT?
7. You are in Pittwater, and wish to check the tides. What is your local Standard Port? What is your nearest Secondary Port? What is the difference between these?
8. From Pittwater, you proceed up the channel to Brisbane Water (Gosford). What effect does this have on the tides?
9. How often do Spring Tides and Neap Tides occur?
10. Why is it dangerous to pass close astern of a vessel displaying three white masthead lights in a vertical line?

DRIFTWOOD



Hoisting main whilst anchored. I learnt to sail big boats on a J24 from the CYC in Rushcutters Bay. The instructor was most unpleasant. One of those people that likes to shout rather than explain so most of the time was spent trying to learn not to be shouted at rather than learning how to do anything. I wonder how many people have been put off sailing by 'shouters'? However, one useful thing I did learn was how to sail off a mooring and back on, without the use of a motor. I appreciate a J24 is not a BIG boat but the same principles apply. The technique had been long forgotten until we met Chris and

Margaret in the Whitsundays on their catamaran Twisted. They always hoist the main before setting off, whether it be from a mooring buoy or anchor. We thought we would try it and it reminded me that one of the reasons for doing so and practising was what to do in the event of engine failure. All went well on our first attempt. We have been doing it ever since. There was about 9 knots of wind. We kept the main sail sheet free enough so as not to catch the wind in the event of a gust. We haven't tried approaching a mooring under sail on Flo, yet. That is next.

Martyn Colebrook

TECHNICAL CORNER

I took possession of my catamaran in April 2019. I decided to have the hull cleaned in the Whitsundays in readiness for race week. The bottom was quite clean so required little more than a wipe. However, I was surprised when the diver said the anodes on the propellor need replacing. The boat was practically new. The yacht brokers were also competing and when the issue was highlighted to them they seemed unconcerned!

I had never really taken much notice of anodes and what they were for so thought I should educate myself. I am sure most of you don't share my (previous) ignorance and if you do, here you go....

Corrosion is an unfortunate part of boating and marine life. That's why sacrificial anodes are used where corrosion eats the anode instead of your sterndrive, prop shaft or raw water through-hull fitting.

There are two types of corrosion:

- **Electrolytic Corrosion** – Damaged appliances or wiring that is leaking current to ground via the hull (metallic hulls) or via common earth to submerged metal causes what's known as electrolytic corrosion. This can also rot bearings, washers, oil and water coolers and cause major engine damage quickly.
- **Galvanic Corrosion** – Relies on two dissimilar metals connected and in the same electrolyte (sea water). The two metals act like a battery, with some amount of electrons flowing between the two that leads to one of them giving up metal ions to the seawater.

Sacrificial **anodes** are used to protect metal structures from corroding. Sacrificial **anodes work** by oxidizing more quickly than the metal it is protecting, being consumed completely before the other metal reacts with the electrolytes. ... Three metals that can be used as sacrificial **anodes** are zinc, aluminium, and magnesium.



Aluminium is lightweight and works in both **salt** and brackish **waters**. In addition, they may last up to 50% longer in **saltwater**. Magnesium is the **best anode** to use in fresh **water**, but does not perform as well in **salt water**.

Anode rod replacement and installation. The lifespan of the sacrificial **anode** rod depends on the quality of the water, usage, material, and quality. The element **can last** about five years, often longer, but the recommendation **is** to remove it every two to three years for inspection.

It is a good idea to have a spare set of anodes when long distance cruising as they may not be readily available.

Thank you Google.

CD Quiz – October 2019 – Answers

1. Cat 4 & above require at least 150N buoyancy.
2. Hmm. 6hrs 10 mins between high and low tides – the rule of twelfths may be useful here. Range is 3.2m between high and low, so 1/12 is approx. 0.27m. We need 2m water depth (our keel draft) + 0.8m barrier height so 2.8m minimum tide
 - At 1hr in (1250) we are down 1/12 so tide height is calc at 3.57m.
 - 1 hr later (1250) we are down a further 2/12 so tide height is 3.03m.
 - 1 hr further on (1430) we are down a further 3/12 so tide is 2.22m – too low
 - So I would estimate around about 1400 (2pm) as the latest entry time (maybe a little earlier to be safe)
3. d) taking the strain off another rope
4. It normally backs – ie in Sydney it starts as an easterly and ends as a north easterly. In Perth it starts as a westerly and ends as a south westerly.
5. Magnetic variation was 11deg 35'E in 2012 but decreasing by 02' each subsequent year.
6. HAT – Highest Astronomical Tide, MHWS – Mean High Water Springs, MHWN – Mean High Water Neaps, MLWN – Mean Low Water Neaps, MLWS – Mean Low Water Springs and LAT – Lowest Astronomical Tide (LAT is usually the “datum” or zero level on our charts)
7. In Pittwater, the tides are related to the Secondary Port of Sand Point (at the northern end), which is then related back to the Standard Port of Sydney (Fort Denison). At Sand Point the Australian National Tide Tables list the tides as being at approximately the same time, but slightly lower (HAT is 0.1m lower, and MLWS is 0.2m lower)
8. At Gosford the tides are both significantly later (2hrs 23 mins later), and lower (HAT is 1.1m lower, and MLWS is 0.5m lower). You would expect this as the tide has to push a long way up a narrow, winding channel.
9. Spring Tides occur twice a (lunar) month – so about every 14 days, usually at or shortly after Full Moon and shortly after New Moon. Neap Tides also occur twice a lunar month – usually near First Quarter and Third Quarter.
10. The vessel is towing, with a length of tow greater than 300metres.

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.



CRUISING ARIZONA

PHOTO COMPETITION for 2019

October WinnerPhoto of the Month is Alex Comino

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 October is called 'New Year's Eve on Bloodhound 2018' and was taken by Alex Comino.

Only one photo per month (as a JPG / JPEG) to be submitted. Remember ... to be in the running to win the prize you must be in it.

Hint Give your favourite photo a Title and Place taken. Submit your photo and only to darling.maralyn@ozemail.com.au. Good Shooting ...!! Maralyn.

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET														
		JAN - DEC 2019														
DATE =		Feb 26- Mar 4	Mar 10-11	Apr 13- 22	8-10 June	16-17 June	Jun-19	1-Aug	TBA	30-Oct	17-18 Nov	Compass	attendance	Technical	TOTAL	
EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th					
ENTER CREW FOR EACH		Gooford Challenge	Late Summer Cruise	Harbour Night Sail, Trivia Quiz & Raftup	Easter Cruise - Pittwater	June long weekend	Get Check Safety & Raftup	Long Lunch	On Land Event - TBA	090 and Safety Exercise	Pittwater Cruise	Fiesta Meditations	Rose Feature Articles Points	Monthly Meeting Points	Corner Projects compl'd Points	CUMUL' SEASON POINTS
YACHT	No. Nights	1	8	1	3	2	1	1	1	4	1	1	2	1	3	
Altair	Crew												0	5	0	5
	Keith															
Breeze	Crew					1		2					2	3	0	8
	Bill & Helen						1	1								
Caviar	Crew					2	1	1					0	9	0	15
	Max & Dot					2	1	1								
eXpresso	Crew						1	2					2	14	0	19
	Phil & Maralyn						1	1								
Flemingo	Crew					1							2	7	0	11
	John						2									
Tonic	Crew				2	2	2	2					2	5	0	21
	Manfred & Sebiene				3	2	1	1								
Sisu	Crew						1	2					6	4	0	13
	Mike & Suzanne						1	1								
Nashira	Crew				2	2	2	2					6	13	0	33
	Evan & Kelly				3	2	1	1								
Rapture	Crew			1	1	1	1	1					2	8	0	18
	Paul & Anne			1	3	2	1	1								
Simply Irresistible	Crew				2	2	1	2					6	9	0	26
	Glynne & Gill				3	1	1	1								
Slack'n'Off & Flo	Crew												4	2	0	6
	Martyn															
Galaxy III	Crew				2	2	1						2	3	0	14
	Chris				3	1	1									
Sanctum	Crew												0	2	0	2
	Jean & Noel															
Bloodhound	Crew							2					4	5	0	11
	Alex							1								
Buggalugs	Crew					2		2					0	6	0	10
	Jeremy & Kristin					1		1								
Tulip	Crew												0	2	0	2
	Dick															
Zingarro II	Crew							2					0	1	0	3
	John							1								
Delphin	Crew				2	5							0	14	0	30
	Simon & Gavin				3	2										
Hunky Dory	Crew							2					2	16	0	20
	Aileen & Cam							1								
Isobel II	Crew												0	5	0	5
	Val & Des															
La Madre	Crew				2	2	1	2					6	8	0	27
	Selina & Dallas				3	2	1	1								
Nautilee	Crew												0	5	0	5
	Lee															
No. of Boats =		0	0	1	7	11	9	13	0	0	0					POINTS 33
															The Leading Boat is....	
															Nashira	

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

Cash at Bank as at 01.09.2019	\$2,355.31
<u>Plus Receipts</u>	
Interest	\$0.19
<u>Less Payments</u>	
	\$0.00
Cash at Bank as at 30.09.19	\$2,355.50
<u>Outstanding Receipts</u>	\$0.00
<u>Outstanding Payments</u>	\$0.00
Account Balance	\$2,355.50

Signed as a true record
Mike McEvoy
Treasurer



LANE COVE RIVER — JUNE 2019



SYDNEY FISH MARKETS — JUNE 2019

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