



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

Volume No. 38 No. 9 October 2018

Editor: Mike McEvoy

**REMINDER NEXT CRUISING DIVISION MEETING
IS WEDNESDAY, OCTOBER 17TH**



**NAVY MARITIME TRAINING SCHOOL, GALLE, SRI LANKA –
AUGUST 2018**

CRUISING DIVISION OFFICE BEARERS – 2018 – 2019

<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	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, Phil Darling, Royce Engelhardt, Evan Hodge, Mike McEvoy, Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theeboom, Max Theeboom, John Tregoe	



Editor's note:

Deadline for the next edition of the Compass Rose, is [31/10/2018](#)

The **EDITOR** for the next Compass Rose is [Martyn Colebrook](#)

Please forward contributions via email to the editor: martynthearchitect@gmail.com

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 2018



What a hectic start to the sailing season I am having and I apologise now for the rush I am in putting this column together. Thanks to this month's editor for the reminder to extract my digit and get it done.



I hope you all had a great October long weekend. Those from the Cruising Division that went to Pittwater sound like they had a pleasant trip, read more in Mike's report. Unfortunately, Kelly & I had to work most of the weekend so Nashira could not participate.

Thanks again to Fiona and Jeff Wille on their presentation during the September Cruising Division meeting. Their experience going to New Caledonia on the 2018 Down Under Go East Rally was enlightening. They honestly covered the pros and cons of going on this type of rally as it was their first blue water cruise.

For those in the Cruising Division that want a bit of a change and to participate in a social race on a Saturday afternoon, the MHYC Saturday Social Series may be for you. These start at the clubhouse at 2pm and finish about 4pm so those that wish to can get the 4.30pm bridge opening. Casual entries are only \$25 per race for members.

Also a late call for donations of sausages and soft drinks, salads, cakes or other treats for our Make-A-Wish Foundation Charity Sailing Day. Drop a line to cruising@mhyc.com.au if you are able to help out.

November 17/18 is the Tapas Tie-Up, this year the current plan is to head up the Parramatta river at Majors Bay for a night of feasting and festivity. Keep the weekend free for what should be a great weekend this year.

I have heard a rumour that the Swansea Channel into Lake Macquarie was dredged in the last couple of months. I will try and verify this but if anyone out there has more definitive info in the current minimum depth etc please drop a line to cruising@mhyc.com.au

I look forward to seeing you at the next meeting on Wednesday October 17.

Stay warm, safe and enjoy the beginning of the sailing season.

Evan Hodge
Cruising Captain. *SY. Nashira*

MHYC CRUISING DIVISION ANNUAL PROGRAM 2018-2019	
Wednesday, 17 October 2018	Cruising Division Meeting
Sunday, 28 October 2018	Make-a-Wish Foundation Charity Sailing Day
Sat & Sun, 17-18 November 2018	Tapas Tie-Up
Wednesday, 21 November 2018	Cruising Division Meeting
TBC	MHYC Xmas Party
Thurs – Sun, 27 – 30 December 2018	Variety Club Splash with RMYC & NCYC
Monday, 21 January 2019	Cruising Division BBQ at the Club (no meeting)
Sat – Mon, 26 – 28 January 2019	Australia Day Holiday Weekend – TBC
24 February – 2 March 2019	Late Summer Cruise to Pittwater
Sat & Sun, 9 – 10 March 2019	Harbour Night Sail 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

REMINDER

Next Meeting:

Wednesday OCTOBER 17, 7:30 pm

BYO BBQ 6:30 pm

**OR PERHAPS COME IN AT 6PM, RELAX AND ORDER A MEAL FROM THE BISTRO KITCHEN COOKED BY OUR CHEF!
[OCTOBER AND NOVEMBER CRUISING DIVISION MEETINGS ARE BEING HELD ON THE 3RD WEDNESDAY ON A TRIAL BASIS]**

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## October Guest Speaker: John Vaughan (Vexillologist)

*John Vaughan* is a **vexillographer** and is considered to be Australia's leading authority on the design, etiquette, protocol and history of flags. He has been chief executive of the Royal Australian Historical Society and was appointed by Sir Colin Hines OBE to help launch the Australian National Flag Association (ANFA) in 1983. He was founder and managing director of AUSTRALIANA FLAGS, 1973 – 2017



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Cheese Plate October Meeting: Martyn Colebrook
Enveloping October Compass Rose: Mike McEvoy

PAST EVENTS:

090 and Drogue Day 8th September 2018

By Cam & Aileen "Hunky Dory"

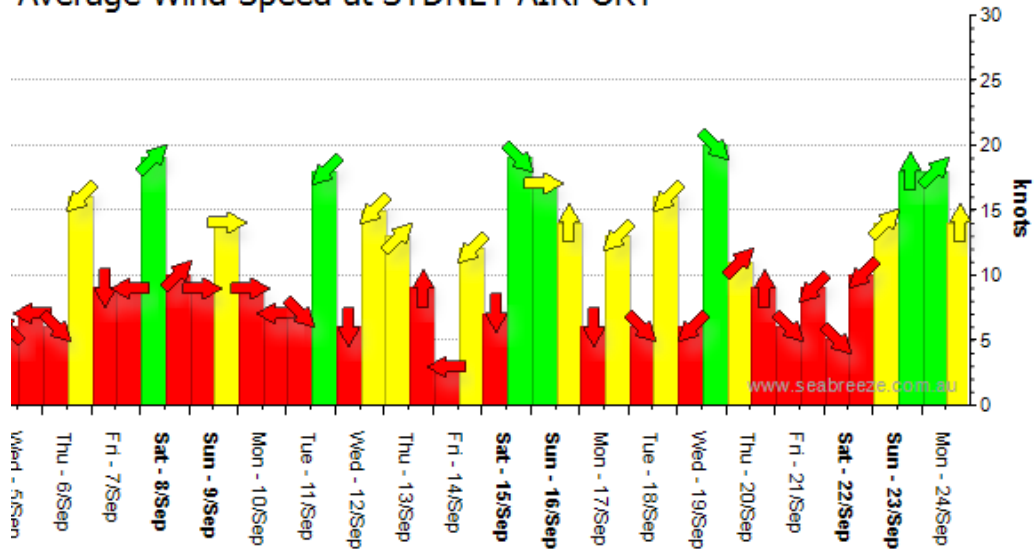
The Plan

OK so the plan was to sail out the heads on a course of 090 True (hint what is that Magnetic?) and then set a drogue and steer back in.

Well as most cruisers know what you plan and what you actually do on the day depends on the weather, mostly.

Evan Hodge as event organiser for the day had sent out excellent sailing instructions for the event with the plan to meet at Hunters Bay at 10:30 and then start the exercise. However, Saturday 8th was not like Friday 7th, it was windy cold & wet, OK for racers not great for cruisers.

Average Wind Speed at SYDNEY AIRPORT



Sydney Airport, New South Wales September 2018 Daily Weather Observations

Date	Day	Temps		Rain	Evap	Sun	Max wind gust			9 am				3 pm							
		Min	Max				Dir	Spd	Time	Temp	RH	Cld	Dir	Spd	MSLP	Temp	RH	Cld	Dir	Spd	MSLP
		°C	°C				km/h	km/h	local	°C	%	g th	km/h	hPa	°C	%	g th	km/h	hPa		
1	Sa	9.5	22.4	2.8	2.2	8.4	W	56	18:29	17.7	45	1	W	24	1007.9	19.8	33	7	WNW	31	1008.1
2	Su	11.0	14.8	1.8	6.2	3.7	SSE	56	10:13	12.6	77	7	S	31	1018.9	13.2	62	3	S	30	1019.7
3	Mo	7.8	15.3	0.8	3.6	0.0	SE	43	18:46	13.5	77	7	SSE	30	1027.3	12.2	92	7	SSE	22	1026.4
4	Tu	10.4	18.3	7.8	1.0	8.3	SE	39	08:08	14.7	79	6	SE	19	1029.9	16.6	62	4	SE	22	1027.6
5	We	9.4	17.8	1.0	3.2	6.5	ENE	31	10:58	14.8	75	6	N	15	1027.3	16.3	64	5	E	19	1024.1
6	Th	9.8	20.9	0.2	3.4	4.7	NE	52	19:44	14.0	83	7	WNW	7	1022.0	19.6	65	7	NE	33	1015.9
7	Fr	13.9	24.2	3.8	3.0	6.4	SSW	44	15:38	19.9	62	1	NW	17	1014.3	20.5	66	7	ENE	17	1011.8
8	Sa	12.2	15.5	30.4	7.8	0.0	SSW	54	01:48	13.4	91	8	S	31	1017.0	14.6	79	8	S	24	1016.0

Text from Evan 08:08

Re the 090 exercise

Some may think the weather is a bit iffy with just 2 crew so here are a few options:

* We only take one or two yachts out and split the crews amongst them.

* All pile onto Nashira as we have the closed in cockpit for protection from the elements. We are already on the boat and going through the 8.30 bridge

Or we just go for a sail and meetup for lunch in a sheltered bay

Let me know your thoughts

Abridged reply from Cam 08:24

Let's go, have not done a heave to on Hunky Dory with self tacker and want to try it. Anchor winch broken so need to moor or raft up happy to sail 090

Abridged reply from Evan 08:44

OK sounds like we are happy to go. Let's try heaving to. Decision when we see sea state at heads if not good for drogue exercise

Exercise is a go

The original boat line up included Nashira, Hunky Dory, La Madre, Caviar and Flemingo. However, for a range of reasons including illness with Max we ended up with Nashira, Hunky Dory and Flemingo, with Dallas, Selina and Dorothy (no Max) on Nashira.

To even up the personnel we did a boat to boat transfer of Dallas from Nashira onto Hunky Dory in Hunters Bay, with another pair of hands being welcome given the breeze.



Aileen on Hunky Dory "It's a bit breezy"

We all headed out 090 true (0?? magnetic) and with the breeze was up the sea state was a bit lumpy but not too unruly. With a fresh SW Hunky Dory just hit her straps and was powering out at 8+ knots in the 15+kn of breeze, with John on Flemingo doing some engine and instrument testing paralleling us out. Nashira with the end of winter "not racing clean" underwater finish was following behind.

Approximately 1-2 miles out Hunky Dory radioed the fleet turned around and indicated we would head to around Lady Bay to try the heave to exercise. With Dallas a fellow Hanse owner I suggested he drive to see what HD feels like fully powered up.



We successfully tried a heave to in the middle of the harbour by clipping the self-tacking block to windward with a snap shackle and a spectra line to the cap shroud base to hold it "backed". Worked perfectly with HD stable and drifting at approx 1.5 kn. Only problem was a fast moving non cruising intruder coming up the harbour at close to 20kn, hoping they figured out what we were doing. Photo taken the next (warmer day) but same, same.

Dallas with us hitting 9+ kn says it all.

Lunch & a warm reception on Nashira

We all made it back into the harbour and decided to pick up one of the public moorings near the club, no problems finding 3 spare as no one else was out that day, surprisingly. Kelly and Evan then kindly invited all over to the warmth of Nashira (with their diesel heater running) for lunch, and additionally we could hand back Dallas to Selina who had stayed on-board Nashira.



Overall a great day on the water learning more about your boat and its capabilities, and as with any cruising adventure, always have a plan B.

Plan B also included Nashira, Flemingo and La Madre meeting up at Sugarloaf Bay for the evening, unfortunately Hunky Dory had racing commitments the next day and could not be there.

Toasty down below on Nashira

October Long Weekend, 29 Sep to 1 Oct, 2018

by Mike McEvoy (Decky on Flemingo)

Initially, I thought we would have six boats out for the weekend but we ended up with three *Flemingo*, *Kodiak* and *Rapture*. This made a first for the Cruising Division with the motor boats outnumbering the sailing boat. Paul probably gave this some serious thought as he went up to Broken Bay on the Friday night in some seriously boisterous weather. To his credit, he logged in by text to advise me as Coordinator, that he had arrived safely in Coasters Retreat at 23:30 hours.

On *Flemingo*, John and I headed out from Ferguson's Marina at about 08:00 on Saturday with a relatively smooth voyage arriving at America/Refuge Bay (TV Point) at 12:30. The plan had been to use the two MHYC moorings at TV Point for participants. TV Point has this nickname for the location of the MHYC moorings because it is reputed to be the best spot for TV reception and is right off the point separating the two bays. Given the moorings have a one vessel, 14m limit, *Kodiak* and *Rapture* had already occupied the moorings so *Flemingo* anchored nearby. We had not seen *Kodiak* before but were very impressed by her lines as we rounded Challenger Head to approach the moorings.

For those that have not availed themselves of those moorings or the third one in Coasters Retreat, they are available by completing a Casual Berth form available from reception at MHYC. Only Full Members only can use the moorings and must display the MHYC Burgee or the MHYC Cruising Division pennant.

It was somewhat chilly outside so we spent some time on make n mend and then were invited over to inspect *Kodiak* which we did for some time.



Rapture, *Kodiak* and *Flemingo* taken by John Eastway



She is a gorgeous new Alaska 45, being 45ft on the waterline and 47ft overall. All mod-cons including flameless cooking hob and convection oven/microwave. Powered by twin Cummins diesels of prodigious grunt she can cruise at about 12-14 knots in comfort. Trevor said that they don't push her at top speed. Lena and Trevor love their new boat. It seems there is a lot to absorb with the instrumentation and machinery, which includes generators and air conditioning.

Trevor on the boarding platform of *Kodiak*

We then took a tour around the bays in *Flemingo's* pinnacle. It had been a long time since breakfast so Paul joined us for what was to be a BBQ, however the BBQ was not cooperating. So, we adjourned inside and cooked up the equivalent on the stove. Later in the day we re-joined Lena and Trevor on *Kodiak* for drinks and nibbles and discovered the comfort to be had on the afterdeck, which seats five. There we discovered the icemaker which could be useful this coming summer.

Sunday, while the wind was cool, the day was sunny and we had booked at Cottage Point Kiosk for lunch. There was a minor debate while we worked out the best way to travel to the kiosk. Decision was to do so on *Rapture* towing *Kodiak's* inflatable dinghy.

Upon arrival, being the Long Weekend, there were no available spots at the wharf to tie up so we started to head for a mooring. We then noticed that a large motor cruiser had dropped the kiosk's visitor mooring which has a two hour time limit.

When we approached the mooring we saw why the cruiser had dropped it, the mooring line buoy had wrapped around the mooring anchor line. With the combined ingenuity of the four MHYC skippers and the dinghy we managed to release the buoy and line to moor *Rapture*.



Kiosk visitor mooring after recovery.



The dinghy was then used to ferry the five of us ashore where Anne joined us for lunch. It is a delightful spot for lunch, despite the crowds on the day. After a leisurely lunch we returned on *Rapture* to the moorings with an invitation issued to the others to join *Flemingo* for drinks later. It was a relatively early night after a day in the sun.

On Monday morning *Flemingo* departed Refuge Bay at 09:30 arriving back at her Sydney berth at about 12:40. We commented on how calm the sea was on the return voyage. Meanwhile the crews on *Kodiak* and *Rapture* decided to stay on for a few days, such is cruising! A wonderful time was had by all. It is a pity that more of our Division were not able to share the fun.

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## FUTURE EVENTS:



The Make-a-Wish foundation grants wishes to seriously ill children.

Each year, the MHYC Cruising Division offer the opportunity to take families out for a day on the water to enjoy a sailing experience on Sydney Harbour.

Please help us help these wishes come true by joining us on Sunday October 28<sup>th</sup> 2018 for a day on the water either with your expertise on board to help look after our "guests" or perhaps on return to help with the BBQ and cooking sausages for a late lunch.

We will be departing MHYC at 1030 and returning by 1330 for the sausage sizzle on the beach.

Please contact MHYC Member Max Theeboom on 0432 713793 or by email [uni1948@tpg.com.au](mailto:uni1948@tpg.com.au) if you can help out in any way.



## Saturday & Sunday 17-18 November (mark your diary)

### Tapas Tie-up at Majors Bay on the Parramatta River

Not sure where Majors Bay is, try:

<http://www.rms.nsw.gov.au/documents/maritime/usingwaterways/maps/boating-maps/9g-upper-parramatta.pdf>

It is two bays short of the Ryde Bridge on the southern side of the Parramatta River, near Concord Hospital

### More information in the next Compass Rose

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Wednesday 21 November 2018

Cruising Division meeting night

B.Y.O. BBQ 6:30 pm

The flare practice starts at around 8:00 pm after the normal Cruising Division meeting. Bring your own flares and let them off on the beach in front of the Clubhouse.

Gloves, long sleeves/trousers and eye protection are recommended.
NO PARACHUTE ROCKETS ARE PERMITTED – these are a fire hazard to our neighbours.

We recommend in-date flares. If you must bring old (out-of-date) flares then you do so at your own risk – and please check them carefully for signs of damage or deterioration prior to igniting them. **Definitely no flares over 10 years of age.**

This exercise is highly recommended for all skippers and crew members who have never ignited a flare in an emergency. Flares are an essential (and required) safety feature on all boats and, if you really need them then best not to be fumbling around trying to read their instructions at the time (in the dark? can't find your glasses? Crew are panicking?) Learn how to use them safely and effectively in controlled circumstances.

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<http://www.australianwoodenboatfestival.com.au/>

### **Consider a visit to the next Wooden Boat Festival in Hobart, Tasmania**

A few of us in the cruising division are planning on sailing down to Tasmania next January, doing some island hopping and ending up in Hobart in time for the Wooden Boat Festival. If you are interested in joining us, drop us an email at [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au) and we will keep you in the loop with our plans.

#### **DETAILS:**

The MyState Australian Wooden Boat Festival is held every two years and the next one's coming up from 8-11 February 2019. Hobart's historic waterfront will come alive with the colour and excitement of our rich maritime culture and history.

You will see hundreds of wooden boats, from magnificent tall ships to classic sailboats, rugged working boats to superbly detailed models. You'll have a chance to talk to the owners and builders, the crafts people and sailors, and shipwrights who still practice traditional skills every day.

There's a vibrant program of entertainment and fun, special guests, brilliant Tasmanian food and drink, demonstrations, races and displays. The MyState Australian Wooden Boat Festival is the largest wooden boat festival in the Southern Hemisphere and admission is entirely free!

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Lifejacket recall

This is real, believe it or not. Now, I have not seen any of these Lifejackets in the course of some 20 Special Equipment Audits this year BUT one never knows. Have a look at why they are being recalled, *they forgot to insert the CO2 cylinder*. I found this among the articles in the NSW Government MARITIMES newsletter.



Product safety recall – Yamaha lifejacket

Yamaha have published a product safety recall on any branded red manual inflatable lifejacket sold between March and June of 2018 as a number of units do not contain the CO2 cylinder.

Do you have any of these lifejackets on board?

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## BEACHES LINK by Mike McEvoy

I recently attended a Community Consultation at my local RSL Club about the project. Notwithstanding, the Premier's statement that "This has been promised over many decades but only the NSW Liberals and Nationals will deliver it ..." there is a long way to go until it is delivered. Let's see what happens after the next State election.

Of particular interest to us is how the Middle Harbour crossing will be constructed and implemented. According to the documentation supplied and illustrations at the Community Consultation the immersed tube tunnel construction will entail, a trench excavation, then adding a gravel foundation layer, with the immersed tube tunnel sections being towed into place then lowered into position. On top of the tunnel sections will be a sacrificial concrete layer which, I imagine, would not provide particularly good holding for an anchor. The engineer at the session, to whom I spoke, said that, unlike the main harbour crossing which might expect heavy marine traffic, which is not foreseen for Middle Harbour, the Sydney Harbour (traffic) tunnel has large boulders/rock on top of it to protect it.

In fact the steel shells of the Beaches Link for the tunnel will be fabricated off-site then brought by barge through the Spit Bridge area to a massive pontoon to be moored just south of D'Albora Marina at The Spit for finishing, two at a time. There the steel shells will be reinforced with concrete and fitted for their future use. The concrete will be delivered by trucks from the construction site at the Balgowlah Golf Course.

This will require the relocation of a number of swing moorings from that area, during construction and private jetties and swing moorings at Seaforth will be affected. As part of the tube installation process two temporary coffer dams will be constructed in Middle Harbour between Seaforth Bluff and Clive Park (Northbridge). The coffer dams will be approximately 50m long and 25m wide (a bit larger than an Olympic swimming pool) that are drained of water. These coffer dams offshore "eliminates direct impacts to private property and foreshore areas".

"There is not expected to be any impact to Northbridge Sailing Club or the safe passage of recreational vessels." "Recreation water craft will always have right of way."

Something to think about, for those of us who have a mooring on the western side of The Spit.

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Crossing the Bar

Alfred Lord Tennyson, 1809 - 1892

Sunset and evening star,
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home.

Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;

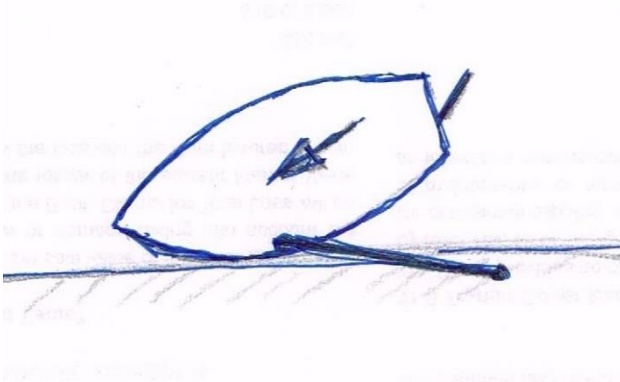
For tho' from out our bourne of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have cross'd the bar.



With thanks to Trevor D'Alton who found this poem in his late father's book of poetry.
Editor's description of the poem is subtle ambiguity.

Warping and Springing Off. (A very useful dying art?)

Some time ago, I was sitting on a friend's boat one day moored to a Dutch dock, when the crane-operator on the other side of the dock called over to the "elderly" skipper of the large, timber, traditional trading barge moored ahead of us, that it was his turn to unload at the crane. This will be interesting I thought, given that manoeuvring space was limited and the skipper's only crew looked like his very slight grand-daughter. The barge probably had a slow revving single screw engine and certainly no bow-thrusters, but he used nothing but warps and a winch to get over there very easily! This was not only interesting, but was educational as well, and it just involved a couple of ropes (warps), the flow of water through the dock and his anchor winch/capstan. It all happened in slow motion as well. It was an object lesson in the grand old art of warping (moving a vessel without the use of power) and springing off (using one warp and another power source – engine, tide, wind, etc) to get the vessel pointing in the desired direction, which was much used in the days of sail and not so much now-a-days. This is a pity, because just a couple of the moves can be really useful to yachts caught in tricky wind/tide/space situations.

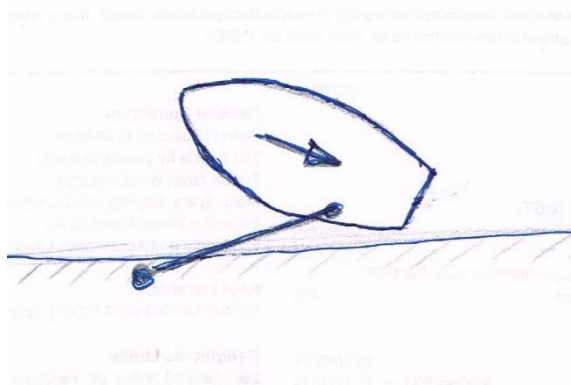


Useful also to ships, as I recently witnessed whilst on board a 126m long, 10,500 tonne island cargo/passenger ship manoeuvre in and out of the tiniest wharves you have ever seen without putting her aground or running into the perilously close cruising yachts and fishing boats. All thanks to the judicious use of a couple of warps. One obvious such move was what I call the "Sydney ferry tie up with just one warp" trick. It is always useful for getting your stern in

when you have little space alongside, so you put your bow into that space, put a forward spring from your bow to the wharf near your stern and then go slow ahead and steer away from the wharf. Increased revs keeps her there as we have all seen often on the Sydney ferries. I assume that it is the prop wash on the turned rudder that pushes the stern towards the wharf.

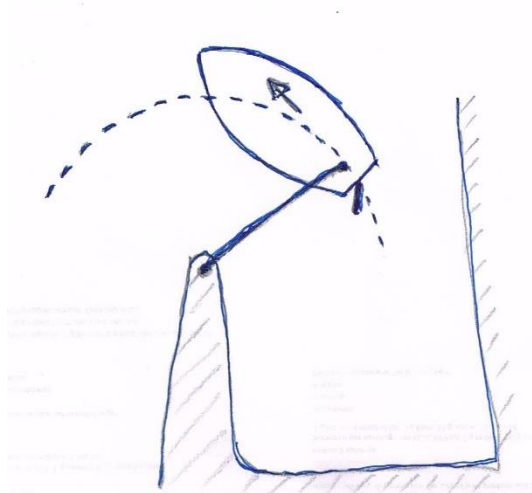
Sometimes it is advantageous to leave a wharf going ahead and we have all seen frantic efforts from people trying to push a boat's bows off the wharf sufficiently to ensure the stern doesn't drag along the wharf, whilst the skipper tries to turn

away from the wharf. It is often a failed and frustrating exercise, especially if you have a wind blowing you back onto the wharf.



The alternative is to rig an aft spring to a bollard on the wharf near the bow and proceed slow astern. If there is no one on the wharf to cast your line off, rig a running line from the boat to the bollard and back to the boat, always ensuring that one end is always made fast and the shorter end, once removed from the cleat, has no knots or loops in it, so that it will run freely once cast off.

On another occasion, the ship was pointing inland with a beach behind us, so there was no opportunity to leave the wharf stern first, which is the correct way on many occasions. So we had to get our bows off the wharf first, then do a very tight turn out of the bay. This time the skipper “cheated” and used the bow thruster to get the bows off the wharf, instead of warping with an aft spring from a bollard on our stern deck to a bollard on the wharf near our bow whilst going slow astern. In this case the bow thruster was a much safer option!



However, there were many small craft moored in front of us and the danger was that given the way a ship (and yacht) turn by the stern swinging out in an ever-increasing curve/radius, we might hit them. The solution was to rig a very long stern spring from our stern to a bollard on the breakwater, which we were turning around. In this way, once our bows were pointing out into the bay, the bow thruster was turned off and the engines put into slow ahead. Our stern then described a very tight turn at a fixed and know radius and the cruising yachts and local fishermen

breathed a sigh of relief and gratitude for having such a competent, very young, French skipper on our ship.

We use two of these techniques quite regularly to great effect – Sydney ferry forward spring, and, springing the bows off with an aft spring. When doing so we also rig a fender on the bow or stern (as appropriate) and take note of wind and tide directions, which can help or hinder depending on the circumstances at the time. These must be considered in your planning and dissemination of your intentions to the crew. The first of these (Sydney ferry) is particularly useful when going into a marina berth, which is shorter than your boat. In this case,

you don't have the convenience of a cleat behind the boat to use as a brake if needed, so it is very useful to drop a forward spring over whatever cleat is available on the outer end of the short wharf, which therefore ends up around your mid sections. It makes a great emergency brake if needed and helps keep your stern close to the wharf. Except.....!

On one such short wharf occasion, we had a gale and runout tide pushing us from astern for a bow in moor, so as a precaution, I put Gill onto the marina nearby, so she could ensure that the forward spring went onto the cleat near the outer end of the wharf in good time. All set up and in I come, but, up runs an enthusiastic volunteer, keen to help, grabs the line from Gill and runs to the head of the berth, where its effect was useless. He couldn't understand why Gill grabbed it back from him and put it on the desired cleat, Fortunately, I had enough reverse thrust to avoid ramming the wharf!

On another occasion in Coffs Harbour marina, a large catamaran announced and intention to depart for Sydney at 0400 the following morning and was having difficulty recruiting volunteers to get up and push him off the wharf. He was alongside the arm of the marine and not in one of the adjoining berths. With no volunteers evident, I suggested a forward spring, wheel over towards the wharf and slow ahead. I did not convince him, so I had to front up the following morning to prove my point. Everything went to plan and he was on his way on time. I went back to bed!

Time for a bit of controversy. I've used the term "Forward Spring", because that is the part of the vessel where it is secured, despite the fact that it leads aft. And vice a versa for aft spring. I have heard some people refer to a forward spring as an aft spring because it leads aft and vice versa. For any that want to argue, I take my reference from (the late) Capt. Dick Gandy's "Boating Manual", which I find an invaluable "teach yourself" volume, because of the questions and answers at the end of each section.

On the topic of learning, Phil Darling advises me that warping and springing-off are taught in the RYA courses Yachtmaster and Day Skipper. So, maybe the art isn't yet dead, but could certainly be used more often. Why not give it a try? You'll be glad you did!

Glynne Attersall
SV Simply Irresistible.



Yet another example of Alex Comino's talents.
The yacht is not Bloodhound. At least I don't think it is.

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The following article is timely after discussion at the September meeting regarding the 090 exercise.

### **Heaving To – A tale of two sails and a rudder.** Tony Austin

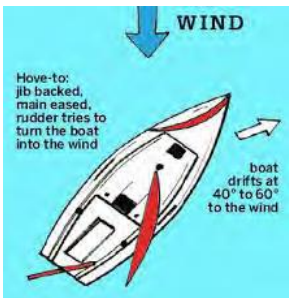
*'Heaving to (to heave to and to be hove to) is a way of slowing a sailboat's forward progress, as well as fixing the helm and sail positions so that the boat does not have to be steered.'* Wikipedia accessed 17AUG2018

As cruising sailors we are rarely in a hurry but always seek to make our sailing as pleasant and stress free as possible. For these reasons we need to make sure that we have a range of options available to us to meet any contingency. 'Heaving to' is an age-old technique that has stood the test of time but is rarely seen in use by the modern cruising fraternity. This is a pity as it has much to offer us and is, once you have practiced it a few times, just so easy to do.

So what is it? As the definition above states, it is a method to slow our boat and create a stable situation where we can lash the helm and simply take a break from sailing. It can be done in any wind from calm to full-on storm and in any sea-state.

The key to success is **balance** – balancing the sails and the rudder to hold the boat so that she lies at 40 – 60 degrees off the wind, fore reaches at about 1 – 2 knots and has a comfortable degree of heel. The sense of calm that this creates has to be experienced to be believed!

So why would I do it? The list is really endless – anytime that you and your crew need to take a break for a meal, to make a radio call, to check the navigation, or to make a repair. The technique was developed centuries ago by the sailing vessels that took harbour pilots out to the visiting ships. With no radios or other aids, they could be out there for hours – just like we are when waiting for an ideal time to cross a bar! It can also be used in a MOB situation where a crash tack into a hove to



position can stop the boat very quickly and give you time to best plan your assistance to the person in the water and their subsequent retrieval.

Finally, heaving to can be an excellent survival strategy in very heavy weather. It is far less stressful for the crew than any other survival technique and history has proved that it can also be one of the safest.

So will it work on my boat? It is rare that the right balance cannot be found but it is also true that it is easier in some types of boats than others. Boats with a full keel have more lateral stability than boats with fin keels.

Similarly, some sail plans are easier to balance than others so you might need to experiment finding the best sail combinations for different wind strengths and sea states.

So what do I do? At its most basic, heaving to is achieved when the drive of the main and rudder forcing the boat to come up into the wind is neutralized by the opposite force coming from a backed headsail i.e. the sail is sheeted out to windward.

There are two main methods of heaving to but first you need to ensure that your sail plan is suitable for the conditions i.e. reef your main and headsail to suit the wind speed and make sure that your sail plan is balanced with just a bit of weather helm. You also need to make sure that you have enough sea room to allow for your drift. Ideally you will aim to heave to on starboard tack as this gives you maximum rights under the COLREGS (sail boat on starboard tack has right of way). If you have small jib and a big winch you can heave to by simply winching the weather jib sheet in (heaving) whilst releasing the leeward (working) sheet. It was this technique that gave rise to the name of the action! Once the jib is sheeted in tight you can turn the helm to bring the nose of the boat up to the wind. The boat will quickly lose speed and then fall off the wind to 40 – 60 degrees. The mainsheet may need to be adjusted (usually eased) to achieve balance. In some situations the mainsheet can be fully eased.

Another technique is to tack the boat through the wind but not release the jib sheet. Again, once the boat has lost speed you turn the helm to windward and, once things settle down, tie off/lock the helm with the rudder hard over. A final tweaking of the mainsheet and the rudder should bring everything into balance.

The next question people usually ask is ‘How do I get out of being hove to?’ Nothing could be easier! Simply bring the jib/genoa across to the ‘correct’ side, sheet in both sails, centre the helm and sail away.

Like many things in sailing, it can be quite hard to get your head around new concepts when you are just reading about them ashore. The key to success is getting out on the water, taking your time to find the ‘sweet spot’ and practicing! As one of our members commented recently – ‘We do this all the time – even in the middle of the Lake. It is great when you just want to take a break or to have a meal.’

I look forward to seeing you all out there practicing or simply hove to and watching the world go by!

With thanks to the LAKE MACQUARIE YACHT CLUB CRUISING DIVISION

~ ~ ~ ~ ~

## Sydney Marine Park

### Visionary environmental planning or political football?



**Currently 1% of the region between Newcastle and Wollongong is protected as marine sanctuary.** The proposal being considered by NSW government is a mix of sanctuary 2.4% (no take) and mixed usage including tag and release, totalling 6.4% of the region, so 93.6% would still be open to fishing. Marine scientists generally agree that marine environments require that 30% is protected from fishing to ensure sustainability. Catches from Australian wild fisheries decreased by 31% over the past decade.

Cruising Division members will remember a presentation by Sharnie Connell in 2017 outlining the proposal.

*A month ago I received an update from Sharnie stating the following: After years of hard work from the Sydney Marine Park community campaign, we are finally at a point where a conservation plan is within sight, but we need one final push to get this over the line. You may have seen that the NSW Government has recently released draft plans for a marine park in Sydney's waters, and they are now calling for public comment.*

***So what's the proposal?***

*In short, the proposed Sydney Marine Park would give us 25 new marine sites in the Hawkesbury Shelf Bioregion from Newcastle to Wollongong. Seventeen (17) of these would be sanctuary zones, which would secure 2.4% of our oceans in highly protected sanctuaries.*

*The draft map is [here](#) (below) and the broader details are [here](#) (yes it's called the Hawkesbury Shelf Bioregion, which is where we live!).*

***But we have a problem.***

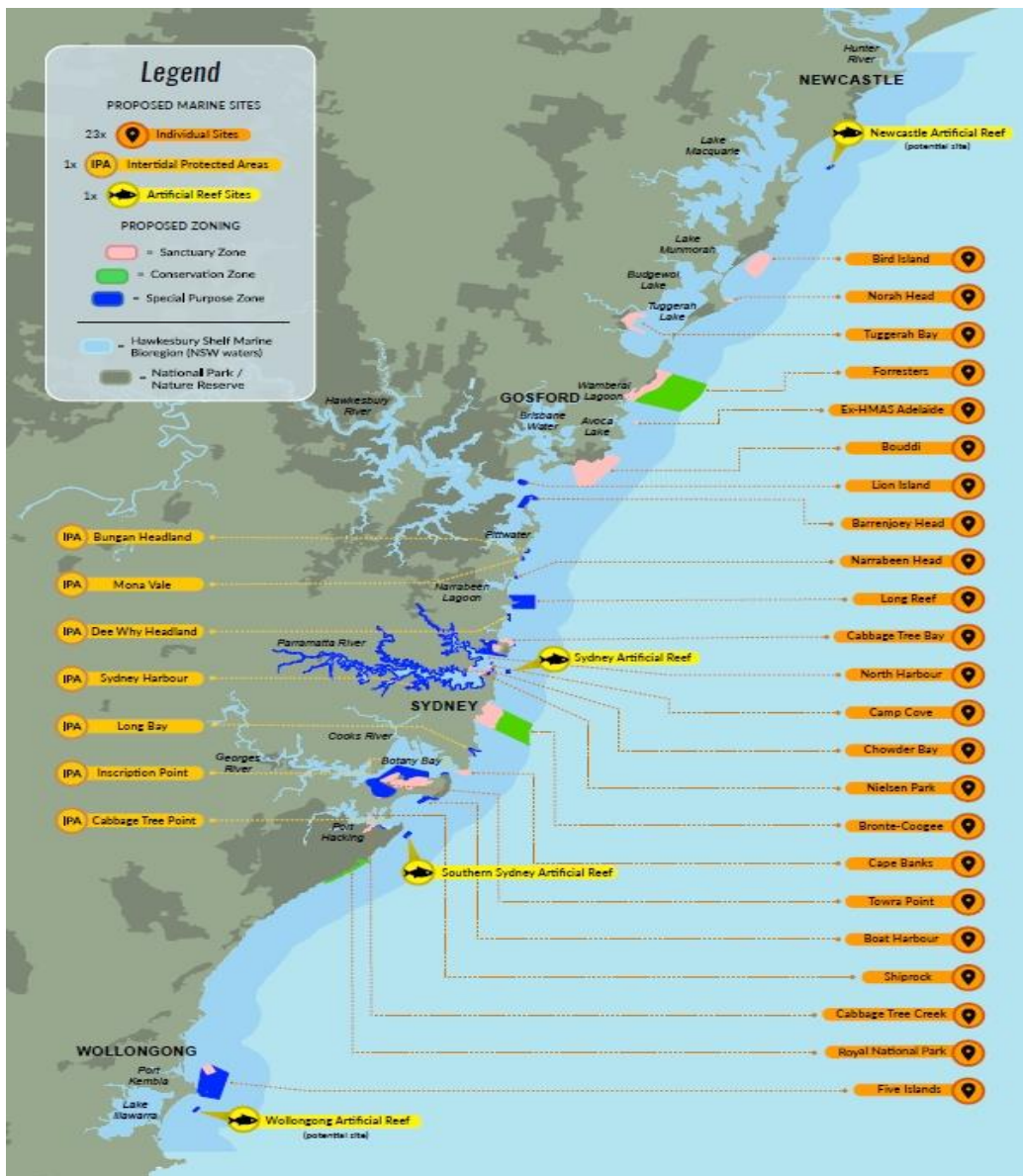
*Almost as soon as they've announced the public consultation process, we could lose everything we've worked for. As I write to you some powerful voices are stirring up trouble and campaigning hard for the government to scrap the plan. If we don't mobilise ocean lovers around our networks in the next couple of days we fear we really will lose this campaign.*

*The scare campaign is spreading misinformation that fishers will be locked out of fishing from Newcastle to Wollongong, despite the government's proposal leaving 95% of the region available for fishing. Their anti-marine parks campaign is working, despite the fact that great fishing and marine parks go hand in hand. (Think of Jervis Bay, the Solitaires, Great Barrier Reef, and Ningaloo - all beautiful marine parks which are full of marine wildlife and havens for recreational fishers).*

*I want to emphasise to you that neither of the organisations behind this campaign are anti-fishing. The Australian Marine Conservation Society's patron Tim Winton is a devoted recreational fisher, as are some of our staff and the majority of our supporters. Our seas are under enormous pressure from pollution, fishing pressure, and a warming climate. Just like we protect our forests and wildlife with national parks on land, we need to protect parts of our seas in marine sanctuaries.*

*Sydney's coastal waters are our pride and joy, and our greatest natural asset. Our Harbour, beaches and bays also contribute enormously to our economy. Over 13 million visitors travel from across the world or interstate to experience it, contributing over \$15.5 billion to the NSW economy each year. By bringing local businesses together, we believe the NSW Government will listen to common sense and show leadership and carry through with their plans to create a marine park for Sydney.*

***Excerpt from report from Sharnie at Australian Marine Conservation Society***



After reading Sharnie’s update I attended a public meeting at North Steyne Life Saving Club and heard from Marine Scientists that: Yields from fishing have declined by 31% in the past decade indicating drastic decline in fish populations. No action will only make this worse. Each generation has a decline in what we remember as “normal” fish populations. Marine sanctuaries, such as Cabbage Tree Bay (Shelly Beach) show marked increase of fish populations not only within sanctuary zones, but 40 Km surrounding, i.e. where fishing is legal.

So I went onto the NSW government website and made comment on 8 of the 25 regions that I frequent as a sailor, swimmer and fisherman. I was able to support elements of the proposal, like funding data collection and science to manage the region. I also made recommendations such as installing more sea grass friendly moorings that protect the seabed breeding ground and create a natural barrier to vessels anchoring closer to penguin rookeries etc.

**On September 17 NSW government backflipped with this:**

*A month after unveiling a plan to further protect sea life, the NSW Government has axed "no fishing" zones in a future Sydney Marine Park.*

*However the Berejiklian Government denies the move is a backflip aimed at trying to shore up coastal votes.*

*The proposal to boost marine life protection in 25 zones from Newcastle to Wollongong would have imposed restrictions on line and spear fishing in some zones, and banned fishing completely in others.*

*But after a swift backlash from the fishing industry and recreational enthusiasts, Primary Industries Minister Niall Blair has now announced the bans will not go ahead.*

*"We are taking the fishing lock outs off the table," Mr Blair said. He said he was making the announcement ahead of the close of consultation to "allay the fears" of fishers.*

*The Shooters, Fishers and Farmers Party had been campaigning hard on the issue and were planning to use the issue to target vulnerable Government-held seats on the coast.*

*Sydney Marine Park campaigner Daisy Barham condemned the Government's change of heart, saying it pre-empted the consultation process.*

*"A marine park that doesn't have highly protected sanctuary zones is like having a national park that allows hunting — it simply isn't going to protect our marine environment," she said.*

*Greens MP Justin Field described it as a "disgraceful backflip" from an "anti-science, anti-environment" Government.*

*"There has been a concerted effort by vested political, industry and media interests to pressure Liberal/National MPs in marginal seats and it is disappointing the Government has allowed these interests to undermine democracy and the consultation process," Mr Field said.*

### **ABC political state political reporter, Sarah Gerathy:**

The Primary Industries Minister announced axing the proposal before the consultation period was completed. Just the language of a "lockout" is absurd and short sighted to the long term benefits. The Shooters Fishes and Farmers party seem to have some clout. Maybe we need to establish a sailors, swimmers, parents and grandparents party and threaten our vote in coastal seats!

The NSW government links below:

- **Online:** [\*Marine Estate website\(external link\)\*](#)  
**Mail:** *Submission – Enhancing conservation of marine biodiversity in the Hawkesbury Shelf marine bioregion – Discussion paper*  
NSW Marine Estate Management Authority  
Locked Bag 1  
Nelson Bay NSW 2315

**Michael Mulholland**  
**SV Nanu**

## **BUY, SWAP and SELL**

### Fender Step by Dan-Fender - \$50

*Excellent method of getting on and off a sailboat easily and safely. Either from/to a berth or a dinghy.*

*Attaches to toe-rails or stanchions.*

*The height is adjustable via the length of the lines attached.*

*The unit is in very good condition.*

*Manufactured in Denmark.*

Interested? Contact Trevor 0419 211 602



## CHEF'S CORNER



# McEvoy's mussels

By Mike McEvoy *Sisu*

Feeds 2, double the quantities for 4.

### **Ingredients**

- 1 kg pack of Kinkawooka Shellfish Live Pot Ready Mussels live blue mussels, available at most fishmongers. Keep in the fridge or in a net over the side until needed, to keep cool.
- 1 can of diced tomatoes (2 if doubling the quantity)
- 2 cloves of garlic – finely chopped
- 1 small red chili (optional) - chopped
- 1 red onion, finely chopped
- 1 cup or glass of white wine. The remainder of the bottle is cook's privilege
- olive oil
- salt & cracked black pepper
- parsley to garnish. I prefer curly parsley but flat will do

### **Method:**

Using a large saucepan on low, heat the olive oil, then add the garlic and onion and chili if that is your taste, stirring slowly until transparent. Do not allow to boil or burn. Then add the white wine plus the tomatoes straight out of the can, stir through.

Bring up the heat to get that mixture hot and open the pack of mussels emptying the water in the pack into the sink. After all it is seawater that has kept the mussels alive and can be returned to the sea. Carefully and slowly empty the mussels into the hot contents of the saucepan. Stir the submerged the mussels.

Once the mussels have opened:

- Season with salt and pepper to taste.
- Just before serving stir in parsley.
- Serve in bowls with a soup spoon to enjoy the resultant broth.

Keep the plastic bag the mussels came in for the empty shells to place in the rubbish bin to take ashore.

Sue said: Serve with crusty bread. Great to sop up the broth.

*Hint*> I used to enjoy opening the mussels one at a time with the empty shell of the previous mussel, however Sue opens them all into the broth then enjoys a mussel soup. I have adopted this practice because it keeps the mussels hot.



## CD Quiz – October 2018 by Phil Darling

1. You are sailing on a course of 180T, and see a light ahead characteristics Q(9)15s. Which way do you turn?
2. On the Australian Coast, does a Sea Breeze normally back or veer during the day?
3. What term is given to a vessel that has gone aground at the top of a spring tide, and must wait two weeks for another similar high tide to get off?
4. What is the name given to a line rigged from the main boom forward to a strong point to prevent an accidental gybe?
5. 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?
6. You are coming in to Sydney from out at sea, and expect to see the Macquarie Light from well out – after all the chart says “25M”. Is this the “nominal range”, or the “luminous range” – and what is the difference between these?
7. After discussing light ranges, our crew member disagrees and says “it really depends on the height of the light, which is the Geographical Range”. Is the crew member right or wrong?
8. How many nautical miles are there between latitudes 33°50'S and 34°59'S ? (take the N-S distance).
9. You are sailing along at speed and overtake a power boat. Who has right of way?
10. It is coming on to summer time, 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??



## DRIFTWOOD

At our last meeting, when discussing whether the BUY, SWAP and SELL section should continue in the Compass Rose a voice was heard from the back: “Was that WIFE, SWAP and SELL?”

After the laughter died down, the enquirer was disappointed to be told again it was BUY, SWAP and SELL.

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When conducting safety audits one comes across some interesting issues. For example recently, when checking off the expiry dates in the medical kit, the helpful crewman explained that he had just purchased more Normal Saline 30 ml x 2 because the Expiry Date had passed. Upon inspection, not only had the old ones not expired but there some even older ones that had not expired either. It's not often there is an oversupply of medications. Lesson: put on spectacles before checking the Expiry Dates on medications.

TECHNICAL CORNER

At the September monthly meeting, Frank Banks spoke about a lifejacket that conforms to the relevant ISO regulations and tows you backwards if you should fall overboard, rather than forwards which forces your face underwater, on the end of a tether line. The lifejacket is called a TeamO. It is featured in Practical Boat Owner magazine November 2012. A quick search online found them now available from AdventureSafety.com.au in Victoria at \$429.00. Certainly top of the range in price but how much do you value a life when sailing short-handed?

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.



Seen at Garden Island. What do you think it means? Send Ideas to cruising@mhyc.com.au

Sadly, no ideas received.
The answer is “Uneven path ahead”

CD Quiz – October 2018 – Answers

1. This is a West Cardinal. You should turn to pass on the western side of the marker - so turn to Port.
2. A Sea Breeze in the Southern Hemisphere backs during the day as it strengthens. For instance, on the Sydney coast it begins by being a light easterly, then backs to the north east as it strengthens.
3. Neaped.
4. Preventer (sometimes called a Gybe Preventer).
5. HAT – Highest Astronomical Tide, MHWS – Mean High Water Springs, MHWN – Mean High Water Neaps, MLWN – Mean Low Water Neaps, MLWS – Mean Low Water Neaps and LAT – Lowest Astronomical Tide (LAT is usually the “datum” or zero level on our charts).
6. In Australia we list the “nominal range” on charts for a light, which is defined as “the luminous range when the meteorological visibility is 10 miles” (Admiralty List of Lights and Fog Signals). Thus the “luminous range”, which is the maximum distance at which a light can be seen, may be greater or less than this depending on the actual visibility at the time.
7. Your crew member is right in defining Geographical Range, which depends on the height of both the object and the observer; however the Nominal Range (which depends on the power of the light – defined in Candelas) may reduce this if the light is not strong enough..
8. 69 nautical miles (60 for a full degree plus 9 for the additional 9 minutes).
9. Trick question this one – no one has right of way. However – if the question was “who is the stand-on vessel and who is the give way vessel” then the answer would be: you (the overtaking sailing vessel) are the give way vessel, and the power boat (being overtaken) has to stand on and maintain their course and speed to allow you to avoid them.
10. The alcohol limit on the water is 0.05%, and this applies to both the helmsman and to the skipper.

PHOTO COMPETITION

Send your photos to **Maralyn Miller** to enter into the 2018 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 2018.



The winning photo for October is called “Sunset on Bora Bora”
and was taken by Gill Attersall.

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.

Good Shooting ...!!
Maralyn.

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET													
		JAN - DEC 2018										Compass	Attendance	Technical	TOTAL
DATE =		Feb 26- Mar 4	Mar 10-11	Mar 30- Apr 2	TBA	16-17 June	Jul-15	01-Aug	TBA	Nov 18-19	Rose	at	Corner		
EVENT =		2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Feature Article Points	Monthly Meeting Points	Project s compl 'd Points		
ENTER CREW FOR EACH YACHT		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 Exercis e	Pittwater Cruise					CUMUL' SEASON POINTS
YACHT	No. Nights	8	1	4	1	1	1	1	4	1	2	1	3		
Altair	Crew							1			0	4	0	5	
Kieth Watson	Nights							1							
Nanu	Crew										0	4	0	4	
Michael	Nights														
Breeze	Crew						2	1			0	2	0	4	
Bill & Helen	Nights						1								
Caviar	Crew		2			2	2	2	1		10	11	0	36	
Max & Dot	Nights		1			1	1	1							
eXpresso	Crew				+		2	1			0	17	0	20	
Phil & Maralyn	Nights						1	1							
Flemingo	Crew	1				1				2	0	4	0	13	
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			0	5	0	10	
Mike & Suzanne	Nights					1	1	1							
Kodiak	Crew						2			2	0	8	0	14	
Trevor & Lena	Nights						1			2					
Nashira	Crew		2	2		2	2	2	2		6	16	0	38	
Evan & Kelly	Nights		1	4		1	1	1							
Rapture	Crew	1				1				1	4	8	0	19	
Paul & Anne	Nights	4				1				2					
Simply Irrestible	Crew	2				2	2				8	14	0	34	
Glynnne & Gill	Nights	4				1	1								
Slack'n'Off	Crew			2		2					2	3	0	15	
Martyn	Nights			4		1									
Galaxy III	Crew										2	2	0	4	
Chris	Nights														
Sanctum	Crew						1				0	5	0	6	
Jean & Noel	Nights						1								
Bloodhound	Crew										0	4	0	4	
Alex	Nights							2							
Buggalugs	Crew						1				0	12	0	12	
Jeremy & Kristin	Nights														
Tulip	Crew							1			0	2	0	3	
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		0	16	0	18	
Aileen & Cam	Nights						1								
Isobel II	Crew										0	7	0	7	
Val & Des	Nights														
La Madre	Crew						2		2		2	8	0	12	
Selina & Dallas	Nights						1								
														=====	
No. of Boats =		3	3	2	0	7	12	7.5	2	3				Points 38	
														The Leading Boat is....	
														Nashira	

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

Cash at Bank as at 31.08.2018	\$2,318.04
 <i><u>Plus Receipts</u></i>	
<i>Sale of x Wachman Manual</i>	\$0.00
<i>Donation from Trevor D'Alton sale of boat bits</i>	\$50.00
<i>Interest</i>	\$0.17
 <i><u>Less Payments</u></i>	
Gift Voucher Chris Canty	\$100.00
Cash at Bank as at 30.09.18	\$2,628.21
<i><u>Outstanding Receipts</u></i>	\$0.00
<i><u>Outstanding Payments</u></i>	\$0.00
Account Balance	\$2,628.21

Signed as a true record

Mike McEvoy
Treasurer



LONG WEEKEND LUNCH AT THE COTTAGE POINT KIOSK.

THE OTHER VIEW.



MORE FROM ALEX COMINO

MIDDLE HARBOUR YACHT CLUB HOSTS

TUESDAY 6TH NOVEMBER
12 NOON



Melbourne Cup Lunch

CHANDON

MHYC
MIDDLE HARBOUR YACHT CLUB

Prizes for best dressed, best hat, enjoy sweeps throughout the day and all the race action on the big screen

THEME: *It's All About The Hat*

\$80 Members
\$85 Non Members
Three course lunch
Arrival Chandon Cocktail

BOOK YOUR TABLE TODAY at the MHYC office on 9969 1244 or online at www.mhyc.com.au

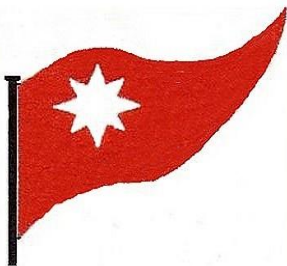
TIDELINES

SISU is up on the slipway for her annual beauty treatment. I took Sue down to have a look at the outside of the scuppers on the stern, not normally visible from the water and currently being worked on.

Her comment was "It's a bridge too far that you take me out to view the dirty bottom of your MISTRESS!" I'm in trouble, again.

Mike McEvoy

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, currently that has been moved to the 3rd Wednesday (on trial) 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