



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

Volume No. 38 No. 3 April 2018

Editor: Kelly Nunn-Clark



SLAC'N'OFF PASSING POINT PERPENDICULAR, JERVIS BAY NSW

**NEXT MEETING: MONDAY APRIL 16TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.**

**GUEST SPEAKER: EVAN HODGE & KELLY NUNN-CLARK
TOPIC: 2019 SAIL TO TASMANIA**

CRUISING DIVISION OFFICE BEARERS – 2017-2018

Cruising Captain	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Mike McEvoy	9968-1777
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Mike McEvoy	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
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Phil Darling, Royce Engelhardt, Evan Hodge, Mike McEvoy, Kelly Nunn-Clark, Dorothy Theeboom, Max Theeboom	



Editor's note:

Deadline for the next edition of the Compass Rose is [Wednesday 2nd May](#).

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

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

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

MHYC CRUISING DIVISION ANNUAL PROGRAM 2018

April	30 th to 2 nd	Easter Cruise – Jervis Bay includes Safety Practice and Slocum event.
	9 th to 15 th	Sail Port Stephens
	16 th	Cruising Division Meeting.
	25 th	MHYC's Annual Two-Up Cup on Anzac Day
May	3 rd	MHYC Literary Lunch with author Sandie Docker and her new book "The Kookaburra Creek Café" released 30 th April
	5 th	Annual Club Presentation night
	13 th	Mothers Day at MHYC, the Harbourview Bistro will be open from 8am for breakfast and 12pm for lunch. With live music by Keff McCulloch at 12:30
	21 st	Cruising Division Meeting.
June	16 th	Commodores Black Tie Dinner
	16 th & 17 th	Cruising Division Get Checked and raft-up weekend
	18 th	Cruising Division AGM
	23 rd	MHYC Get Checked Day
July	8 th	Annual Senior Members Lunch
	15 th	MHYC Cruising Division Long Lunch
	16 th	Cruising Division Meeting.
	19 th	MHYC Annual General Meeting
August	12 th	On Land Event: Garden Island Museum via Ferry
	20 th	Cruising Division Meeting.

CAPTAIN'S COLUMN – APRIL 2018



I am running late again in writing this column but this time it is because the Easter Cruise to Jervis Bay got in the way. I thought, incorrectly, there would be plenty of time to knock up the column. How wrong I was. Now even after arriving back at 6.15am Tuesday morning I still feel jet lagged..



Slac-n-Off, Bundeena and Nashira participated in the Easter cruise which I must say was from my point of view fabulous with good solid sails to and from book ending a few delightful days around the bay. I'm afraid I did not stick to Rhoslyn's healthy diet as presented at the March CD meeting. Unfortunately we supplemented otherwise healthy meals with other liquid temptations of various colours not all of them bright.

Congratulations to Martyn & Anna on Slac-n-Off completing their first overnight passage on our return trip. They are getting more adventurous and their experience and confidence building. This is the same as Kelly and I on Nashira have experienced and why the Cruising Division is worthwhile for those wishing to venture further afield on their vessels.

On another note the club's Thursday Twilight series ended just before Easter. Whilst the Cruising Division helps train us all in skills for safety and survival etc, the social racing on the Thursday nights helps to hone the sailing skills and confidence in boat handling when in close proximity to other craft. It is great to see the CD well represented in different divisions depending on size and speed of vessels. Come along and experience the fun and enjoyment of a Thursday evening harbour "cruise".

The club presentation night is to be held on Saturday 5th May. The cruising division trophies will be among the awards presented so come along and join in the fun. Bookings are required so go online and signup. Mention you would like to be on a Cruising Division table if possible.

Come along to the CD meeting on 16th April to hear from Kelly and myself on the planned 2019 Cruise to Tasmania and the Wooden Boat Festival. We will share our experiences of our 2017 trip and outline the plans we have for the next Tassie cruise in late January 2019.

So now we are into the quieter months where Nashira will receive some TLC in preparation for the next cruising season.

Stay safe and enjoy the good life out on the water.

Evan Hodge

Cruising Captain. *SY. Nashira*

NEXT MEETING: MONDAY APRIL 16TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.

GUEST SPEAKER: EVAN HODGE & KELLY NUNN-CLARK
TOPIC: 2019 SAIL TO TASMANIA

Evan and Kelly will persuade us to join them on their next trip to Tasmania by delighting us with the photos and adventures of their first offshore voyage in January 2017. In this trip they made it to the Hobart Wooden Boat Festival and travelled as far as pristine Port Davey and Bathurst Harbour before heading back to NSW. They will briefly discuss the planning and preparation that went into this trip as well as where they went and what they would like to do next time. This is a great chance to ask questions and entertain the idea of cruising in company to the next Wooden Boat Festival and explore the beautiful state of Tasmania.

[NOTE: The Arawai team which was originally going to speak in April on their recent voyage to Lord Howe Island is presently being rescheduled]

CHEESE PLATE APRIL MEETING: KELLY NUNN-CLARK
ENVELOPING APRIL COMPASS ROSE: EVAN HODGE

MAY – CD SPEAKER

GUEST SPEAKER: DIANA NOYCE
TOPIC: FOOD HISTORIAN

Diana is a food historian who will discuss Charles Darwin's "Pleasures of the Table" whilst travelling aboard the Beagle in it's epic journey, not only did Darwin collect specimens to develop his understanding of the natural species, he was never more satisfied than when digesting the rarest species known to the palate, at least the English palate.

Darwin relished the culinary delights that different lands offered and approached the discovery of a every new dish and the way it was cooked, with the same sense of curiosity and adventure he brought to collecting specimens and presented many of these dishes to the Glutton Club at Cambridge University.

FUTURE EVENTS:

Cruising Division “Get Checked” Safety Inspections and Raft-Up June 16th & 17th and MHYC Get Checked day June 23rd 2018.

We know this is early to start getting all your safety gear together and updated but we wanted to give you a heads up that this is coming. Next month more information will be provided on the details. Remember that you can download the Australian Sailing Special Regulations for 2017 – 2021 along with the necessary audit forms at: <http://www.sailing.org.au/sport-services/safety/special-regulations/>

MHYC Cruising Division Long Lunch – Sunday, July 15th 2018

Mark this in your calendar now! The delightful long Sunday lunch is on its way. It is a wonderful way to catch up with your friends in the cruising division both old and new and relax in the quarterdeck room amongst a sumptuous feast. The fine details are being worked out now by our tireless long lunch crew.

PAST EVENTS:

Easter Cruise – Jervis Bay – 30th March to 2nd April



Slac'n'Off & Nashira in Jervis Bay

I was so looking forward to this long weekend Mhyc cruise to Jervis Bay when a few days before my body decided it was necessary to get the flu. Two days' home from work and still achy I made up my mind I was going. Evan suggested I get myself onboard after the Thursday twilight races were finished, I could go to sleep and he would get us to Jervis Bay. Luckily we had most of the supplies readied earlier in the week and all Evan had to do was finish the food shopping and take a load of things down before the races and we were set.

We are sailing down in company with Martyn and Anna on 'Slac-n-off' and meeting up with Frank and Michelle on Bundeena who head up the Jervis Bay chapter of the Mhyc Cruising Division. We will spend a glorious 3 days exploring, relaxing, playing on the bay.

We all managed to get some sleep before departing at 3am Friday. The moon is bright, the wind is almost non existent and the seas below 1 metre. Perfect conditions to motor to JB, not so good for sailing. We hoisted the main sail after a short distance to help stabilise Nashira and settled in for a smooth ride.

One of the highlights along the way was watching the procession of planes line up to fly into Sydney for the 6am airport opening and seeing a huge falling star or was it something being jettisoned from one of the planes? Those of us on both vessels saw this spectacle and have our own suspicions.

A SSE breeze picked up about 1pm and we had a magic sail right into JB past Point Perpendicular and dropped anchor at Hole in the Wall by 5:30pm (14.5 hour journey). Hole in the wall is a great place to shelter from Southerly winds . When the winds change at JB you can watch the procession of locals move their vessels to various sheltered shores.

After touching bases with everyone we settled in for a quiet night and sleep. Evan was brilliant at getting us here, I mostly slept on and off the entire journey and was ready to go back to bed. He was exhausted.

The next morning we did our own thing until about 1:30pm, paddle board, swim, went for walks. You could even see two of our group on the beach doing handstands and amazing upside down balancing acts. hmmm.... who could that be?!



Hole in the Wall

In the afternoon we headed for Long Beach as the wind was changing to a lovely NE and enjoyed the rest of the day sheltered on a beautiful beach. For dinner we visited Bundeena for entree's of freshly caught flathead and salad and Swedish cured salmon with horseradish and potato [see Chefs corner for the recipe]. Then everyone came over to Nashira for warm kale and salmon salad. This was all accompanied with fine wines and a very special introduction to 'The Kracken' spiced rum, thank you Frank!



Long Beach with Bundeena and Slac'n'Off

Sunday, Nashira picked up friends visiting from Canberra and we made our way over



to Target Beach tucked in just west of Point Perpendicular. What a lovely place! We've been to JB several times but never noticed this bay before. It would not be very nice in a big Southerly swell or winds but today it was perfect. Slac-n-off sailed over later in the day and we all spent time snorkeling, swimming, talking and eating before finally having to return our guests back to Huskisson.

East side of Bay across from Target Beach

At Huskisson there are 3 public pink moorings just east of the wharf with easy dinghy access to tie up. As a southwesterly was just building we all decided to make use of the public moorings and stay the night, again protected from the weather.

On Monday Bundeena made the executive decision to head home while Nashira, Slac-n-off and Brownie on Naomi along with his beautiful dog Millie headed up the Currumbene Creek at Huskisson on a dinghy safari. Part way up the creek we stopped and met friends of Martyn's who luckily live right on the creek. We got to see first hand how shallow the creek can be and what a challenge it is to get deeper keeled boats in and out. After the safari we headed back to Huskisson for lunch then prepared to return to Sydney.



Dinghy Safari



Huskisson Esplanade in front of Wharf

We left JB by 4:30pm with a nice southerly to help push us home, about 15 to 20 knots, Our autopilot could not handle the following seas very well (I think we need to do some maintenance on our steering) so Evan and I had a very good shoulder and core body work out as we alternated two hour shifts all night.

Slac-n-Off raced ahead and by the time we neared Sydney they were a tidy 4NM ahead of us. At North head we had to accommodate two cruise ships wanting to enter the harbour. We hung back until safe then darted for MHYC. It was about 6am making that our fastest trip between JB and Sydney! Just over 13 hours.

We pulled into MHYC exhausted and happy to be home!! What a fantastic weekend, I am so glad I didn't let the flu stop me from going. It was so worth it.

Kelly Nunn-Clark, *Nashira*

Harbour Night Sail and Raft-Up - 10-11 March 2018 (aka Hen and Chicken Bay Raft Up)

On March 10th Max and Dorothy on Caviar, Evan and Kelly on Nashira and John Tregea on Kai Lag met at MHYC in the late afternoon and motor sailed up to Hen and Chicken Bay. We all made it there before sunset so no real night sailing was involved this time. Nashira put down her anchor and Caviar rafted up alongside. Kai Lag, picked up a “pinkie” and then rowed over to Caviar where we all met for late afternoon nibbles.



Afterwards we boarded Nashira for Kelly’s dream pot Chicken curry and salads which John and his guest, Peter, provided. The meal finished with Dorothy’s apple crumble and custard. What a great way to spend an evening with friends, lots of laughs relaxing in a perfect warm Autumn evening on the water.

The food was fantastic and the desert, well who can beat a homemade apple crumble with freshly cooked custard. John and Peter managed to work off some of the food when they rowed back to Kai Lag.

Early next morning Evan and Kelly took Max (the dog) for a walk in Cabarita park. We didn’t even hear them leave. On their return we got in their dingy and made our way over to Kai Lag where we picked up John’s painter. It’s amazing how much a three horse power engine can tow.



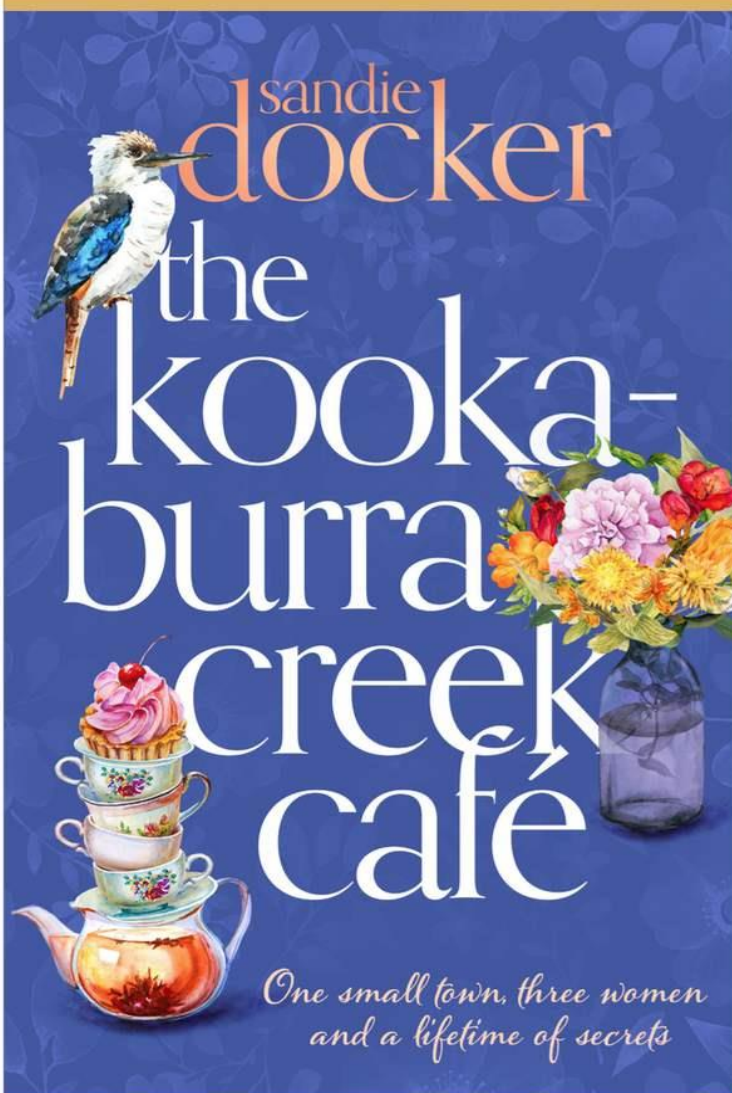
The breakfast at D'Albora's Cabaritta marina restaurant was delicious and enjoyed by all. It's a great spot to watch traffic on the river.



The marina also has a cafe which serves a variety of meals and snacks and there is nice park and swimming pool nearby.

After breakfast John and Peter were towed back to Kai Lag and it was time for everyone to go their own way. Caviar had to make a quick dash back to Middle Harbour. Kai Lag was not far behind whilst Nashira meandered back at her own pace.

Dorothy Theeboom, *Caviar*. [photos by Kelly Nunn-Clark]



Literary Lunch

with guest speaker

Sandie Docker

on her new book

"The Kookaburra Creek Cafe"

Heart-warming and charming women's fiction – the multi-generational story of three women in the small Australian town of Kookaburra Creek.

Thursday 3rd May, 2018

12 Noon

Middle Harbour Yacht Club

\$60 per person

\$55 for members

Includes 2 course meal

and arrival drink

To Book contact

Middle Harbour Yacht Club

9969-1244 | www.mhyc.com.au

**Lower Parriwi Road, The Spit,
Mosman**

A Lifetime of Pleasure with Boats by John Howard

This is the eighth in an occasional series about boats that have brought a lifetime of pleasure and education into my life. These are “Var Flicka”, “Dynamite”, “Ishkoodah”, “Pampero”, “Melite”, “Sana”, “Plum Crazy”, “Kubba-Kubba” and “Zingarro II”.

In 1997 I applied for a mooring in Middle Harbour. I was told there was a long waiting list, and that I was number 14 on that list. Patience was required; I waited 12 months and then phoned to ask how the mooring application was progressing. “Just great” was the reply, “You are now number 16!”

Over time things at the MSB (as it then was) improved, and so did my standing on the waiting list. Eventually I was allocated a mooring in Sailors Bay, and that is where I kept “Plum Crazy” for a while. After a few years, however, I decided to relocate “Plum” to Pittwater and this created a need to find a “mooring minder” in order to retain the precious Middle Harbour foothold.

I started looking for a small sailboat, maybe something simple like a Soling or a J24, when Rosemary, ever the lateral thinker, pulled me up rather gently saying “Don’t buy another f***ing sailboat! Why not get something different, like a power boat!” Now, as I have written, powerboats had no place in my family. From a tender age I was raised to understand that recreational power boats were only owned by persons unable to grasp the fundamentals of sailing, that they belched smoke, were smelly, prone to mechanical failure, and horrifically expensive both to run and to maintain. We were not powerboat people.

Clearly I had to adjust my thinking and as luck would have it, I came across a wonderful little book called “The Guide to Wooden Powerboats” where on page 68 I found a photo of “Daisy”, the sweetest looking picnic boat one could imagine. The seductive lines of “Daisy” swept away all of my prejudices against powerboats in an instant.....and so the search for our own little power cruiser began.

After 12 months an unnamed launch was found on the Georges River, unloved and engine seized but having the character we were seeking. The vessel was trucked from the St George Motorboat Club to Roseville, then towed onto the mooring at Sailors Bay. The “mooring minder” had at last arrived. I had the moribund 6 cylinder engine removed and sent off to be rebuilt.

This was a mistake as it cost thousands just to learn the cost to recondition the old was almost as much a new one. I sold that engine as scrap for \$500.

I was getting out of my depth, so asked Doug Brooker if he could give some much



30 ft. Launch on Georges River, 1999

needed advice on restoring the boat, including repowering her, and his advice as always was excellent. Doug's idea was to repower with a 3 cylinder Yanmar diesel which would fit nicely under the cabin sole, and to couple this to the drive shaft using a Scattra drive to give a quiet and vibration free installation. The lighter weight of the new engine would allow for massive fuel and water tanks to be fitted.

Colin Beashel and Wayne Newman were available to do the work and this necessitated again trucking the hull, from Roseville to Bayview. Yet again haulers were engaged and it was arranged to deliver the boat to them at Roseville ramp early one winter's morning. And a lovely morning it was as, alone and with a following breeze, I easily towed the engineless hull using an inflatable Achilles with a 20hp outboard. As the dock came nearer, my euphoric state rapidly turned to one of concern and then panic as I realised that although I was slowing down, my tow was not. In fact it was speeding up under influences of freshening wind and incoming tide, was no longer under my control and surely was about to ram the pontoon now rapidly approaching at speed. Without time to think and in order to distance myself from the imminent crash I turned the Achilles away with an open throttle. And then something miraculous happened; the tow rope tightened and the hull jerked and spun sideways, crabbed a little through the water and gently kissed the pontoon perfectly parallel and correct in every respect. I had never before (or since) parked a boat so impressively. Who was to know I had been 100% out of control? Tragically, at least for me, there was not a single person on the dock to see it!

In the year 2000 Colin Beashel was occupied with Olympic Star Class commitments, and much of the work on "Kubba Kubba" was completed by Terry Lean, a master shipwright. Terry and his family were living at that time on a lovely Carmen class yacht, and these days I understand he manages the historic Wilson boatyard in Tasmania.

Before too long work was completed to the satisfaction of all concerned, and we christened the cruiser "Kubba Kubba" which was derived from the Aboriginal name for Middle Head. Together with my son in law, Toby Heap, the little power cruiser was brought back to Middle Harbour under her own steam. Terry was kind enough to call us up on VHF as we passed Avalon Beach to check all was well.



"Kubba Kubba" 2001

For the past 18 years we have enjoyed the fruits of all the careful work that was done, having had only two incidents in hundreds of outings, both when only Rosemary and I were on board. The first was in a strong Westerly when I was unable to hold onto the mooring hawser and lost the boathook overboard. "Quick, darling, get the boathook!" I shouted aft just before losing my footing and falling unnoticed and fully clothed off the bow and into the drink. After surfacing I swam around to grab the duckboard at the stern, where I was surprised to see Rosemary in our little dinghy rowing away from the boat. When I asked her what exactly she was doing she calmly answered "Carrying out your orders, Captain...I'm getting the boathook. But what exactly do you think you are doing?"

The second incident was also mooring related. We had just picked up a public mooring off Parriwi Point, and I had (unwisely) scolded Rosemary as I thought she had come in too fast on the approach and not reversed hard enough to compensate. Perhaps I was afraid of losing the boathook again. Anyway, a couple of hours later, after a lovely picnic lunch, we started the engine and cast off but soon discovered there was absolutely no thrust at all in either forward or reverse. We were adrift, by now too far away to retrieve the mooring, and being blown toward a yellow vessel in the distance. Getting ready to drop anchor, I noticed the yellow boat had signage: "Boat Assist 24." With no further effort on my part, we drifted down onto that boat, handed them our line and, with apologies, asked if assistance was indeed available. Boat Assist cheerfully signed us up and towed us home.

By the way, the loss of thrust was the result of a missing key that may have been omitted when a new 4 bladed prop was fitted by an unnamed mechanic who, I believe, has since taken up potato farming.

CD Quiz – April 2018 by Phil Darling

1. What is meant by the term “in irons”?
2. How would get out of being in irons?
3. What causes “prop walk”, what is it’s effect on your own boat, and what can you use it for?
4. What strength of wind is indicated by a strong wind warning? A gale warning? What Beaufort strengths are these?
5. Does a southern hemisphere sea breeze back or veer?
6. You are sailing close hauled, on starboard tack at night. You see another vessel on a steady bearing approaching on your port bow, apparently unaware of you. What should you do?
7. What is the difference between deviation, variation and leeway? In which order do you apply them to get from a true course to the compass course for the helmsman to steer?
8. You have a riding turn on a winch and wish to take the load off the sheet with a line to another winch. What knot is best?
9. What is the Angle of Vanishing Stability?
10. What distance is a cable? Where does the term come from?



Mothers Day

AT MIDDLE HARBOUR YACHT CLUB

Treat mum to breakfast or lunch in our Harbourview room,
overlooking the beautiful waters of Middle Harbour

BREAKFAST 8AM - 11AM | LUNCH 12PM - 3PM

With live music from Keff McCulloch from 12:30pm
Sunday 13th May, 2018

BOOKINGS ESSENTIAL

 Middle Harbour Yacht Club
9969-1244 | www.mhyc.com.au
Lower Parriwi Road, The Spit, Mosman

The Boat from Ironbark...



***A Bushman decided to Build a Boat,
But was Short on Funds for the job.
If Timber he Found, just Lying Around,
That surely would Save him a bob.***

***He saddled his Horse and Rode thru' the Bush
Selecting the Best he could Find.
Old Trees where they Fell, by Working like Hell,
His boat would be "One of a Kind".***

***His Logs part Rotten and covered in Moss
Appeared in Condition quite Poor.
If he Cut the Rot, from the Logs he Got,
Good Timber he'd find at the Core.***

***His Logs he Dragged back and into his Yard,
He planned to get Timber for Free,
So Set up his Mill, near Homesteader Hill
'Neath Shade of a Coolabah tree.***

***Then he Milled his Planks by Night and by Day,
And Seldom he Mused at the Time.
His Timber so Hard, used Sawblade with Lard,
He Soon went all Black from the Grime.***

***The Frame grew so Slowly and then the Hull
Took shape in the Dust of his Yard.
The Months they went By, Wet seasons and Dry,
The Work no denying was Hard.***

***'Til one day he Paused and let Fly a Sigh,
And Swayed Back and Forth on his Feet.
Before him She sat, Hull Fair and all Flat.
Seemed his boat was at last Complete.***

***He fashioned a Mast, a Sail and some Oars
And he Dreamed he would Sail along.
When he stepped his Mast, he could sail at Last;
The River was where he'd belong.***

***He searched for a Name both Fitting and Fair,
To give to his new floating home.
He planned to Abide, set sail with the Tide,
So he called his new boat "The Foam".***

*Only Remained to the River to go,
To Give her a suitable Home.
His bullock team Hauled, and Oft' times it Stalled,
For a Hefty Wench proved "The Foam".*

*To the Lachlan he Dragged, took Over a Month,
His bullock team all but were Spent.
Then to Launch his Ship, He fashioned a Slip,
And Proclaimed a Marv'lous Event.*

*News it soon spread to the Homesteads about,
Such Occasions certainly rare.
A Crowd assembled, and soon Resembled,
The Mob at the Annual Fair.*

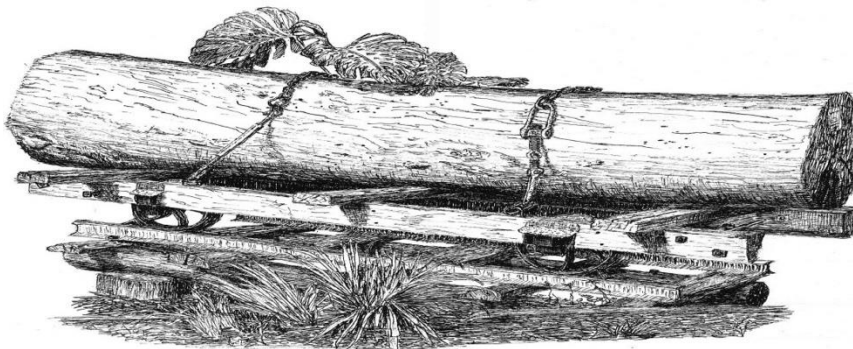
*A Sight seldom Seen in the Dusty Bush,
A Keg was cracked, a Band was found,
A Tent Erected, with Flags Bedeck'ded,
It Promised a Show quite Profound.*

*Then the local Mayor made a Speech or Two,
He was all Dressed up, and the place looked Flash.
Then the Chocks were Hit, "Foam" started her Trip,
Struck the Water, with Scarcely a Splash.*

*Up went a Cheer from the now Tipsy Throng,
T'was what They'd Assembled to See.
Foam did not Stop; Bubbles came to the Top,
So Soon there was Nothing to See.*

*Then to the shock, of the now silent crowd,
The story appeared to be stark.
If you build a boat, and want it to float,
Don't build.. The Boat from Ironbark..!*

.....Rapture



CHEF'S CORNER

SWEDISH CURED SALMON



Anna Alvsdotter, 'Slac'n'off', shared her delicious traditional Swedish Cured Salmon during dinner at our Easter trip to Jervis Bay. This recipe is from her Mother Kersti.

Directions

Use two equal pieces of salmon, deboned but skin on.

Mix: 2 Tbsp salt, 1 1/2 Tbsp sugar, 1 Tbsp cracked pepper and rub into salmon. If using two whole sides of salmon, use 5 or six times the curing mix.

Pack on (lots of) clean, chopped dill to both salmon pieces, then place the two bits on top of each other, skin facing outwards.

Cover with glad wrap, place in shallow dish and place in fridge. Put a weight on top to press the salmon a bit during curing.

Turn morning and evening for two to four days, then scrape off wilted dill and the remaining pepper curing mixture. Put separate pieces in freezer until you wish to eat the salmon. For easy slicing, only semi defreeze salmon.

Serve with horseradish or Swedish dill sauce. [NOTE: Anna served on slices of cooked potato with white horse radish. It was fantastic!]

Swedish dill sauce:

1 Tbsp sweet mustard

1 teaspoon Dijon mustard

1 Tbsp sugar

2 Tbsp vinegar

100ml oil

Finely chopped dill (Mix mustards, sugar and vinegar. Add oil slowly to make an emulsion. Lastly, add the dill. Can be made a couple of days in advance.) ENJOY!

CD Quiz – April 2018 – Answers

1. A sailing vessel is “in irons” when stationary head to wind and unable to pay off on either tack. In other words – you are stuck!
2. Generally backing the jib (to either side) will generate enough sideways force to push the bow in the other direction far enough to fill the sails on that tack.
3. “Prop walk”, also known as “paddle wheel effect”, is due to the transverse thrust of the propeller. The larger the propeller the greater the thrust. It occurs in both forwards and reverse, but is usually most marked (and can be most useful) in reverse before the boat gains sternway. It is often used to swing the stern into wharves or to assist in turning by swinging the stern. Most sail boats have “right hand” propellers which, in reverse, swing the stern to port.
4. Strong wind warnings are issued when the wind is expected to exceed 25kts (this is within Beaufort force 6); gale warnings are when it is expected to exceed 32 kts (Beaufort force 8).
5. A sea breeze in either hemisphere initially develops at right angles to the coast. The effect of the earth’s rotation then causes it to change direction – in the southern hemisphere it swings to the left (as you face it) – ie it “backs” against the compass. This results in the typical Sydney NE sea breeze (or – in Perth – the SW “Fremantle Doctor”).
6. The other vessel appears to be the give way vessel (if it is sailing then it is on port tack). Your responsibility is to monitor the situation and take appropriate action if necessary to avoid a collision. The safest action would be to tack and show your stern light to the approaching vessel – this slows the closing speed and gives both vessels time to take action. Do not turn to port.
7. Variation is the difference between Magnetic and True bearings – it is caused by the fact that the earth’s magnetic north pole is in northern Canada rather than at the geographic north pole. Deviation is the effect of the vessel’s own magnetic field and its interaction with the earth’s magnetic field, and varies depending on vessel heading. Leeway is the effect of the prevailing weather and the fact that a sailing (or power) vessel does not track exactly as pointed, but slides away to leeward slightly. You should apply Variation first, Deviation second and Leeway last when converting a true (chart) course to a helmsman’s course to steer.

CD Quiz – April 2018 – Answers continued.....

8. A rolling hitch is the best knot to take the load onto the new sheet.
9. The Angle of Vanishing Stability is the angle of heel beyond which (in calm water) a boat will continue to roll rather than recovering to the upright position.
10. A cable is one tenth of a nautical mile (ie 6 seconds of latitude – or 185.2metres). It originally denoted the length of a ship’s anchor cable in the age of sail.

BUY, SWAP and SELL

SELL - New, Carbon Fibre Rudder Kit, from our 38 ft day sailor “Revolver” complete and ready to install onto any yacht from say 25 ft to 40 ft. Rudder has been tested and has worked beautifully but we have changed steering systems and carbon rudder system is now surplus to needs.

DETAILS:

- Lift out foam core/carbon rudder blade in white
- Strong carbon rudder housing
- 316 stainless pintles and gudgeons and 316 through bolts, nuts and washers ready to fasten onto stern
- lift up foam core/carbon 2m tiller
- Light weight and fully tested and offering great high performance control.

Costing over \$ 14,000 will sell for \$5,000 ono

Contact: Bruce Ritchie - Ph: 0419436151 - Email: Bruce.ritchie12@bigpond.com

SELL – Anchor, Manson NZ 60 lb galvanised anchor in excellent condition

(see photo next page) Suit cruising boat 35ft to 50ft. Good anchor that has never let us down when set correctly. Open to any offer if you need an anchor of this size.

Contact: Jeff Wille on 0417 064 352



SELL – Anchor, Danforth anchor 13.5 lb. galvanised with 13 metres of galvanised chain. Reasonable condition- suitable as a kedge anchor or primary anchor on a small vessel. Good for emergency dinghy deployment if you go aground. \$50.00 or best offer. **Contact:** Jeff Wille on 0417 064 352



SELL – Emergency Bilge Pump, Bilge Pump Rule 1500 with hose and wiring. Battery clamps and fuse included. \$20.00 or best offer. **Contact:** Jeff Wille on 0417 064 352



PHOTO COMPETITION for 2018 – April

APRIL WinnerPhoto of the Month is Gill Attersall

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 April is called 'Sunset at Lady Musgrave'
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. HintGive your favourite photo a Title and Place taken.

Submit your photo and to Darling.maralyn@ozemail.com.au.

Good Shooting ...!! Maralyn.

Middle Harbour Yacht Club

VIVID CRUISE

Thursday 31st May, 2018 | 6pm - 9pm

An Exclusive MHYC Members Cruise

On board MV Bennelong

Boarding at MHYC Marina at 5:45pm

\$80 | \$45 (Kids up to 14yrs)

Includes Drink on Arrival, Buffet Dinner, Tea and Coffee

To book call the MHYC office on 9969-1244



Participation Pointscore

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET													
		JAN - DEC 2018													
ENTER CREW FOR EACH YACHT	DATE =	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Compass	attendance	Technical	TOTAL
	EVENT =	Gosford Challenge	Late Summer Cruise	Harbour Night Sail, Trivia Quiz & Raftup	Easter Cruise - Jervis Bay	On land Event - TBA	Get Check Safety & Raftup	Long Lunch	On Land Event - Garden Island Naval Museum	030 - Night Sail & Safety Exercise	TBA	Rose	Monthly Meeting Points	Projects compl'd Points	
YACHT	No. Nights	1	8	1	4	1	1	1	1	4	1				
Altair	Crew											0	0	0	0
Kieth Watson	Nights														
Nanu	Crew											0	1	0	1
Michael	Nights														
Breeze	Crew											0	0	0	0
Bill & Helen	Nights														
Caviar	Crew	7		2								2	3	0	16
Max & Dot	Nights	1		1											
eXpresso	Crew											0	6	0	6
Phil & Maralyn	Nights														
Flemingo	Crew		1									0	1	0	9
John	Nights		4												
Kai-Lag	Crew			2								0	1	0	4
John	Nights			1											
Sisu	Crew											0	1	0	1
Mike & Suzanne	Nights														
Kachina	Crew											0	2	0	2
Trevor & Lena	Nights														
Nashira	Crew			2	2							2	4	0	21
Evan & Kelly	Nights			1	4										
Rapture	Crew		1									0	2	0	10
Paul & Anne	Nights		4												
Simply Irrestible	Crew		2									2	4	0	18
Glynne & Gill	Nights		4												
Slack'n'Off	Crew				2							2	1	0	15
Martyn	Nights				4										
Tommy	Crew											0	0	0	0
Mark & Lee	Nights														
Sanctum	Crew											0	0	0	0
Jean & Noel	Nights														
Bloodhound	Crew											0	0	0	0
Alex	Nights														
Buggalugs	Crew											0	4	0	4
Jeremy & Kristin	Nights														
Tulip	Crew											0	1	0	1
Dick	Nights														
Zingara II	Crew											0	2	0	2
Jeff	Nights														
Zingarro II	Crew											0	0	0	0
John	Nights														
Hunky Dory	Crew											0	4	0	4
Aileen & Cam	Nights														
Isobel II	Crew											0	2	0	2
Val & Des	Nights														
Galaxy III	Crew											0	0	0	0
Chris	Nights														
=====															
No. of Boats =		1	3	3	2	0	0	0	0	0	0				Points 21
														The Leading Boat is....	
														Nashira	

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

Cash at Bank as at 28.02.18	\$2,227.72
<i><u>Plus Receipts</u></i>	
<i>New members</i>	\$0.00
<i>Interest</i>	\$0.17
<i><u>Less Payments</u></i>	\$0.00
<i>Bottle wine guest speaker</i>	
Cash at Bank as at 29.03.18	\$2,227.89
<i><u>Outstanding Receipts</u></i>	\$0.00
<i><u>Outstanding Payments</u></i>	
	\$0.00
Account Balance	\$2,227.89

Signed as a true record
Mike McEvoy
Treasurer

The updated version of the Wachman Award manual (including motor boat handling) is now available from the Cruising Division at a charge of \$20.00 to cover printing and Award costs. [I have given one to my son to give him more confidence in handling my boat. Ed] Please approach the Secretary for a copy.



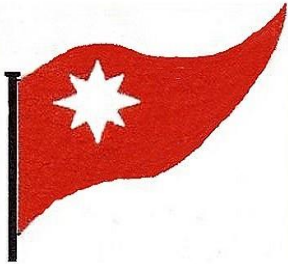
**MIDDLE HARBOUR YACHT CLUB
CRUISING DIVISION**

THE WACHMAN AWARD

**Skills for
Alternate Skippers**

**SELF ASSESSMENT
MANUAL**

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:

<http://mhy.com.au/sailing/cruising/compass-rose-publication>

Having fun on boats
That's what it's all about.