



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume 42 No.6 July 2022

Editor: Dallas O'Brien

MHYC Cruising Division

Is Proud to present
an evening with

Danielle Brown

July 18th @ 7:30pm

6:30pm BYO BBQ

Great Family Entertainment!!

Danielle Brown will share with us her remarkable journey from South America to the Antarctic Peninsula on a 60ft sailing vessel 'Spirit of Sydney' to explore the wondrous terrain, get up close to the wildlife via kayak, trekking and camping.

RSVP Please cruising@mhy.com.au



MHYC CRUISING DIVISION PROGRAM 2022 Jun-Dec

July	Monday 18 th	Cruising Division Meeting, 19.30 18.30 for BYO food BBQ and meeting Speaker: Danielle Brown
August	Sunday 07 th	On-land event Sydney CBD Museum excursion TBA
	Monday 15 th	Cruising Division Meeting, 19.30 18.30 for BYO food BBQ and meeting
	Saturday 27 th	Get Checked Day 2 of 2 MHYC
	Sunday 28 th	Sunday Breakfast and Safety Training Workshop
September	Saturday 3 rd	Opening Day MHYC
	Sunday 18 th	Sailing Sunday start at MHYC
	Monday 19 th	Cruising Division Meeting, 19.30 18.30 for BYO food BBQ and meeting
	Sunday 25 th	Sunday Breakfast and Safety Training Workshop Sailing Sunday MHYC
October	1 – 3 Oct Long weekend	Long Weekend cruise to Pittwater
	Sunday 16 th	Sailing Sunday and Safety Training Workshop MHYC
	Monday 17 th	Cruising Division Meeting
	Sunday 23 rd	Make A Wish, MHYC
November	Sunday 13 th	Sailing Sunday
	Saturday 19 th - Sunday 20 th	Tapas-Tie-Up
	Monday 21 st	Cruising Division Meeting, 19.30 18.30 for BYO food BBQ and meeting
December	Friday 16 th	Cruising Division Xmas Party at MHYC

Cruising Division office bearers 2022-2023

Cruising Captain / Vice Commodore Cruising	Sanna (Susanna) Westling	0419 247 500
Secretary	Kelly Nunn-Clark	0457 007 554
Treasurer	Niclas Westling	0476 152 800
Membership	Kelly Nunn-Clark	0457 007 554
Safety Coordinator	Phil Darling	0411 882 760
Sailing Committee	Phil Darling, Sanna Westling	0411 882 760
Committee Members	Martyn Colebrook, Phil Darling, Evan Hodge, Kelly Nunn-Clark, Dallas O'Brien, Sanna Westling, Niclas Westling, Jeremy Clarke	



Editor's note:

Deadline for the next edition of the Compass Rose is **1st August 2022**

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

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

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

Captain's Column – July 2022



Greetings from your newest Captain of the Cruising division. It will be my pleasure to steer us onto the water and to land events and I am looking forward to this coming year.

A big Thank you to Evan for having been Captain for these past five years.

The water around the harbour has cleared up and is looking lovely again. Water temperature is not too bad for those who like to venture into the water as well as cruising on top of it.

At our AGM we thanked Evan, outgoing Captain, for his time at the helm. We also said thank you to Dot, who has served on the committee for a long time and has done a great job. The new committee was nominated and we are looking forward to this next year and what lies ahead.

The club has some great plans going forward and I am sure that we will see many positive changes around the club house that will benefit the cruising division members. MHYC AGM is on the 27 of July, keep an eye out on the clubs e-news for further information. I encourage all of you to come along to this.

We have had two cruising events, the Queen's Birthday weekend up in Pittwater and a Safety weekend raft up in Sugarloaf since last month's issue. Both events were a big success, and the weather cooperated with us for both. Read more about them further in this issue.

The Sandbar has re-opened with new operators and the food is very nice. If you have not yet given them a try, do come down and have a breakfast or meal at the Sandbar. Even on a windy day the area works well.

The first of the club's Get checked safety days happened at the end of June and the next one is scheduled for the 27th of August. If you haven't had your safety check done, this is a great opportunity.

If you are in Sydney when our next cruising meeting is on, do come down and listen to Danielle Brown and hear about her fantastic adventures.

Stay safe on and off the Water.

Sanna

Captain Cruising,

SV RaRa



Future Events:

Back by popular demand

Cruising Division Long Lunch

Let's celebrate!

Postponed!

Due to the change of caterers at the club, unfortunately, the Long Lunch of 2022 has had to be postponed!

We are planning for a comeback this spring

To make a booking call MHYC on 9969 1244
of any dietary requirements at time of booking.
Any questions email cruising@mhyc.com.au

Past Events:

Queen's Birthday long weekend cruise to Pittwater

It was a beautiful sunny winter's weekend for our Queen's Birthday long weekend cruise to Pittwater. We had 4 starters when we left MHYC at 10 on Saturday morning, RaRa, Kai Rani, Shearwater and Dreamaway. Unfortunately, Simply Irresistible had to pull out with engine problems.



The plan was to have our first night at Halletts Beach but the south westerly winds suggested that Refuge Bay would be calmer. Despite the long weekend there were plenty of places to anchor and we tucked ourselves up near the waterfall. Chris and Jo, together with daughter Ali and her boyfriend Ben, hosted us all for Sundowners. A particularly special occasion as this was Dreamaway's first cruise from Sydney. Many bubbles were enjoyed!



After a pleasant sail on Sunday, we met up at Morning Bay, a lovely spot with good anchorage. Guido gave us a tour of the incredibly unique and technically advanced Shearwater followed by Sundowners with Michelle and Guido. Wow what a yacht!

That evening the westerly wind picked up to over 30 knots and we let out an extra 10 metres of chain (total 30). The next morning Kai Rani's anchor had dug in so much it tripped out the circuit breaker as we hauled it up.

A fun weekend up at Pittwater with our new MHYC cruisers. Hopefully the first of many more to come.

Kristin Kool
sv Kai Rani



Past Events:

Cruising Division – Annual Safety Inspections and Raftup

Last weekend, 18/19 June saw six CD vessels raftup in Sugarloaf Bay at 2KY. The core of the raft was Flemingo as the mighty anchor boat showing off her new anchor chain glistening in the sun as in entered the water. On the starboard side were Sisu, Rapture and RARA. Opposite were Eternity and Kai Rani.



Unfortunately, our Chief Safety Officer, Phil Darling, had to withdraw at the last minute, so we did not have the benefit of his advice.

Audits were conducted by Dallas O'Brien, Paul Wotherspoon, and Mike McEvoy, with most boats passing with no problem.

On Eternity, Dallas had an issue with that pesky Regulation “4.03.2 (a) that requires clipping points shall be attached . . . to strong points; and
(b) (i) To clip on before coming on deck and unclip after going below.
(ii) Whilst continuously clipped on, to move readily between the working areas on deck and the cockpit(s) with the minimum of clipping and unclipping operations.
(c) There shall be sufficient clipping points to enable two-thirds of the crew to be simultaneously clipped on without depending on jackstays.”

Eternity has appropriate strong points, and they are well positioned metal tube handles, however his safety lines snap hooks do not fit the diameter of the handles. This leads us back to the discussion at last Monday night’s meeting about the amended Regulation 5.02.1 (e) ‘From 1 July 2023 safety lines shall no longer use stainless steel plate type snap hooks and must be a metallic moulded hook with side-wall support.’



This will require many owners to replace their tethers. From the photo below can be seen the accepted tethers with large snap hooks which should fit Eternity’s strong points.

Unfortunately, to be compliant with the current Regulation, Dallas will have to invest in the new style tethers or perhaps fit deadeyes in the cockpit.



The Party

On Saturday night, sundowners started early as sunset came early in proximity to the shortest day of the year. Flemingo filled up rather quickly with thirsty folk bearing drinks (mainly red wine) and nibbles (mainly cheese, yum). Even Manfred Fahr off Tonic, on the CCC mooring, joined us for a fun time. Many erstwhile discussions were held, some even about messing about in boats.



Come Sunday morning, some sorry heads congregated in the cockpit of Eternity and discussions continued mainly around safety issues like Manfred's new, very expensive, life jacket and tether as he plans to do some serious offshore racing on OPs (Other People's boats).

Your reporter later had lunch with John on Fleming as the last men standing. About noon I boarded SISU to return to my mooring, but the engine would not start – flat batteries. See article elsewhere in this edition.



Technical corner:

Carbon Monoxide, the silent killer on our Waterways

I have just installed a carbon monoxide alarm into Kai Rani. More of a winter thing as boats are closed up trying to keep warm in these varied cold conditions.

Some years ago a marina owner lost his son to CO. They were heating their boat with a stove, but the boat was closed up. The couple were overcome by Carbon Monoxide Fumes (odorless) and unfortunately one person died. They did not have a CO alarm onboard to warn them of lack of oxygen with increased CO levels.

The Effects of Carbon Monoxide on Humans

Parts Per Million

100	Slight headache, Nausea, Fatigue
200	Dizziness and Headache within 2 - 3 hours
400	Nausea, Frontal Headache, Drowsiness, Confusion and rapid heart rate. Risk to life if over three hours exposure
800	Severe Headache, Convulsions, Vital Organ Failure ... Death within 2 hours



I bought mine from Aldi \$25.00 but other brands are available at Bunnings & MITRE 10 Delta is the same one Noakes was giving away a couple of years ago

Hypothermia

Be aware of the cold weather as it can sneak up on you and lower your core temperature. Wear appropriate clothing. With some good headwear as you lose one third of your temperature through your head

If you get wet get into dry clothes as soon as possible and keep out of the wind Be aware of the cold and dress appropriately for the conditions you're in or going to be in.

Jeremy Clarke
SV Kai Rani

CD Quiz – July 2022 by Phil Darling

1. You see on the chart a navigation marker with the indication Fl(2). What would you look for and what does this mean?
2. Looking further across the chart you see another light marked as Fl(4)30s38m17M. What does all this mean?
3. From which level are charted drying heights measured?
4. You are at the beach in summer, late morning, and a sea breeze starts to be felt. Which direction will it be blowing?
5. As the sea breeze starts to build it typically starts to change direction. In the southern hemisphere, which direction will it swing?
6. What does all this mean for the sea breeze in reality? If we are standing on the beach at Ceduna in South Australia, facing south west, what would we expect the sea breeze direction to be?
7. When measuring distance on a chart, why is it good practice to use the scale on the same latitude as your chartwork?
8. What is the difference between a ketch and a yawl?
9. Someone told you to check how accurate your GPS is by looking at the HDOP. What is this, and what figures should you be looking for?
10. Where would you find a Lateen sail, and how many sides does it have?



(Almost?) Calamity corner

After a successful Special Equipment inspections weekend at the Sugarloaf Bay raftup I jumped on to SISU ready to return home to my mooring in Pearl Bay. I did the usual checks: fuel ON, engine water inlet ON, ignition ON but nothing happened. A bit of fault finding soon determined that the batteries were flat, not just the engine battery but the house battery too. I figured out that not having been on my boat for five months, the incessant rain and cloudy skies had diminished the input from the solar panel and thus left the charge perilously low.

On the Saturday morning the engine was reluctant to start but did so after a few seconds of ignition. However, despite running for 45 minutes at the mooring it had not charged up sufficiently. All that combined with leaving the mobile phone charging overnight with both batteries switched to ON had flattened the batteries. Lesson learned again, once arrived, switch to house battery alone.

Since SISU was still rafted up to Flemingo, John kindly produced his battery charger and turned on his 240v generator. Problem was we would run out of time to charge the starter battery, at the rate it was charging, before Flemingo had to up-anchor to catch the 14:30 Spit Bridge opening. So, the decision was made for Flemingo to hip-tow SISU towards the Police Emergency Buoy in the fairway off Pearl Bay. We checked the lines and commenced the tow but discovered that SISU's bow was burying a bit so adjusted the tow by tightening the spring line to the stern of SISU. This had the effect of pulling her from the stern, thus lifting the bow slightly.

The top speed for the tow was 3.5 knots with just 3 degree of rudder effect on Flemingo's helm. In other words, a hip-tow of a four-tonne boat was easy-peasy for Flemingo.

Upon arrival close to the Police buoy John slowed right down and I reboarded SISU to ready her to be dropped off tow. Firstly, I grabbed the boat hook then went to the bow with it and a spare line to use if the buoy did not have a line attached, it did. John did a wonderful job of manoeuvring SISU's bow right next to the buoy, so it was no effort to pick up the line and run it over the bow roller to the port cleat. I was then able to quickly ease off all lines attached to Flemingo and cast off. John kindly hung around until it was clear SISU was firmly attached to the buoy. Once settled, I tested the boat's VHF radio, it had low power but was operable. I made a call to Marine Rescue Sydney (MR) and explained my predicament using my best radio procedure.

The interaction with MR was straightforward but they were not inclined to look up their records as to SISU's details, demanding all the information afresh. The usual info, how many people aboard, was I wearing a life jacket (no, but it was beside me ready) etc. After getting the facts, including mobile number I was informed that they would then use the mobile for further contact. In due course I was contacted by mobile and went through the whole details thing again and advised that I would be contacted again, by mobile, by their boat.

Some minutes later that contact was made by MH30 which was under the Sydney Harbour Bridge and would be with me in about 30 minutes. MH30 turned out to be a Stieber 38 when it arrived some 45 minutes later with ten persons on board, two of whom were trainees on the bow. Notwithstanding, the numerous persons onboard and the obvious Police buoy I still had to wave to attract their attention.



What's that you say? Sisu is in trouble? We'll be right there! (internet photo)

As MH30 approached it was clear from the multiple fenders on their starboard side that they planned to come alongside, so I put out three fenders on SISU's port side. Then the questions started again from three or four of their crew all at the same time. Eventually I managed to focus their attention on a single contact with me as, coincidentally, the batteries on my hearing aids had also gone flat.

I found that, in theory, there is very much a hierarchical structure of the people on board MH30, but they all wanted the same information at the same time. Communication went up and down MH30 about every action they were about to take, and I was just the poor victim until they asked me to use one of my fenders to protect the side of MH30. MH30 must weigh at least twice that of SISU, and her deck was about three feet above SISU. My fenders have nice poly hooks that are easy to adjust and the crewmember on MH30 was admiring them, in fact many of their crew admired them. I was wondering whether I would get my fender back.



(internet photo)

Meanwhile, permission was sought and granted for one of their crew to board SISU with THE BATTERY, a monster battery with huge cables and alligator clips. These were attached to each of SISU's batteries in a variety of ways, some of which I agreed with, while I was asked to turn on the ignition, all to no avail. All I heard was the ratchet noise of a dying battery.

MR then made the decision to tow SISU to her mooring about 500m from the Police buoy. I must have been asked fifteen times the direction of the mooring and its number. Eventually I left the MR crewman on SISU and went to stand behind the MH30 helmsman to direct him to my mooring. Upon arrival I reboarded SISU and assisted the MR crew member catch the pole buoy then lift the mooring lines and moor SISU.

MH30 then packed up and I was asked to reboard her to speak to the "boss" Ben, because I asked facetiously "What do I owe you?" knowing it is a volunteer organisation.

Ben gave me the spiel and I said okay, as I pulled out my wallet and he went inside to bring out the EFTPOS machine. He returned to advise the machine wasn't working. We then played telephone tag for 24 hours as Ben tracked me down, by which time I had made an online donation through their website. I used that opportunity to again thank MRS and their MH30 crew for their assistance. Overall, it was a valuable experience with MRS, and I recommend registering your vessel with them. I would normally log on with them when going offshore and this is the first time, I have had to use their on-water assistance in 26 years of boat ownership.

Mike McEvoy

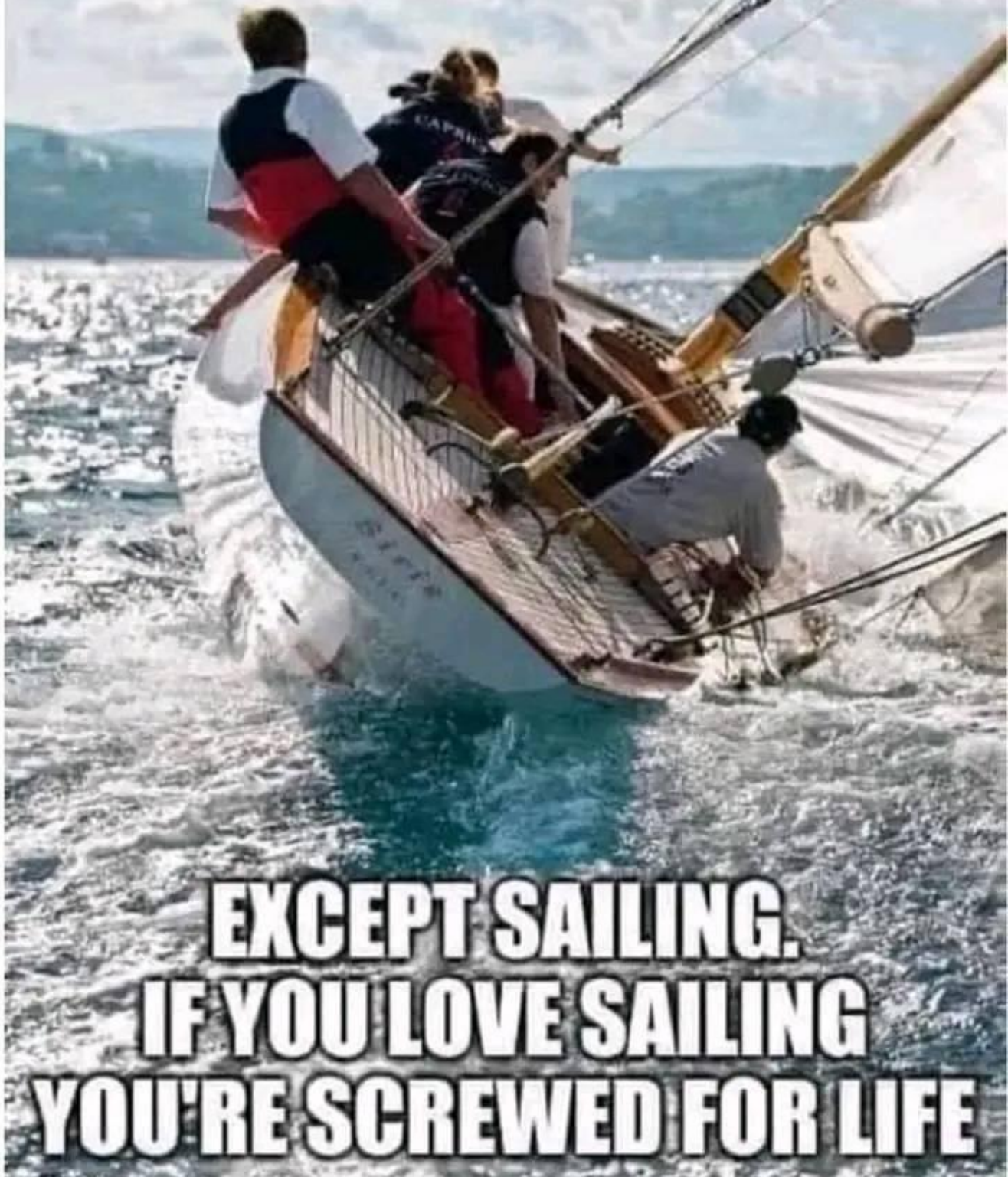
Mv Sisu

Never would have thought of this.

Having spent my entire life on the river I've never seen this wonderful important safety trick....I hoisted many people out of the water and killed my back ,but this is special..hope this helps someone someday!



**THERE IS A CURE
FOR EVERY ADDICTION**



**EXCEPT SAILING.
IF YOU LOVE SAILING
YOU'RE SCREWED FOR LIFE**

CD Quiz – July 2022 – Answers

1. You would look for two white flashes - it is an Isolated Danger Mark.
2. This is a major ocean light (probably a “lighthouse”). It has 4 white flashes every 30 seconds, with a nominal range of 17 miles, and the light is elevated 38m above mean high water springs.
3. Drying heights are measured above chart datum, which is usually LAT (Lowest Astronomical Tide) – but do check on your chart whether this is the chart datum used.
4. A sea breeze will initially start to blow directly onshore.
5. As the sea breeze builds it will start to swing under the influence of the Coriolis Force – in the southern hemisphere this means a swing to the left as you face it.
6. Initially it will be from the SW, but as the breeze builds it will swing to be more southerly.
7. On a Mercator projection the latitude scale is distorted, and the same distance at the top of a chart may require a different span (opening) of the dividers than one measured at the bottom. This is most marked on small scale charts (ie those covering a larger area) than on more detailed, close in large scale charts.
8. A ketch has the rudder post aft of the mizzen mast, while a yawl has the rudder post between the mizzen and the main masts.
9. HDOP stands for Horizontal Dilution of Precision. It is influenced by the number of satellites your GPS is receiving from and their relative positions in the sky. The smaller the number the better – ideally close to (or maybe even below) 1 is best, but even up to about 5 is OK. If it is much higher (the writer has seen up to 12 at times when all the satellites are bunched together in one area of the sky) then better go back to “traditional” navigation methods.
10. A Lateen sail is a triangular sail set on a long yard mounted at an angle to the mast, running in a fore and aft direction. They are popular on traditional sailing craft in the Middle East. Being triangular of course they have three sides.

2020 Photo Competition

July WinnerPhoto of the Month is Mike McEvoy

Send your photos to **Maralyn Miller** to enter into the 2022 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 2022.



The photo was taken by Mike McEvoy and is called
“Sheep flock heading east for sunset”.

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

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

MHYC Cruising Division Treasurer's Report, 1 July 2022

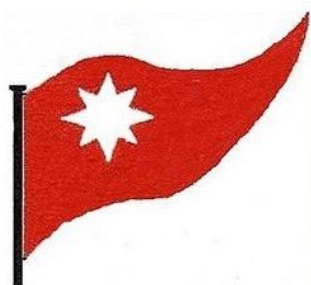
Cash at Bank on 01.06.2022	\$2,037.18
<u>Plus Receipts</u>	
Jumper sold	\$50.00
<u>Less Payments</u>	
Expenses AGM	-\$85.10
Cash at Bank on 31.05.2022	\$2,002.08
<u>Outstanding Receipts</u>	\$0.00
<u>Outstanding Payments</u>	-\$0.00
Account Balance	\$2,002.08

Note: In addition, we have 1 unsold jumper (price \$50)

Niclas Westling, treasurer

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

PLEASE PROVIDE PICTURES AND TEXT SEPARATELY — THE FINAL FORMATTING OF THE ARTICLE WILL BE DONE BY THE COMPASS ROSE 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 website at www.mhyc.com.au and via the Cruising Division website cruising.mhyc.com.au.