



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

Volume No. 41 No. 9 October 2021

Editor: Evan Hodge

**NEXT MEETING: MONDAY OCTOBER 18TH 7:30 P.M.
ON-LINE BY ZOOM
DETAILS AND LINK TO FOLLOW.**

ONLINE GAME NIGHT: WITH DALLAS O'BRIEN HOSTING



The recent burning off at Grotto Point

MHYC CRUISING DIVISION PROGRAM 2021-2022

October	Monday 18 th	Cruising Division Meeting
	Saturday 23 rd - Sunday 24 th	Get Checked days at MHYC
November	Sunday 7 th	Sailing Sunday start at MHYC
	Saturday 13 th - Sunday 14 th	Tapas Tie Up
	Monday 15 th	Cruising Division Meeting
	Sunday 28 th	Sunday Breakfast and Safety Training Workshop & Sailing Sunday MHYC
December	Sunday 12 th	Sailing Sunday start at MHYC
	Friday 17 th	Xmas Party
January	1 st – 9 th	New Year's Cruise (TBC)
	Monday 17 th	CD BBQ (No Formal Meeting)
February	Monday 21 st	Cruising Division Meeting
March	Saturday 12 th – Sunday 13 th	Harbour Night Sail and Raft-Up
	Monday 21 st	Cruising Division Meeting
April	Friday 15 th – Monday 18 th	Easter Cruise (TBC)
	Monday 18 th	Cruising Division Meeting
	Saturday 23 rd -Monday 25 th	Anzac Day Weekend Cruise (TBC)
May	Saturday 14 th	MHYC Annual Prize Giving Keelboats
	Monday 16 th	Cruising Division Meeting
June	Saturday 11 th -Monday 13 th	Queen's Birthday Cruise Weekend
	Saturday 18 th & Sunday 19 th	Get Set Safety checks and Raft-Up
	Monday 20 th	Cruising Division Meeting
July	Sunday, 3 rd	Cruising Division Long Lunch
	Monday 18 th	Cruising Division Meeting
August	Sunday 08 th	On-land event
	Monday 15 th	Cruising Division Meeting
	Sunday 28 th	Sunday Breakfast and Safety Training Workshop

CRUISING DIVISION OFFICE BEARERS 2020– 2021

<i>Cruising Captain</i>	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Cruising Co-Captain	Sanna (Susanna) Westling	0476-152-799
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Niclas Westling	
Membership	Kelly Nunn-Clark	0457-007-554
Compass Rose coordinators	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Sailing Committee	Phil Darling, Dallas O'Brien	0411-882-760
On Water Events Coordinators	Evan Hodge	Phil 0411-882-760
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Phil Darling, Evan Hodge, Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theeboom, Sanna Westling, Niclas Westling, Jeremy Clarke	



Editor's note:

Deadline for the next edition of the Compass Rose is **30th October 2021**

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

CAPTAIN'S COLUMN – OCTOBER 2021



Greetings from Sanctum on this great October long weekend.

Well, it looks like we will be allowed out to play together shortly so fingers crossed it all continues along the planned trajectory.



Thanks very much to Julie Hodder for giving us a great insight into the Nongsa Neptune Regatta during our September cruising division meeting. It was a terrific talk showcasing a mix of adventure and fun whilst sailing the Indonesian islands on the way to the equator.

The upcoming October meeting will also be a Zoom meeting with details being sent out closer to the date.

The Make-A-Wish sail has been postponed indefinitely due to the current pandemic situation. It may be that we do not hold it until next year. The Long Lunch has also been cancelled for this year.

The Sandbar Café will re-open on the 19th of October for service, but the deck area will not be open at that time. On sailing days, the Harbourview will be open whilst they complete the Sandbar deck construction. The resumption of Club Racing and Regatta program will commence from the 27th of October subject to the relaxation of Public Health Orders. All people over 16 years attending the club will need to be fully vaccinated for MHYC to comply with PL/DS/MM Public Health Orders. MHYC can require evidence.

As the weather and the water temperature rise there are many more getting out on the water and enjoying our great backyard that is Sydney Harbour. Kelly & I went for a snorkel along the edge of the rocks at Reef Beach and were happy to see plenty of fish of varying species including Morwong, Parrot, Bream, a Blue Groper and a Garfish to name a few. There were many others that I have no idea what they were. I will say though I was relieved to have my 5mm wetsuit on as the water is still a bit chilly to stay in for any length of time.

Anyway, get out there and enjoy the great outdoors. What better way to do it than to sail around Sydney Harbour. Keep in mind to follow the Covid rules. Check-in and wear masks if you do happen to pass through the club.

Evan Hodge
Cruising Captain. *SV Sanctum*

NEXT MEETING: MONDAY OCTOBER 18TH AT 7:30 P.M.

Lockdown is starting to ease but not yet ready for a face-to-face meeting. Our next meeting will be online via Zoom. The link for the meeting will be sent out closer to the meeting.

Tonight, is On-Line Game night: Dallas O'Brien will host a round of DingBats

OCTOBER CHEESE PLATTER — HERE IT IS - ENJOY!



While we are waiting for the sailing season to start at clubs around the harbour, make sure and take advantage of the beautiful weather. Go for a walk or a swim and reconnect with our amazing and beautiful harbour.



"Reef Beach" – picture
Evan Hodge

CRUISING DIVISION SAFETY NOTICES



Safety Audit Validity extended

Current Safety Audits (last year's ones) have been extended and will remain valid until Dec 31st 2021 for categories 4 to 7.

Subject to easing of Public Health Orders, a Get Checked weekend has been scheduled for **October 23 & 24** to get all the boats ready for racing at the beginning of November. All staff and volunteers need to be fully vaccinated

Stay safe!

Phil Darling - SV eXpresso



CARTOON BY ALEX COMINO

SAILING TO RESUME AT MHYC ON 27 OCTOBER



In anticipation of NSW Public Health Orders being relaxed and Community Sport permitted from 25 October 2021, MHYC intends to resume racing in all series from Wednesday 27 October. While we are all looking forward to getting back on the water and catching up with our sailing friends again, please note that:

- Until further notice (expected to be December 1), any persons over the age of 16 years attending MHYC are required by NSW Public Health Orders to be fully vaccinated against Covid-19. All staff and volunteers are required to be fully vaccinated. MHYC may request evidence of vaccination from members or visitors.
- Each yacht is required to register all members of it's crew participating in any MHYC race. Registration opens on the Monday prior to each event and refreshes every Monday, so it is not possible to register for races for subsequent weeks. Failure to register a crew list before the yachts start time will result in a DSQ score. Go to [Crew Registration](#)
- Until further notice, please observe social distancing limits of 2m² outdoors and 4m² indoors. Masks are required indoors when not eating or drinking.
- All people attending MHYC are required by NSW Public Health Orders to sign in using the QR Code displayed at a number of prominent locations.

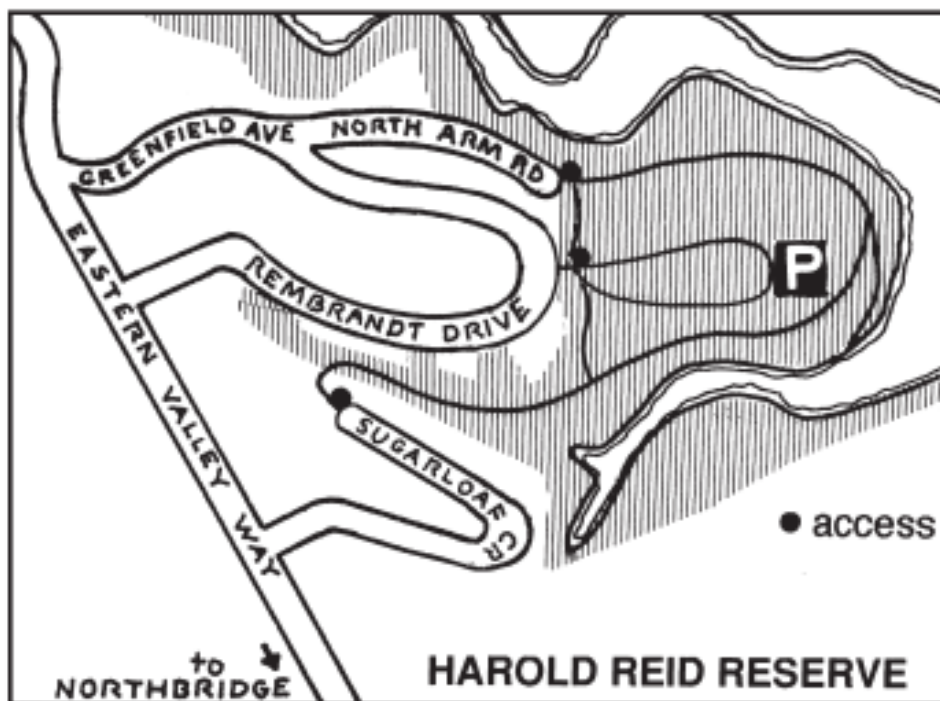
All of the races that were scheduled between 4 September and 25 October 2021 are abandoned, with the exception of two Adams 10 Inshore Races re-scheduled to 30 October 2021 – see [NTC 2021-10-06-1](#)

Online Entry for all Race Series has now opened with race fees adjusted including an allowance for the reduction of race numbers. To enter, go to [Online Entry](#)

ANOTHER VIEW OF SUGARLOAF

By Dot Theeboom

Many of us have seen Sugarloaf Bay from the water but there are other aspects which many have not yet seen. At the western end of the bay is a large bluff which is between Castle and Crag coves. At the top is Harold Reid reserve which can be reached from Rembrandt Drive. From the car park it is a quick walk to the look out from which there is a great view of the Innisfail Castle in Castle Cove.



From North Arm Road there is a walking track around the base of the cliff. There are some wonderful views of Sugarloaf and a great variety of flora.





If you walk from the end of North Arm Rd or from the end of Sugarloaf Crescent there is a loop that allows you to return to your point of origin.

If you choose to walk from one end to the other, there is a path that allows a short cut.

Whichever route you choose there are great views to be had and another vision of Sugarloaf.



CD QUIZ – OCTOBER 2021

BY PHIL DARLING

1. You are sailing eastwards at night. Ahead is a light with the characteristics VQ. What is it and which way should you turn?
2. On a GPS receiver, what do the letters COG mean?
3. Looking at your instruments, you see that Speed is 4.6kts but SOG is 5.5kts. What does this tell you about the current (if any)?
4. You see a vessel with three masthead white lights vertically above each other. What does this mean?
5. What is the name of the wave caused by a strong undersea earthquake? Is this dangerous at sea?
6. A sailing vessel is overtaking a power vessel. Who gives way?
7. At night – how do you know whether you are overtaking or crossing another vessel (this is important – if you are crossing then the other vessel may have to give way to you)?
8. You ask someone what weather is expected and they say “the wind is southerly but will be backing later”. What does this mean?
9. What is the difference between a Sloop and a Cutter rig?
10. You are on the harbour near the Manly Ferry and it sounds one short blast on the horn. What does this mean?



DINGHY TO DINGO – THE ADVENTURES OF FLO

After our exchange with the nice Boating Safety Officer at Middle Harbour, a few months ago, when we were explained the rules of the river; life jacket, whistle, lights, dolphin torch (especially for daytime use), bailer, oars, we always carry these items. Even a VHF radio, which we learnt to be a wise choice, from Frank Taylor.

We happened to be at the Shag Island Yacht Club Rendezvous in Gloucester Passage and happened upon some boaties we had met previously, on our travels. We are not members of the Shag Island Yacht Club but might join as they support prostate cancer, a worthy cause. But we won't be buying this year's brightly coloured, garishly graphical, sweat inducing, nylon shirts, good cause or not.

Today's outing was to go ashore and join the Pilates class but were side-tracked by photo opportunities of lots of boats dressed up for Sundays pirate party.



Then we spotted a catamaran called Vivacious, from Shoalhaven, who we vainly attempted to defeat each day at Airlie Beach Race Week. By the time we had finished introducing ourselves, it was too late for Pilates, so we decided to head for nearby Dingo Beach, in the bay just around the headland.

Maybe it is the next headland, or the next. Not there either. Finally, we found it after bottoming out on the rocks a couple of times. The wildlife count included three turtles and two manta rays.

The Boating Safety Officer at Middle Harbour failed to advise on the most important item one should carry on a dinghy. Sufficient fuel for the intended journey. The next time I see him I shall remonstrate. Fortunately, the local petrol station, in the tiny settlement of Dingo Beach, was just behind the pub beyond the boat ramp. We were so lucky there was a petrol station in such a modest village. We were not so lucky in that they had run out of fuel. "No idea when we will have anymore".



Both bar staff at the pub immediately offered their jerry cans, so we wouldn't, or rather Anna wouldn't, have to row the ten km back through Gloucester Passage, although it would have been slightly easier for her as the two-knot tide would be running in our favour.



We have met many kind and helpful people on our wanderings.

Simple moral. Check you have enough fuel for, not where you think you are going to go, but where you might go!

Post Script

Our dinghy paddle was stolen at the boat ramp. Local young fishing people said they were not surprised, so not so keen on Dingo Beach after all.

We also joined the SIYC. Martyn and Anna are now Vice Commodores (and the only members) of Seaforth Bluff Club Yacht Club.

Martyn Colebrook
Catamaran Flo

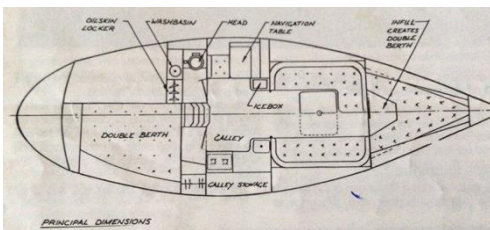
YACHTS IN THE CRUISING DIVISION:

Simply Irresistible - a Jarkan 10 – Part 2

Editors Note: We have all known and loved *Simply Irresistible* for many years now as a regular at CD on-water events. This is part 2 of 2 – following on from last month's *Compass Rose*.

We scraped a deposit together, sold the Hood shortly afterwards and then spent a year delaying or rearranging a few planned “projects”, like fencing the garden and increasing the size of the house by 50%. Gill will tell you that some parts of these projects are still awaiting allocation of funds. (Don't mention the main bathroom!)

The boat is designed by local designer John King, who also designed a predecessor, a Jarkan 925, of which the boat the Army sails in the Hobart quite regularly, *Gun Runner*, is a good example and also a Jarkan 12.5. The most famous of this design is I think *She's Apples II*, which sailed in several Hobarts and was one of the finishers in the tragic 1998 race. Gill had instantly recognised that all the elements of our “perfect boat” list were evident in this boat in addition to her likely seaworthiness.



The rig is definitely Cruiser/Racer (rather than the other way round) with an appropriately short mast-head rig at 14m, but I always allow for a bit more, which makes sure she is easy to handle with a short crew. There was one Jarkan 10 at the Squadron for a while with a much taller three quarter rigged mast, who enjoyed some racing success I believe. The beam is 3.27m, which has caused some visitors to dinner down below to describe it as the Tardis, with more space than you'd expect. The draft of 1.5m means we can creep into some very cosy anchorages.



Built in Nowra, the hull is solid glass, with a mixture of chopped strand mat and woven rovings going from 12mm thick at the integrated keel to 5.4mm at the gunwale. This gave us a dry displacement of 3,900Kg including 1,800 Kg of lead ballast encapsulated in the keel, which makes her reasonably stable. The engine is an 18HP twin Volvo sail drive with 80L of fuel and 160L of water. The purchase price of \$82K was for a sail-away level of equipment, which was a main and No. 2 jib, anchor, Speedo/log, and bunk cushions. The builder has told me he built 14 of them prior to a disastrous bush fire near the factory, which destroyed the moulds for the Jarkan 10 and several other boats which were built there. I think Kanga had developed this range of yachts as an answer to the French invasion, but the fire was a major setback and no more Jarkan 10s were

built to my knowledge. There has been one moored opposite the club for years, but it is very little used from what I can see.

As soon as we took full ownership in June 1989, we set about adding a few cruising necessities before the four of us set off on our first trip to the Reef. The boys were 14 and 10 and it was a perfect sail up the coast and I relaxed for the first time in two very busy months. Getting the boat ready and fixing things up at work for a three month long service leave took a bit of effort.



The relaxing bit was a mistake as I hadn't noticed that we were about to be overtaken by a loo loo of a southerly just off Smoky Cape. To make matters worse during the storm, which lasted 12 hours, we got a fish trap caught around the rudder! This was our first and only experience of heaving-to and it was a brilliant example of SI seaworthiness. During the night we could hear huge breaking waves approaching with the sound of an express train and they would slam into the side with a crashing noise, lay us over on our side and roll right over the top of us. Then we'd pop back up again and as the next lesser wave tilted us over sideways, we could hear the cockpit emptying over the side! We just hung on below, terrified and waited for it to blow out. In all our subsequent trips, we have not met such weather and the trips have been numerous. We are up to 7 multi-month trips to the reef, plus several to

Port Stephens, numerous to Lake Macquarie and two trips to Eden and all intervening ports. I haven't kept accurate logs, but total distance travelled cruising and racing must be more than 15,000nm.

Add to that quite a bit of racing in the early years. The club used to have two offshore divisions and our usual Saturday course in No 2 division was either out the heads and round Lion Island and back or go south and round Wedding Cake Island off Coogee or a buoy in Botany Bay and back. Taking all day, they were not popular courses with those left at home looking after the kids, but for me I never got a chance to think about work once during the day, which was relaxing! Our results were never that good, except on one annual occasion, the "3 Ports Race". This comprised a crew, which consisted of someone who could complete a long swimming race around Balmoral, on returning to the boat at MHYC join the rest of the crew and sail to Port Hacking, where two other of the crew go ashore to run 14Km (? Not sure now. long time ago). Once back on board it was off for a night sail to Patonga, passing through a timing gate when

you did eventually get there for a bit of sleep. Because early the following morning the runners were off again up that dreadful hill leading out of Patonga and running halfway to Gosford and back! What was left of them collapsed on board for the sailors in the crew to get them back to the finish line off MHYC before the sun went down and the bar closed! We had some crazy people at Fujitsu who did things like Iron man contests, so with them on board in 1995 we did finish third in PHS-B! The following year one of our runners collapsed on the way back to Patonga and we had to pick him up at the First Aid tent, which took us out of contention for that year. He wasn't the only casualty, and the race was scrapped in subsequent years because of the danger of dehydration for the runners after a night at sea being sick. A wise move, but it would be great to see something like this race in the future.

So, we retreated to Thursday nights for a while, but were amazed at the reckless behaviour of some of the aggressive or inexperienced skippers of that time, who seemed to have little concern about the cost of potential repairs! In "social sailing" we believe competitiveness should be considerate!

So, we have had the boat now for 33 years and are likely, I hope, to keep her and enjoy her for some years to come. The boat came with what we thought essential and affordable from our "perfect boat" list but obviously she has been upgraded in many ways to meet our comfort levels and as money became available. Gill reminisced on this last year when she wrote the following unpublished article for Compass Rose.

"In those days (1989) we hand steered the thousand nautical miles to Airlie Beach, no auto-helm like now. We didn't have a dodger or bimini, so we were out in the elements. And at times there were some very nasty elements, which Glynne mentioned earlier. Certainly, we had no jib furler like now, so when the wind lifted we had to un-hank one sail, careful to bring it back into the cockpit without letting it go over the side. Take the next sail forward, hank on and raise, then hope the wind wasn't going to lift some more. No lazy jacks either to help make the mainsail manageable on dropping and securing.

Glynne had our pedestal compass and a hand-bearing compass to take bearings and navigate by DR. Certainly this time we have enjoyed the luxury of navigating with the back-up of the iPad and it's Navionics software. Oh the joy of *Beacon to Beacon*, this time warning us of marks placed to the far left or right of the obvious track in the Great Sandy Straits. And the easy access to weather forecasts, let alone a decent VHF radio and aerial for making contact with the various VMRs. Very early on we added a holding



tank and macerator, dodger, bimini, followed by pressure hot and cold water, additional galley storage for mugs, plates and glasses, a solar panel, a RIB, outboard and davits. Now we also have a satellite phone as backup in an emergency!

I had a two-burner mentholated spirit stove, no oven, or decent light to cook by for two lads with gannet appetites. Now our SMEV provides three gas burners, plus an oven and brilliant grill, which makes perfect toast. Blinking luxury! Being time poor in 1989 we were making some long legs, so victualling had to be right. Now we have a plethora of easy to store foods, i.e. Mountain bread.

And oh the joy of solar panels, so that our engine doesn't need to be run twice a day for the fridge and lighting at night to say nothing of the very often used Coursemaster auto helm.



(SI off Dent Is., Whitsundays)

But do you know, in 1989 the boys were completely involved in their 'Boys Own Adventure' with helming, sail changes, discussions on positions and would probably be bored with the ease of 'S.I.' now. Linc was accepted into Maritime College partly thanks to his navigational skills and the trip is very clearly remembered by Craig, who at 10 years of age, was quite capable of controlling the boat on his own in light conditions with the spinnaker set.

Mind you we were particular lucky as the conditions were perfect at the Whitsundays and we almost had the place to ourselves. Thanks to a pilots' dispute no planes were flying into the area. It really was the trip of a lifetime for the 4 of us. We too were also younger then and "S.I." now suits two over 70 year olds quite nicely with all the aids Glynne has added over the years.

Kelly once asked me, "What would you not go to sea without". My list is:

- Our brilliant binoculars incorporating a compass reading.
- Pocket radio for those boring night watches, or iPod with podcasts to listen to.

- 1 week of emergency tinned food and 1 week of dried food. Touch wood we have never used either.
- My seasickness pills.
- Personal EPIRB
- Bird and Coral Reef Field Guides
- And, of course, a cabbage. Which can be used for veg or as coleslaw.

Finally, I suppose, I wouldn't go without Glynne, who would say he wouldn't go to sea without homemade fruit cake!

Glynne and Gill Attersall
SV Simply Irresistible.

CD Quiz – October 2021 – Answers

1. It is a north cardinal marker signifying safe water is to the north of it. You should turn to the north ie to port so you leave it on your starboard (southern) side.
2. COG is Course Over Ground.
3. As SOG (Speed Over Ground) is approx. 0.9kts greater than Speed (which is generally through the water), you seem to be getting an assistance from the current.
4. The vessel is tossing with a long tow line (greater than 200 metres) – keep clear.
5. Tsunami. Generally not dangerous at sea (may not even be noticed) but as it comes into shoaling water it can become very dangerous.
6. The sailing vessel (Colregs rule 13 – overtaking vessel keeps clear).
7. At night – you are overtaking if you can only see the sternlight of the other vessel – if you can see the sidelights (red or green) then you are crossing – but the rules say if in doubt assume you are overtaking and give way
8. “Backing” is going against the compass (or back) – so the wind will be swinging from southerly towards the east.
9. A Sloop has a single mast carrying a mainsail and one headsail; a Cutter is the same but with two headsails.
10. The ferry is about to alter course to starboard.

CHEF'S CORNER

Easy Lemon Cake

Ingredients

- 220g butter
- 1 cup sugar
- 1.5 cups almond meal
- ¾ teaspoon gluten free baking powder
- Zest of 1 lemon
- ½ cup fresh lemon juice
- 2 eggs



Instructions

1. Preheat the oven to 180°C and line a loaf tin with baking powder
2. Using an electric mixer cream the butter and sugar
3. Gradually add 1 egg at time and mix
4. Zest 1 lemon, add to the mixture and combine
5. Add the almond meal and baking powder then mix
6. Spoon into the lined tin and bake for 10-45 minutes
7. The cake will cook to a delicious golden brown and have sweet, chewy edges.
8. Check with a toothpick to see if it cooked. The toothpick will come out clean.
9. Leave the cake to cool in the tin. Using a skewer poke holes in the cake then pour the lemon juice over the cake. The cake will absorb the juice whilst it cools.

You can sprinkle lemon rind in the bottom of the tin before adding the mixture
Cake can be made using gluten free flour rather than almond meal but it will be a lighter texture.

Author: www.sparklesintheeveryday.com

Shared by Dot Theeboom



PHOTO COMPETITION for 2021

October WinnerPhoto of the Month is Selina O'Brien

Send your photos to **Maralyn Miller** to enter into the 2021 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 2021.



The winning photo for October
is called 'Early Morning Commute' and was taken by Selina O'Brien

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.

Our Cruising Division has a new website

Did you know we have a new cruising division website? You can access it using this link: **Cruising Division** and save it to your favourites, or via the club website from the sailing menu (Cruising division, External website)

It is full of great info about our activities and is a handy resource.



Down at the heads
May '21 winner, by Simon Pratt



A poet and his muse
Castle Bay
A contribution to the Compass
Rose photo competition 2020



Hunkered down waiting
for the storm
March 2021 Photo competition
winner. Gill Attersall



Australia Day fireworks
...from Flo, anchored in Farm
Cove

1 2 3 Next

Who we are and what we do

Upcoming Events

Our very own Website designer, Niclas Westling has created a valuable reference tool, which will only grow in time with more contributions.

FOR SALE Specials from the CRUISING DIVISION

Ocean Blankets

We have gotten very lucky and sourced a limited supply of Ocean Blankets made in Tasmania. There are about 280 left and that will be the end. The price is very cheap to get rid of this last stock, so if you are interested, jump in and order one before they are gone.



The Ocean Blankets are inside these colourful cushion covers so they double as cushions. The fabric is UV protected so they will last a long time without fading.

The cushion dimensions are approx. 55cm x 50cm



The Ocean blanket is a polyester Quilt. The front is a Polyester Nylon, the back Polyester taffeta and the filling Polyester fibre.

Blanket Size: 2 Mtr x 1.35 Mtr

Care instructions:

Can machine wash at or below 40 degrees and can tumble dry on low heat.

No ironing, dry cleaning, or bleaching please



Shipping and Payment

Ocean Blankets are \$57 (including freight from Tasmania).

We have had our ocean blanket for about 4 years now and LOVE IT! They keep you warm, if they get wet you STILL stay warm, and they dry super-fast! On our last trip to Tassie we wanted to buy another and found the company was no longer trading. We were super fortunate through friends to be introduced to the creators and were able to source more. Once these are gone, they are gone for good.

To order please contact Kelly on kellysandraclark@outlook.com or 0457 007 554 Let me know what colours you want and whether stripped or chevron pattern.

~~~~~

**CD rugby type tops available for order.**

**The Cost is \$50**

They feel fantastic and look even better.

Please contact Jeremy Clarke at [jeremyjc@tpg.com.au](mailto:jeremyjc@tpg.com.au) to order yours and support the Cruising Division.







## A Meal Onboard Ship in the 16th Century

Published by Tomas de Courcy on May 9, 2013

Published by [Tomas de Courcy](https://www.bakerspeel.com/a-meal-onboard-ship-in-the-16th-century/) on May 9, 2013

<https://www.bakerspeel.com/a-meal-onboard-ship-in-the-16th-century/>

This article presented here is an excerpt of the article above

### **The Mary Rose**

On July 19, 1545 an English warship called the Mary Rose sank. Although several recovery and salvage efforts were undertaken in the 16th and 19th centuries it wasn't until the 1960s and 70s that it was fully rediscovered, and a modern recovery effort began. Its recovery and preservation gives an unprecedented look at 16th century military vessels; in particular by examining the 40% that remains of it a great deal can be learned about not only how food was cooked onboard a ship, but what food was cooked. It entered service in 1512, in the first years of Henry VIII's reign and was rebuilt in 1536. It generally carried around 400 men between sailors and soldiers, though it could carry more at need.

The Mary Rose was a purpose-built warship which had been retrofitted to improve its fighting ability; it was not designed for long trips, and would have been restocked frequently, allowing it to have food that would spoil on a longer voyage. The amount of food stowage, known as victuals, carried on board the Mary Rose show it could have been away from port for two to four weeks, depending on if it was carrying its full complement of 415 men or not. The full complement included 185 soldiers, up to five boatswains, up to six carpenters, a purser, a barber-surgeon, a pilot, a captain, and several cooks, in addition to the sailors. When it was recovered in 1982 it had the remains of food, eating and drinking dishes, and cooking tools, which is incredibly valuable for helping determine what was eaten and how it was prepared on board.

### **Common Ship Victualing**

Victuals on board ship varied by nation of course, in England in the 16th century they had set regulations for the amount of food required on board navy ships depending on the crew. The mandated food for all navy ships during the early years of Queen Elizabeth's reign were "salted beef, pork and fish, cheese, pease, butter and biscuit", by



1588 bacon had been added as well as a required food. In 1553 there is a bill witnessed by the Treasurer of the King's Marine Causes, Benjamin Gonson, for the provision of "all manner of grain, oxen, beefs, mutton, bacon, biscuit, bay salt, beer and all other kinds of victuals" for the navy. English victuals also included beer for the crew to drink and wine for officers. For comparison, the Spanish victuals of the same time were ship's biscuits or bread, wine of various sorts, bacon, rice, cheese, beans, chickpeas, fish or shellfish of various sorts, beans, oil, and vinegar.

It's also interesting to note that the evidence of scurvy in recovered bodies from the Mary Rose is primarily that of adolescent scurvy. There is very little evidence of scurvy found in the bodies of sailors recovered from sunken ships that were not on extended voyages, which seems to indicate frequent stops to get fresh fruit or vegetables for onboard the ships. Along with the basic required items of salt beef, pork, fish, peas, and ship's biscuits, the Mary Rose was carrying plums or prunes, grapes or raisins, and apples; the most common fruit being plums which were found in the form of many baskets of plum stones, which may have been from either fresh or dried plums.

One of the key locations in the provisioning of the English fleet is Portsmouth harbor, and it is from this town that we gain information about the importance of bread and beer to the fleet. For most of the 16th century there were four brewhouses in the city with the main task of provisioning up to 500 barrels of beer per day, as well as two bakeries dedicated to provisioning and four other bread ovens that could be used by the crown at need. Beer was so important to the operation of the navy that Thomas Wyndham's ship in 1584 had to return to port due to "lack of victuals, in specially for beer". Beer was the primary beverage on board an English ship, used because it can be stored longer than water without being contaminated, and likely for the taste and alcohol content.

On the Mary Rose they found a number of sealable drinking vessels, such as leather bottles with corks or tankards with lids, so that men could take their beer ration with them throughout the day. The bakeries in Portsmouth provided both biscuits and loaf bread for the navy. However, biscuits were the primary form of bread on a ship, and accounted for 20 times the budget of loaf bread while being cheaper, meaning that there was only a small amount of loaf bread available in comparison to the biscuits.

On an English ship in the 16<sup>th</sup> century there were three types of "days" when it came to food: three "fish-days", three "flesh days" and one bacon day. On any given day a man was entitled to a set amount of food between the two meals of the day; this food was cooked centrally, meaning that although the amounts for each person are given it was primarily a method for calculating the amount of food needed onboard and needed to be prepared each day.

In addition to the protein of the day men were entitled to one pound of ship's biscuits, four ounces of butter, half a pound of cheese and a gallon of beer. On a flesh day a sailor would receive one pound of beef or a half pound of bacon (per meal), while on a fish day a sailor would be given about a pound of fish. Although mutton is referenced

in some provision lists it's clear from what was recovered from the Mary Rose that the most common meat was beef followed by pork. There was evidence of sheep, mutton specifically, onboard but there was not enough of it to feed a full meal for the crew so it was likely reserved for the officers or "those at the top of shipboard society" along with the fresh beef, venison, and fowl that was found.

On the Mary Rose they found a great deal of food remains as well as casks and staved containers that are believed to have contained victuals. The barrels contained cattle bones, pig bones, cod bones, sheep bones, and venison bones, as well as evidence of beer or ale. They also found several dozen containers they were unable to determine the original contents of, however, as they were found with the other food stores it is believed that they were likely some sort of foodstuffs that don't leave traces, such as peas or bacon. Evidence of a "steep-tub" was also discovered which was used to soak salted meats before cooking. This steep-tub could have soaked up to 400 pounds of meat at a time, enough for an entire day for the ship.

By taking the lists of food onboard ship and looking at contemporary recipes, while ensuring that the more common ingredient is chosen when given an option, general concepts for what type of meals were served can be deduced.

### **Cooking Onboard Ship**

The kitchen on the Mary Rose, which at the time was called a kitchen and not a galley as we modernly do, had two cauldrons which were built into a "brick furnace or oven," and laid out on either side of the boat's keel in the hold in an attempt to keep the boat balanced. Both cauldrons were recovered from the ship, one of which was still intact. The kitchen area of the hold had a brick floor on which was built the two furnaces, each of which were 1.97m long and 1.6m wide. The whole furnace was about 1.3m tall, and 0.4m from the floor were two iron bars which supported the cauldron. The furnace entry was an arch 0.45m wide and 0.75m high. There may have been an iron bar in front of the furnace which may have been used to hang tools on or as a dangle-spit to roast meat on with the heat escaping from the entry.

Each cauldron had a flat bottom and sloped sides made of overlapping leaded brass hammered sheets which were riveted together. The larger of the two cauldrons was 635mm tall with a diameter of 1.62m at the top and 970mm at base and had a maximum volume of 600l, though it likely would have only been filled to 450l in normal operation. The smaller cauldron was 560mm tall with a diameter of 1.34m at the top and 800mm at the base with volume of 360l, or 300l in normal operation.

The cauldrons were fully enclosed in the furnaces, with a lead lip sealing the "gap between the rim and the brickworck". Other, smaller, cauldrons and cooking pots were also present in the kitchen. The majority of these were ceramic while a few were cast brass. The items found also included a copper alloy cauldron or hanging kettle, a three legged cooking pot of copper alloy, a bronze mortar, a possible copper alloy skimmer" and several other items and tools such as cooking knives. This type of layout was quite

common on ships and they frequently had “two cawdrons in furnos” or as it was described later “grete coper ketilles in furnous sett in lyme and breke closed above with lede”.

However Later ships moved the kitchen to the forecastle, which was better for long voyages. This change can be seen in the second Mary Rose (originally built in 1555) which was retrofitted in 1589 to move the kitchen to the forecastle before she was used for a long voyage. The forecastle placement helps both with heat dissipation causing issues over time with the caulking of the ship, as well as making a better use of space for storage of victuals.

In addition to the brass cauldrons, several raised areas were found with cooking tools near them up a ladder from the furnaces, implying that food preparation was done in more than just the hold. The written record also adds to the known types of cooking implements the cooks had access to, based on an inventory from 1514. The known used items were listed as: cawdrons in furnos, ketylles in furnos, ketilles, furnes of copper, hoke for hangyng of ketilles, cressettes of yron, trevettes of yron, spyttes of yron, cobyrons, gryde irons, frying panes, tarre ketilles, kettilles to seth in fysh, peche ketilles, rackes for hanye of ketilles, and lede. This supports the idea that although most of the food was likely boiled, the references to food being toasted, grilled, or fried cannot be ignored.

Though fires onboard ships have always been a concern, there is ample evidence that the primary way of cooking was with firewood, and birch was the preferred wood on the Mary Rose, though other woods were also used to a lesser extent. Also supporting this, passengers on merchant ships were frequently required to make their own meals, and at several maritime city states, such as Venice, had statutes specifying the amount of wood each passenger was expected to have.

The Mary Rose Trust, using a recreation of the Mary Rose’s furnace and cauldron, determined that while soups or stews were simmering in the cauldron smaller ceramic pots could be floated in the liquid to cook smaller meals, possibly for the officers. In addition to the use of the entry heat for roasting meat in front of the furnace, metal pots could be placed in front of it to take advantage of the high amount of radiant heat coming out, and the furnace could also be used as a baking oven when not actively heating the cauldrons.

No tables or central mess areas have been found on the Mary Rose, so the crew likely ate on the orlop deck near the guns or possibly on the main deck. The food was likely brought from the kitchen via buckets and was ladled out to the crew. Unfortunately, we don’t know exactly how the English organized meals but the Spanish at the same time had their men eat in groups of four. Each group would receive a pile of biscuits, a bucket containing four servings of the meal and enough wine for four people.

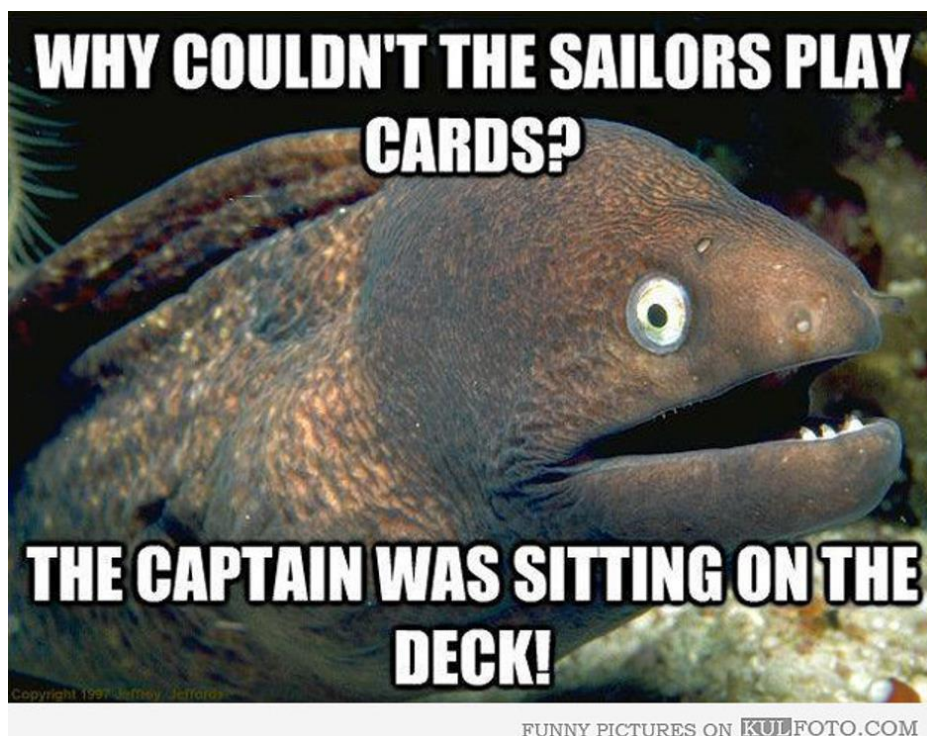
The majority of the crew ate from turned wooden bowls, made from alder, beech, birch, oak or elm, with hand carved wooden spoons. Both bowl and spoon belonged to the crewmember who used them while the serving dishes were owned by the ship.



The crew also owned either staved wooden tankards or leather bottles in which to keep their beer. Although the majority of the food found was for the use of the kitchen there is evidence that individuals had their own supplies of fruit, nuts, and even pepper. *(end of excerpt)*

**(one of the recipes from the article)**

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>The good Huswifes Handmaide for the Kitchin (1594 &amp; 1597)</p> <p><i>Stewed meates.</i></p> <p><i>To make stewed broth either for flesh or fish.</i></p> <p>TAke halfe a handfull of Rosemarie, and as much of Time, and binde it on a bundle with threed after it is washt, and put it in the pot, after that the pot is cleane scummed, and let it boile a while, then cut sops of white bread, and put them in a greate charger, and put on the same scalding broth, &amp; when it is soken enough, straine it through a strainer, with a quantitie of wine or good ale, so that it be not too tart, and when it is strained, poure it in a pot, and then put in your raisins and Prunes, and so let them boyle till the meate be enough. If the broth bee too sweete put in the more wine, or else a litle Uinegre.<sup>74</sup></p> | <p>Generic Stew</p> <p>Rosemary</p> <p>Thyme</p> <p>Bread</p> <p>Wine or Ale</p> <p>Raisins</p> <p>Prunes</p> <p>Vinegar (optional)</p> <p>Meat of choice</p> <p>Make stock with the herbs in it</p> <p>Soak some bread, then break it up (strainer) and add wine or ale to it, then add it to the stock</p> <p>Add raisins, prunes, and meat and boil till tender</p> <p>Add extra wine or vinegar if desired</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

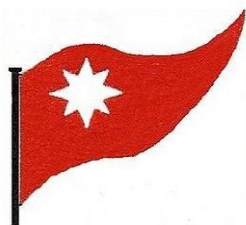


**Middle Harbour Yacht Club - Cruising Division  
Treasurer's Report on 1 October 2021**

|                             |                   |
|-----------------------------|-------------------|
| Cash at Bank on 01.09.2021  | \$1,747.28        |
| <u>Plus Receipts</u>        |                   |
| -                           | \$0.00            |
| <u>Less Payments</u>        |                   |
| -                           | \$0.00            |
| Cash at Bank on 30.09.2021  | \$1,747.28        |
| <u>Outstanding Receipts</u> | \$0.00            |
| <u>Outstanding Payments</u> | \$0.00            |
| <b>Account Balance</b>      | <b>\$1,747.28</b> |

Signed as a true record  
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.



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

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

The Cruising Division newsletter is titled 'The Compass Rose Cruising Log' and is published monthly. The newsletter is also available through the MHYC web-site at [www.mhyc.com.au](http://www.mhyc.com.au).