



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 43 No. 3 April 2021

Editor: Kelly Nunn-Clark

NEXT MEETING: MONDAY APRIL 19TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.



Lost and Found Tree, Kingston Tasmania

MHYC CRUISING DIVISION ANNUAL PROGRAM 2020-2021

April 19 to 25th	Sail Port Stephens
Sunday, 2 May 2021	On-Land Event (TBC) May Day
Monday, 17 May 2021	Cruising Division Meeting
Sat- Mon, 6 – 8 June 2021	Queen's Birthday Weekend (TBC)
Monday, 21 June 2021	Cruising Division Meeting
Sat & Sun, 19-20 June 2021	Get Set Safety Checks and Raft-Up
Sunday, 4 July 2021	Cruising Division Long Lunch
Monday, 19 July 2021	Cruising Division Meeting
Sunday, 8 August 2021	On-Land Event (TBC)
October	Make a wish
November	Tapas Tie up
December	Xmas Party

NEXT MEETING:

**MONDAY APRIL 19TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.**



APRIL SPEAKER:

MARK MAYBURY, MHYC CEO IS COMING ALONG TO DISCUSS THE UPCOMING CHANGES TO THE CLUB. THIS IS OUR CHANCE TO PRESENT THE CD & DISCUSS IDEAS WE HAVE AND QUESTIONS IN CONJUNCTION WITH THE NEW CHANGES.

APRIL CHEESE PLATTER: KELLY NUNN-CLARK

CRUISING DIVISION OFFICE BEARERS 2020– 2021

<i>Cruising Captain</i>	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Mike McEvoy	9968-1777
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Mike McEvoy & Kimberley Pratt	9968-1777
Compass Rose Coordinators	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Dallas O'Brien, Phil Darling	0411-882-760
Guest Speakers	Committee Members as required; Royce Engelhardt	
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, Evan Hodge, Mike McEvoy, Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theeboom, Dallas O'Brien, Sanna Westling, Jeremy Clarke	



Editor's note:

Deadline for the next edition of the Compass Rose is **1st May 2021**

The **EDITOR** for the next Compass Rose is **Dallas O'brien**

Please forward contributions via email to the editor at

obrien.dallas@gmail.com or
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 – APRIL 2021



Well the month has gone quickly with a lot happening with the club and its members. Kelly and I are back in Sydney for a few weeks before returning to Tasmania. Sanctum is resting in Cygnet before we head back north probably the 2nd half of May.



Unfortunately, as many of you already know our little shipmate Max (the dog, but don't tell him that) is no longer with us. At nearly 19 years old his body had had enough.

On a lighter note, the trip back via Boeing 737 was smooth and uneventful. I did not have to look at the weather or a chart plotter once.

Hasn't the weather been fantastic lately. Both Hobart and Sydney have had some beautiful 25+ degree days. Going into withdrawals after 1.5 days off Sanctum, Kelly and I launched the Kayaks for the first time in years and did a safari from Tunks Park, Cammeray round to the club. Waited for the tide to turn and the NE wind to come up before we headed back the way we came. It was a great way to start our weekend back in Sydney.

At the coming Cruising Division meeting the club CEO, Mark Maybury will present the plans for the club over the coming year. Some of you may have been to the presentation a few weeks ago, but for those of us that missed that event it will be good to hear. There will also be opportunity to discuss the future in regards to cruising members and guests and our view of what is important for the club.

While speaking on the future it is time for all of the CD members to put on your thinking caps and nominate who you want to be on the Cruising Division Committee this year. We will talk more about this at the meeting.

The time is approaching for some of our members to start heading north for the winter. At the same time our club gets visited by other cruisers coming up from down south so if you see any visitors on the marina or the public mooring near by and the opportunity presents itself, say hi and make them welcome. A little local knowledge sometimes helps make cruising just that little bit easier.

For those cruisers who cannot slow down and are going to Port Stephens race week we wish you fair winds and great sailing. For the rest of us keep safe, keep sailing and enjoy the autumn days on board.

Evan Hodge
Cruising Captain. *SV Sanctum*

Wednesday Non Spinnaker Series Looking to Create a Division 3

Wednesday racing at Middle Harbour Yacht Club is one of Sydney's best kept secrets in Sydney Harbour. Whilst we have quite a big fleet, we are looking to form a Division 3. This could suite cruisers, smaller or slower boats that would like to have some mid-week fun.

The Wednesday Sailing Instructions have already been modified to incorporate this division, with shorter course ranging from 6.6nm to 12nm for more windy days. Racing on Wednesdays occurs on most Wednesdays in the year (except Public Holidays), and starts at 1pm in Winter and 1:30pm in Summer off the clubhouse. A very sociable group turns up each week to participate in this more relaxed, but fun series.

There are prizes each week for each division and our handicap system ensures that during a series everyone is a winner. Very shortly we will start our sausage sizzle, meat raffle and yachting quiz again after we beat this COVID nuisance. The money that we raise from the raffle goes towards our huge end of year Seafood Extravaganza which is always a huge hit.

So if you would like to break up your week and come racing with us, please let the sailing office know and we will help you get started. Remember, Wednesday racing is more about getting out of the water with great mates and enjoying our beautiful Harbour.

Julie Hodder
Wednesday Sailing
Representative



FEATURE ARTICLES

What I learned from a weekend of sailing with Dot

June Queens Birthday weekend 2019

by Valerie Orton

Dot wanted to spend the weekend on Caviar with the Cruising Division and needed crew, so I gamely volunteered. I've been sailing on and off since I was a child. My father taught himself and our family to sail in a new mirror dinghy in Port Phillip Bay and then Western Port Bay. I learned the basics and as the oldest child, of course I skippered the plywood red-sailed boat. When married and living in Brunei, we sailed 470s, which I later learned was an Olympic class. However, the ones we sailed must have been rejects as they were heavy and hard to manoeuvre. After leaving my marriage, I sailed at MHYC and CYCA for a few years on 'big' boats, racing on 40'+ yachts, learning how to trim a headsail and main, as well as more refined tiller work.

But, before we left the dock, you may remember there was a fun quiz / task sheet prepared by Kelly for the day's sail. So, the first thing I learned about Dot is her quick wit and sense of humour. We were tasked with finding something round – blueberries, red – jacket and fire extinguisher, having fun – us laughing together.



You may be wondering why I call her Dot, when most of you call her Dorothy. When we first met, I heard someone call her Dot, so asked her what she preferred (as I prefer my full name, or V for short). After a few seconds of thinking, she told me 'Dot'. Max had insisted on Dorothy, but she likes Dot, so Dot it is for me.

Finally, it was time to leave the dock. Dot had managed to get Caviar around from Castlecrag mooring through the Spit Bridge and with help had moored on 'A' arm. She steered away and by the time we were off Chinaman's and thinking of putting up the sails, I learned that Dot was more comfortable as navigator and trimmer so found myself at the helm. I learned then that Dot is an extremely strong woman and wielded a drill battery pack she used to winch up the mainsail, like an iron-woman.



I know there are many schools of sailing and I tend to hold a line and trim to that. Of course, it doesn't always work in fluky wind and for racing, but for cruising, it gives more leeway. I think that when you learn something when young, it stays with you on a deep level and you can't always put it into words. I tend to 'feel' a boat, the wind and the steering, however, I have learned from sailing on Nashira and Sanctum with Kelly and Evan, it does not always work

on a larger yacht. Nevertheless, there was an element of feel on Caviar and we managed to sail down Sydney Harbour to the fish markets without mishap.

Along the way, we answered more questions on the quiz including where we like to go – Opera House and Botanic Gardens which were both shrouded in mist that day. We also counted the teeth in the smile at Luna Park and were right.

Here, my next learning opportunity took place. I needed to raft up to Nashira in Blackwattle Bay. Point number one. Go SLOW, Even slower than that! If I remember correctly, it only took two rounds to be close enough for Dot, Kelly and Evan to throw the lines across and tie us up. I was rather proud of myself. Point number two. Watch where the wind is coming from. Will it blow you closer or away from your target? Point three. Go slow and be prepared to put the engine into neutral or reverse to use the momentum to carry the yacht the last few metres.

After our fishy lunch, I had another opportunity to experience Dot's sense of humour. We were doing well with our task list but were on the lookout for something unusual or strange. In one of the shops, we saw chocolate thongs. You had to be there, but it absolutely cracked us up.



The things people think about... Anyway, we took a photo and crossed that off our list. I learned that when Dot feels comfortable and safe, she will let her sense of humour out and we found so many things to laugh about that weekend, including coming out of Balls Head Bay, when the dinghy decided to loosen its tie and wander off on its own jaunt. Luckily, we saw it depart and circumnavigated the offending vessel and grabbed the painter with a boathook.



This happened again another weekend when my brother was visiting. We sailed to Rose Bay and were enjoying a picnic lunch when the dinghy was spied drifting off towards Shark Island. Quick as a flash, my brother whipped off his clothes looking for an excuse for a swim and dived in. He swam out to the offending craft and towed it back to Caviar.

That Queens Birthday weekend, I also learned what an excellent navigator Dot is. It must be her scientific brain. There were some latitude and longitude questions in the quiz and she nailed them. She can read a nautical chart like a pro and all I could see was a picture of Port Jackson west of the bridge in yellow and blue. Dot knew exactly where we were on the map, even if we didn't know that Anzac Bridge is known as Madonna's bra when we looked in the appropriate direction.

We followed the directions up the Lane Cove river and again rafted up to Nashira. We all had sundowners on Flamingo where we duly won the quiz and then Dot shined again with her nautical trivia knowledge.

The next day, after wandering around Woolwich which included an inspection of the dry dock, there was no wind, so we all motored back to Middle Harbour.



I had my first experience docking at MHYC at the end of C arm. Again, I learned to go slow, even slower than you think you are going and be prepared to quickly go into reverse or neutral. I also learned not to turn the engine off until the yacht is securely tied up to the dock, in case some manoeuvring is needed up or back, or you need to go around again for a second or third effort!

All in all, a fun and enlightening weekend.

Sailing South from Sydney - but not going too far.

January 2021 by Sanna, SV RaRa

RaRa and her crew have been thinking about sailing south, but not yet ready to take on the Jervis Bay trip and thought that Port Hacking to visit friends, who live there, would be a great long weekend project/trip.

So off we went on the weekend before Australia Day, added the Monday so had a long weekend - and this time the weather was amazing, sunshine and heat.

Saturday 23/1: We left MHYC and sailed north to check if we could anchor outside Shelley beach in Manly to go snorkeling. But it turned out this was not the best idea, too much swell and too many people in the water. So we turned south and sailed to Botany Bay where we first anchored outside little Congwong beach. Had a lovely afternoon swimming and eating.

We then moved the boat as the swell was getting a little too much for night anchorage. Rounded Bear Island just outside La Perouse and found a very still anchorage for the night.



A fun place to watch airplanes coming in to land as well as large ships coming and going to the port.

Sunday, 24/1: The morning started off very foggy but cleared at around 7.30 and then the sun came out and it got lovely and warm. After breakfast we moved the boat back to Little Congwong beach, anchored and went to the beach. Niclas and Oliver snorkeled and Sanna enjoyed swimming.

After a quick lunch onboard we sailed south to Port Hacking. The swell was from NE and it was a little bumpy. Good wind from N.



Navigating the channels in Port Hacking was very exciting and we got in to Port Hacking bay where we dropped anchor. Oliver and Sanna went to explore a sandbar with the Jolle (our Dinghy). It was great fun to swim on/from the bar.



We then headed in to Yeowie bay where we borrowed a mooring outside our friends house and stayed there for the evening and night

Monday 25/1: After a very still and calm night the sun came up with warm temperatures. After breakfast and saying goodbye to our friends we headed back out to Port Hacking, easier this time as we had done it once and this time the tide was high.

We sailed back north to Port Jackson (Sydney Harbour). Winds NE turning to N and 12-17 knots to start with.



Swell was medium from NE. As we came close to South Head the wind increased and we had a windy entry to the Harbour. Sailed into Quarantine station and anchored there for the night, arrived at 17.30.



We loved Port Botany and plan to come back there to discover the south side of the bay some time. Port Hacking was interesting and we probably will go back but not head that far in again

Safety and Sea Survival Concerns all of us.

By Anna Alvsdotter, SV Flo/SlacnOff

Our vessel was sinking rapidly and we had no other choice but to abandon ship. I don't know what gave me the biggest shock upon entering the cold sea – the immediate chill which made me yelp for air in a primal, automatic gasp, or the powerful inflation of my lifejacket which pushed up against my face and around my neck and forced my body into a reclining, almost horizontal position. At least there was no chance of me facing into the depth of the ocean, but it soon became clear that the sea spray and the heavy rain might drown me anyway.

Where were the others? No moonlight and a big swell made it difficult to find my bearings although we had all jumped together from the same side of the ship. Every now and then, flashes from lifejacket lights appeared briefly but my own blinking light blinded me somewhat. The unrelenting roar of the ocean almost drowned the voices of my fellow crew members, concealed from me, as they were, in adjacent troughs between the massive walls of black water.

An overload of adrenalin got me moving in the direction of the nearest human sound. I'm not a bad swimmer, but the lifejacket and the swell made it impossible to advance in a normal manner. My only option was to accept my body position and attempt a backstroke using both arms simultaneously. It wasn't pretty but that was the least of my concerns.

Nicole! She grabbed hold of my arm and soon she had unravelled my spray hood behind my head and managed to pull it over the top of me and fastened it at the front of my lifejacket. Now I could breathe freely but my sight was severely compromised by the fogging on the inside of the clear plastic. Eventually I managed to reciprocate the favour, and like two semi blind bobbing corks we clung to each other for fear of being separated again.

A bigger wave lifted us up and dumped us next to a couple of other crew members. I grabbed hold of someone's jacket sleeve and pulled myself closer as our little group huddled tightly together to retain what little body heat there was to retain. Others joined in, and someone called out "One!" The person next to me yelled "Two!", and I felt his elbow nudging me. "Three!", I chimed in before nudging Nicole on my other side. The round ended on the number six, which meant two crew members were missing.

After what felt like an eternity but realistically would have been measurable in minutes, the inflated life raft appeared, and we formed a backward-facing conga line, wrapping our legs around the person in front and like a strange sea creature we moved

using backstroke in unison. Our relief at reaching the raft was slightly tempered by the fact it was upside down, but Nicole placed her feet against its side, grabbed hold of the line and managed to right the raft without any of us getting stuck underneath or being hit by the led weights at the bottom of the bags designed to fill up with water and stabilise the raft in high seas. One by one, we pulled ourselves into the raft and called out our numbers again. We were still six. Where were the missing two?

Safety and Sea Survival Course

The dramatization above is inspired by the practical training component of an excellent two-day course by Genevieve White of Marine SafetyWorks. My friend and fellow crew member on SlacnOff, Nicole Balestro, messaged me one day to say she had signed up for the course and implored me to nab the last spot available. I am so grateful I did, as the course was an absolute eye opener.

“The purpose of the course is to assist owners and/or their representatives to discharge their duty of care, and to make skippers and crew aware of the need to develop and practice strategies and procedures to prevent and address emergencies at sea”, according to the course website.



Most of us in the cruising division have practiced some form of Man Overboard, for example retrieving hats lost and lying hove to.

Before taking the Safety and Sea Survival Course I already knew my MOB knowledge had holes in it but now I've learnt enough about it to know that I never ever want to

be the MOB or have to retrieve one, especially off-shore in big seas in the dark of the night. The course teaches you how to deal with it but also, and maybe most importantly, how to prevent it.

Preventative action includes safety and emergency planning, how to use the equipment, chain of command, what a safety briefing should look like and the importance of procedure. Potential onboard emergencies include collision, flooding, grounding, critical injury or illness, man overboard, fire, gear failure and abandonment of ship. Many factors contribute to these emergencies, like the weather and sea conditions, the vessel construction and maintenance, floating objects, poor seamanship, poor planning, poor navigation, poor delegation, lacking knowledge and fatigue.

The course's first day was conducted at Rose Bay and was mainly theoretical and concluded with flare practice outside. Apart from the valuable learnings of the day, it was fascinating to meet the other course participants who had a wide variety of reasons for being there, and varying degrees of sailing experience. On our second and last day of the course, we met up early at the Qantas Jet Base by the airport and did our sea survival training in the same pool as used to train the Qantas flight crew. The jumping out of a plane into the pool was the easy part, but all the exercises were conducted in a safe and sensible manner.

As a novice sailor and a bit of a safety freak due to realising my sailing limitations, this course was very good for me even though I was probably the least experienced sailor in the class. Genevieve White "developed Marine SafetyWorks in 2004 as a result of extensive experience in marine safety over 35 years of yachting in the competitive, cruising, training and development arenas. She has logged over 100,000 offshore miles from deliveries and offshore racing which includes the 2001-2002 Volvo Ocean Race as navigator for the Nautor Challenge entry Amer Sports Too, and other international races including the Newport to Bermuda, Sydney to Hobart, Fastnet, and Transpac. Her experiences in the Southern Ocean and in those many offshore miles have highlighted the absolute necessity for a professional approach to marine safety issues."

Despite her extensive knowledge, Genevieve speaks to every level with ease, and I never felt out of my depth, pun intended. I would warmly recommend this course to all our cruising division members.

For further information about the course, go to <http://marinesafetyworks.com.au/>

One Leg at a Time: The Next Leg—Part two

By Kelly Nunn-Clark, SV Sanctum

At the end of part one, we were in Kettering and due to be lifted the following Monday the 22nd and put on the hardstand for antifouling and repairs to two through hull fittings.



Right on que, Monday morning we motor around to the lift are pulled out at 8:30am. We are excited and a bit nervous as we have never seen Sanctum's bottom and were not sure what condition it would be in.



Just out of the water we are given the power sprayer and allowed to do our own jet wash. Its nice because we are given the time needed, no rush just chill.

The bottom actually looks very sound and good! Happy, we get moved to a spot that will be our home for the next 9 nights. Note: Kettering charges about \$50 a day on the hard stand for a boat over 13 meters. About the cost of one night on the hardstand at Woolwich marina. (I have been told)

Over the next 10 days we sand, scrape, paint, try to polish (unfortunately on the day it was blowing up to 40 knot gusts and was really hard to polish) all the while with Evan trying to work full time.

We stayed on board and Evan would pop down whenever he had a break or took some time away from the computer. I learned lots and Evan was a terrific mentor. My strength increased holding the sander for hours on end and climbing up the ladder many times a day.





The last antifouling was quite thin, perhaps only one layer then down to the primer coat. I managed to sand through a lot of this.

We found some repairs were needed to the keel so we ended up re-fairing the keel and primer coated the entire bottom before adding 2+ layers of antifoul and additional layer around the leading edges.

Previously we used International Micron 66 anti-fouling but this was no longer available so we have opted for a new more expensive replacement called Micron AP. This went on beautifully, so easy and nice looking too. It is a very hard ablative, which I like, and is supposed to be good in challenging high fouling areas such as tropical

waters and known difficult fouling regions. Kind of like Middle Harbour now.

During this process we were visited by Rebecca and Valerie two of our MHYC sailing family/crew. Both had come down for short holidays while we were in Tassie. It was wonderful to see them both and Rebecca came and helped with some sanding and looked after Max two separate nights so we could sleep. It was great to spend some time together. We managed to fit in the Salamanca markets and Mona (Museum of old and new art) in between working.



Back at the boat, Evan worked to get the through hull fittings that were brass taken out. We had two of them. One was for the Refrigerator/freezer water inlet and the other for the genset raw water inlet.



We have had a constant leak into the bilge that was being caused by the Refrigerator/freezer brass fitting. We could see that water was traveling within the fibreglass to another area of the bilge too. This was a bit worrying and made the fix most important to handle.

When the fitting was removed we found out why it was leaking!!! Have a look at the photo.

Evan had to grind back some of the fibreglass to expose the area where the water was escaping into. It took days after flushing the area with clean water for all the water to come out and finally dry up enough to replace with a new fitting.

We now have two beautiful brand new Marelon fittings which I am happy to report are no longer leaking.

We were floated (put back in the water) on the 5th of April in time to test everything out and sail to Cygnet to join in some local festivities.

The following week back at Kettering and working in our floating office it was becoming more and more evident that little Max was not doing so well. He has for some time needed 24/7 care as he could no longer get up if he was laying down. The stiffness in his leg would not allow it. He was having more potty accidents if we weren't there to lift him up in time. He was still very much there mentally, but his lack of quality of life



let us know it was time and the right thing to do no matter how hard the decision. So on March 11th Max was laid to rest. And the following weekend we had a beautiful, sad, sea burial next to Green island. Which is now known as Maxie Island. RIP little man.

We spent the weekend with friends Greg and Judy of Kettering. (whom by the way loaned us a car

for our entire stay, put us up at their place when we were in need and exhausted and generally always made sure we were okay. How could we ever thank you enough?) We sailed to Snake Island, next to Bruny Island, where we went for a nice bushwalk and were shown the areas where they had done some land restoration getting rid of the Spanish heath which had been threatening to take over. We got to see the 40 Spotted Pardalote which is a rare and endangered tiny tiny bird on this island while Judy handmade a wreath for max. This was followed by Max's service and a sail down to Simpsons bay for the night and back to Kettering for the start of the next work week.

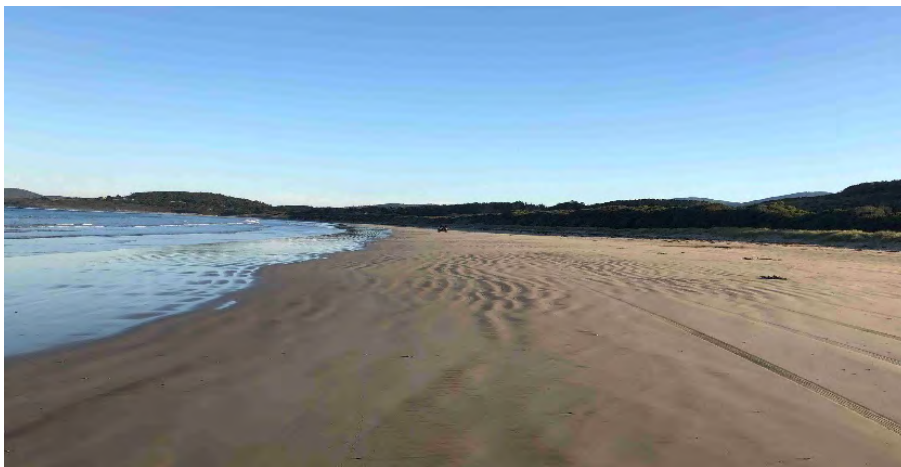


Note: Kettering Marina is terrific. Their visitor berths are nice and easy to access and their rates are quite affordable. A bit more than last visit but weekly rates for a 44 foot boat is just over \$200. Or monthly rate is \$567 for the month. They have good, very clean and nice laundry (\$8 includes wash and dry) and bathroom facilities (\$2 for hot shower) and a chandlery that is very amenable on site. With lots and lots of people with amazing experience only too happy to help out.

The week flew by, with work, visiting friends, including Frank and Jan Banks, and taking drives to get away from the computer now and again. One of the most

amazing and never underestimated additions to our life is the ability to sleep through the night again. Such Bliss. And learning to get out and go for walks and explore the world without having to worry about Max. It still takes time and he is missed but there are some silver linings that we are learning to embrace and appreciate again.

The following weekend we head to Cloudy Bay! This is at the Bottom of Bruny Island. The next stop south is the Antarctic. The weather was perfect as there is normally a SW swell which if combined with any southerly winds would hinder the trip. But the weather was on our side, we had a N or NE which helped flatten the sea state in the bay and made the sail a hoot!!



The beach down here is sublime it is actually listed as a registered road, wide and flat vehicles travel down its length to a camp ground. There were crazy people on the north end surfing!!! Water temps like 16

degrees!! Brrr... We stayed the weekend enjoying the rugged scenery and a nice walk.

On Sunday we sailed back up the D'Entrecasteaux Channel. It was a brilliant sail and for the first time on the helm I felt fully like we were flying. It was amazing. Instead of heading back to Kettering we made a left-hand turn at Huon Island and made way to Cygnet. We were on a mission to check out a mooring that good friend Jeff Rowe had organised for us to use for the next couple of months.



With the mooring organised we headed to Kettering for a couple of days then on to Hobart to stay near Constitution Dock for the weekend to play tourist and meet up with sister-in-law and family (Actually, what do you call your daughters in-laws?). We had a lovely sail around the Derwent, sharing this experience and a lovely weekend. It is such an experience to tie up and be able to walk

right into the heart of Hobart a few hundred metres away. Incredible.

We have plans to fly back to Sydney by the 1st of April for a few weeks work and leave Sanctum in Tassie. After the weekend we made our way back to our rented mooring, packed, worked and readied Sanctum to be on her own for a few weeks. With the help of dear friends we managed to get to the airport on time and take the quick easy route back to Sydney. Boeing 737.



Cartoon by Alex Comino

Safety and Special Regulations Changes in 2021

Every four years Australian Sailing issues a new “Blue Book” with changes to both the Racing Rules and to the safety requirements in the Special Regulations. This year is the one – new Special Regulations have been issued and we will need to comply from July onwards.

The new requirements are at www.sailingresources.org.au/safety/specialregs/. There is apparently no plan to issue them in paper form so we will all need to access and review these.

As usual they are titled “**AUSTRALIAN SAILING SPECIAL REGULATIONS - PART 1 - FOR RACING BOATS and Recommended for Cruising Boats**” – however they are a good guide to the general levels of safety equipment you should carry as a minimum when sailing.

The Cruising Division expects all members to keep their boats in a minimum of Category 7 (inshore only) or Category 4 (for offshore events).

Checklists to help you prepare are not yet ready – however a quick scan though the website indicates that the changes are mainly in section 3.25 (Marine Radio – Cats 1 & 2), 3.29 (AIS – Cats 1, 2 & 3) and 4.04 (fire extinguishers - all categories - see below)

As in previous years (although not last year when special COVID requirements were in place) we are planning to have two inspections club-wide – one late June and one late August. The cruising division usually has a weekend raftup as well where we can do our own inspections in a more convivial atmosphere (although – of course – the standards are still the same)

Key items to check:

- **Lifejackets** (serviced by a professional or if self checked – as per the manufacturer’s recommendation and don’t forget to fill out the form from the manufacturer and write service date on each lifejacket). Matt Pine at the club does a good job and tells me his rates are competitive.
- **Fire Extinguishers** – serviced by a professional with stamped tag. From 1 July 2021 the minimum for all categories is 1A:10BE rating.
- **Flares** – all in date?
- **Medical Kit** – all items in date?
- **EPIRB** – battery in date and proof of registration with AMSA?
- **Registration** – no stickers any more but have some evidence such as your notice of renewal
- **Other inflatable items** (danbuoy, etc) – treat the same as lifejackets

If you want to discuss the requirements with one of the division auditors then contact either: Mike, Evan, Dallas, Glynne, Paul or myself.

Phil Darling, SV Espresso

DRIFTWOOD



Fun Fact

Manure: In the 16th and 17th centuries, everything for export had to be transported by ship. It was also before the invention of commercial fertilizers, so large shipments of manure were quite common.

It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, not only did it become heavier, but the process of fermentation began again, of which a by-product is methane gas. As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening.

After that, the bundles of manure were always stamped with the instruction ' Stow high in transit ' on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this "volatile" cargo and start the production of methane.

Thus evolved the term ' S.H.I.T ' , (Stow High In Transit) ,..... “So it’s really not a swear word” which has come down through the centuries and is in use to this very day.

You probably did not know the true history of this word. Neither did I, I had always thought it was a golfing term!

Martyn Colebrook, SV Flo/SlacnOff

EXPIRED FLARES

In case you missed the opportunity in January to dispose of old flares, including Parachute Flares, there are sites put on by Maritime in April:

Date	Where	Time
Sunday 18 April 2021	Tunks Park Cammeray Boat Ramp	1530 to 1730
Sunday 11 April 2021	Transport for NSW, Maritime Head Office, 3 James Craig Rd, Rozelle	0900 to 1100
Sunday 11 April 2021	Rose Bay Boat Ramp	1200 to 1230

BUY, SWAP and SELL

Quicksilver Amanzi 350 RIB. 3.48 m, 4-person deluxe commercial grade hyaline rubber rigid inflatable boat with 30hp Mercury outboard motor. Low hours, no damage, just serviced the motor and had trailer reconditioned.

Cost new in 2010 = \$21,000 plus trailer. Sale price \$16,000/ono including trailer

Contact Jean Parker -> inparker@live.com.au or by mob. 0403 007 675



CD QUIZ – APRIL 2021 BY PHIL DARLING

1. At night you see a vessel showing a white all round light above a red all round light. Suddenly it switches on normal nav lights as well (red/green at the front and white stern light) and starts to move. What is it?
2. In a fog – what sound would the vessel in Q1 above make?
3. What is the term for the effect of wind blowing a boat sideways?
4. What is a Great Circle Route and when is it an advantage?
5. On what type of chart is a Great Circle route represented as a straight line?
6. What is the Lay of a rope?
7. What is the difference between a Masthead Rig and a Fractional Rig?
8. What is the difference between a ketch and a yawl?
9. What is a Lateen Sail and how many sides does it have?
10. What is a Turk's Head?

CHEF'S CORNER.....

BY KELLY NUNN-CLARK

Paella is the easiest one pan dish that can be made with leftovers or anything that you love. I have made the recipe below as I love the tomato base. But I have also done a white one using sour cream, white wine, black olives and what ever else takes your fancy. If you like spicy then add an aribiatta sauce or chilli flakes. SO easy ONE POT MEAL

Ingredients

- 2 cup (750ml) vegetable stock
- 2 cup (500ml) water (you can use all water or all stock or a combo)
- 1 pinch saffron threads (if desired)
- 1 teaspoon olive oil
- 1 tin of crushed tomatoes (with added spices is nice but not necessary)
- 1 medium red capsicum (200g), chopped finely
- 1 medium onion (170g), chopped finely
- 2 clove garlic, crushed
- 2 teaspoon smoked paprika (nice but use the spices you have and like)
- 200 gram mushrooms
- 1 3/4 cup (350g) rice (I use basmati successfully)
- 2 cups of ANY veggie you like.
- 1 tablespoon finely chopped fresh flat-leaf parsley, or coriander if you like.

Method

Heat oil in large frying pan. Cook tomato, capsicum, onion, garlic and paprika, stirring, until onion softens. Add mushrooms, cook, stirring, for a further 1 minute, or until mushrooms have softened.

Stir in rice and let it fry for a few minutes then add stock/water. (I always use twice the liquid as rice, so if you increase the amount of rice just double the amount of stock/water). bring to a boil then straight away reduce heat to a good simmer.

Throw in your vegies. Tough vegies like carrots, broccoli or pumpkin chuck in early. The others like zucchini, you can wait 5 mins or so before you add. I have always covered and let it do its thing. About 20 mins later the liquid is all absorbed and dinner is done! You can take the lid off and turn up the heat at the end if you want the bottom crispy. But keep an eye on it so it doesn't burn.

Remove from heat and let stand for 5 minutes before serving. Serve paella sprinkled with parsley or coriander, or parmesan cheese if you like.



CD QUIZ – APRIL 2021 - ANSWERS

1. It is a pilot vessel – initially stopped (not making way) then beginning to move (once the nav lights are switched on).
2. Four short blasts.
3. Leeway.
4. A Great Circle Route is the shortest course between two points on the surface of a sphere. It is used when crossing oceans (all other factors being equal such as currents, winds, etc).
5. A chart using the Gnomonic Projection shows Great Circle routes as straight lines.
6. The direction of twist of a laid rope. There are three characteristics of lay:
 - The first is the direction in which the rope's strands rotate around the centre of the rope. This can be either left or right
 - The second is the relationship between the direction in which the strands are wrapped around the centre and how the fibres within the strand are wrapped. This can be either regular lay (they are opposite) or lang lay (they are in the same direction)
 - The third is the distance the strand travels in making a single revolution around the centre. This is known as the lay length.
7. In a Masthead Rig the forestay is attached to the masthead; in a Fractional Rig the forestay is attached below the masthead.
8. A yawl has the rudder post between the main and mizzen masts, while a ketch has the rudder post aft of the mizzen mast.
9. A Lateen Sail is a triangular sail set on a long yard mounted on an angle on the mast. Quite an old style of sail, they are still popular on traditional boats in the Mediterranean and also north west Indian Ocean. Three sides.
10. A Turk's Head is an ornamental knot, often placed on the end of a rope but can be used on items such as a tiller to give extra grip.

PHOTO COMPETITION for 2021

April WinnerPhoto of the Month **Mike McEvoy**

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 April is called
'The Old, the New, and the Growing' and was taken by Mike McEvoy

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@oze.mail.com.au. Good Shooting ...!! Maralyn.

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 1 April 2021**

Cash at Bank as at 01.03.2021	\$1,995.69
<i>Plus Receipts</i>	
Membership	
Interest (This account no longer attracts interest)	\$0.00
	\$0.00
<i>Less Payments</i>	
Nil	\$0.00
Cash at Bank as at 31.03.2021	\$1,995.69
<i>Outstanding Receipts</i>	\$0.00
<i>Outstanding Payments</i>	\$0.00
Account Balance	\$1,995.69

Signed as a true record
Mike McEvoy
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 3rd Monday of each month and uses as its sailing pennant a flag with a white compass rose on a red background.

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

The Cruising Division newsletter is titled 'The Compass Rose Cruising Log' and is published monthly. The newsletter is also available through the MHYC web-site at www.mhyc.com.au.

VALE Maxie

MHYC Cruising Division Friend
and loved family member of Kelly and Evan.



Maxie you have been a friend to so many and you have endured many adventures with us. Thank you for being part of our lives. I hope you are out having wonderful new adventures now.
With all our Love

Middle Harbour Yacht Club
Cruising Division
Annual General Meeting 2021



Nomination Form

Name of Nominee:

_____ MHYC Member No: _____

Position on Committee: (i.e. cruising captain, vice-captain, secretary, treasurer, general member: see Compass Rose page 2 for more office bearers positions)

Name of Proposer:

Signature of Proposer:

Name of Seconder:

Signature of Seconder:

Signature of Acceptance by Nominee:

Please forward to cruising@mhyc.com.au