



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

Volume No. 41 No. 10 November 2021

Editor: Martyn Colebrook

**November meeting: MHYC, 15th November**

We are back to having Live Meetings from November, for those the fully vaccinated.

18.30 BBQ at the club, bring your own food, plates and cutlery. The bar will be open for drinks. We eat together in the Harbour View room. 19.30 Cruising Division meeting in the Harbour View room

**SPEAKER:**

Nick von Wietersheim: Boating Safety Officer from Maritime Transport for NSW will be talking about a day in the life of a BSO. The meeting will also be available on Zoom for those who are unable to attend in person.



**White's Bay, Percy Island**

## CRUISING DIVISION OFFICE BEARERS 2020– 2021

<b>Cruising Captain</b>	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	0476 152 800
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 November 2021**

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

Please forward contributions via email to the editor at [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au)

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

## MHYC CRUISING DIVISION PROGRAM 2021-2022

<b>November</b>	Sunday 7 <sup>th</sup>	Sailing Sunday start at MHYC
	Saturday 13 <sup>th</sup> - Sunday 14 <sup>th</sup>	Cruising Reconnect; Quarantine station. Meet at 16.00 Saturday for Dinner on Beach
	Monday 15 <sup>th</sup>	18.30 byo BBQ 19.30 Cruising Division Meeting, Harbourview MHYC and Zoom
	Sunday 28 <sup>th</sup>	10.00 Sunday Breakfast, Sandbar MHYC and Sailing Sunday, start at MHYC time tbc
<b>December</b>	Sunday 12 <sup>th</sup>	10.00 meet at Sandbar for Sailing Sunday MHYC
	Friday 17 <sup>th</sup>	Xmas Party Time and Place (TBC)
<b>January 2022</b>	1 <sup>st</sup> – 9 <sup>th</sup>	New Year's Cruise (TBC)
	Monday 17 <sup>th</sup>	CD BBQ (No Formal Meeting)
<b>February 2022</b>	Sunday 6 <sup>th</sup>	Sailing Sunday at MHYC
	Sunday 20 <sup>th</sup>	Sailing Sunday at MHYC
	Monday 21 <sup>st</sup>	Cruising Division Meeting
<b>March 2022</b>	Sunday 6 <sup>th</sup>	Sailing Sunday at MHYC
	Saturday 12 <sup>th</sup> – Sunday 13 <sup>th</sup>	Harbour Night Sail and Raft-Up
	Sunday 20 <sup>th</sup>	Sailing Sunday at MHYC
	Monday 21 <sup>st</sup>	Cruising Division Meeting
<b>April 2022</b>	Friday 15 <sup>th</sup> – Monday 18 <sup>th</sup>	Easter Cruise (TBC)
	Monday 18 <sup>th</sup>	Cruising Division Meeting
	Saturday 23 <sup>rd</sup> -Monday 25 <sup>th</sup>	Anzac Day Weekend Cruise (TBC)
<b>May 2022</b>	Saturday 14 <sup>th</sup>	MHYC Annual Prize Giving Keelboats
	Monday 16 <sup>th</sup>	Cruising Division Meeting
<b>June 2022</b>	Saturday 11 <sup>th</sup> -Monday 13 <sup>th</sup>	Queen's Birthday Cruise Weekend
	Saturday 18 <sup>th</sup> & Sunday 19 <sup>th</sup>	Get Set Safety checks and Raft-Up
	Monday 20 <sup>th</sup>	Cruising Division Meeting
<b>July 2022</b>	Sunday, 3 <sup>rd</sup>	Cruising Division Long Lunch

## CAPTAIN'S COLUMN – NOVEMBER 2021



Hooray !!!! The warmer weather and water is here at last. The last few weeks have seen Kelly and I around the harbour beaches enjoying the best Sydney has to offer boaters. It has been magic mid week with few out and about so many times we have the anchorages to ourselves. So different to the traffic on Sydney roads which appears to be back to pre-lockdown levels. The club is starting to open up again with Wednesday, Thursday and Saturday sailing. The Sandbar renovations are progressing well and the new area should be open mid November.

A big thank you to Dallas for hosting the “Dingbats” quiz at last month’s meeting where John Eastway showed us his consummate skill at thinking outside the box in decoding the Dingbats.

Kelly and I will be away from the club for the next month or two so Sanna Westling will be taking the reigns as the move back to face-to-face meetings in the Harbour-view return. For the next month or two we will be doing a hybrid meeting with both face-to-face and Zoom available for members. Those who feel unsafe attending in person will have the ability to participate via the Zoom conference.

I have asked Sanna to write a section for this Captains’ Column with news of what events are coming up in the coming months.

Enjoy spring and the onset of summer.

Evan Hodge  
Cruising Captain. *SV Sanctum*

## VICE (ACTING) CAPTAIN'S MINI COLUMN



Hello All, as your Acting Captain for the next few months, until Evan comes back, I would just like to give you some updates on upcoming events.

There is a Return-to-Cruising-get-together planned for the 13<sup>th</sup> of November on the Harbour, probably Quarantine station (weather dependant). An invite can be found further along in this issue.

Cruising Division meeting starts up face to face, for those fully vaccinated (as per NSW guidelines), on the 15<sup>th</sup> of November, but will also be a Zoom meeting for those not able to or wanting to participate live. We start it with a BYO BBQ followed by the meeting.

Looking forward to welcoming current and new Cruising members welcome to the next month's events. Keep an eye out on our Website for updated information.

Stay safe on and off the Water.

Sanna

Acting Cruising Captain. *SV RaRa*



### **Sailing Sundays MHYC From 28 November**

This year we planned to start some cruising sailing on Sundays and we are about to get this started. 28 November will be the first Sunday for this event.

If successful we will run these events every second Sunday.

Meet in the Sandbar at 10.00 for coffee and planning before heading out on the water for a sail together.

This event can be used to collaborate with the junior sailing and introduce new people to sailing bigger boats. Both to offer parents of the juniors to come out on the water and to take older juniors out on big boats.

We could also invite people who are fairly new to sailing and who have sailed on the racing boats but want an opportunity to be hands on at sailing in a non-race situation.

Or for anyone in the Cruising division who would like to have a little sail together on the harbour on a Sunday.

//The Cruising Division Committee

## Cruising division reconnect on the water 13 – 14 November at quarantine station



As we are at the point where we can meet up for those fully vaccinated we thought it would be great to be able to catch up on the Harbour.

Meet up at Quarantine beach at 16.00 on the 13<sup>th</sup> of November for a drink and byo food.

Take a mooring or hook an anchor and take the dinghy ashore (or arrange a lift from friends with a dinghy).

Wear something red and/or white – our MHYC colours

We will watch the sunset, eat and be merry.

Email Sanna on [susanna.westling@gmail.com](mailto:susanna.westling@gmail.com) for a heads up if you are coming (and so that we can let you know if we have to go somewhere else depending on the weather).

## GO WITH FLO



Flo anchored somewhere

What started out as a trip to the Whitsundays and back, with a number of intervening hops back to Sydney turned out to be a prolonged, enforced, five month, adventure. The lockdown followed us up the coast. We made it into Queensland with hours to spare and from there we could not come back to Sydney and return to the boat as planned. The idea was to charter the boat to a Sydney based skipper friend who had several charters booked. Anna and I would fly back in between and participate in the Hamilton Island and Magnetic Island Race Weeks. Our regular crew were to join us. Needless to say, all changed.

Had you asked me three years ago about venturing so far I would have been very fearful. Previous long distance experience sailing with just the two of us, although we were in company with Nashira and Buggalugs, was Jervis Bay and Port Stephens. The NSW coast is quite forboding as the hops between shelter are few and far between and once north of Port Stephens there are the fearful bars to cross. Beyond Southport, however, the sailing becomes easier as the hops can be much shorter.

Our daily trips ranged from 30Nm to 80Nm. When I sailed in the UK, France was 20Nm at its shortest and 60Nm max. To me then, that was such a long way and now we are making the equivalent trip on a daily basis. As for being out of sight of land..... Admittedly we were blessed with good weather, whilst out sailing, as we were rigorous with our weather predicting and made sure we were tucked up somewhere safe should it be likely to rain. Anna was more vigilant than me, thankfully. The information that is so readily available via the internet is a real comfort. Predictwind was our 'go to' for wind strength and direction and BOM for weather warnings. Anna liked to check on an hourly basis. I take my hat off to all of you who sailed before us long before the advent of chart plotters and the internet!

We made good use of the superb Volunteer Marine Rescue Service, logging our daily passages. They were particularly useful for those scary bar crossings, which have to be negotiated once north of Port Stephens. Lake Macquarie excepted of course. We eventually got the hang of it. We had to plan our passages according to the tide heights across the bars, which meant a lot of ‘early ups’, particularly on the journey south. Although we made the trip south before, a couple of years ago, this year it was just the two of us and we really had to learn, which we did fairly quickly. We were fortunate in that the only nasty bar crossing was Mooloolaba, when the kettle jumped off the stove and the handle broke. (I managed to repair it). It should have been stowed away. We were going to exit the Tweed River at 0100 in the morning one night until we happened upon a local fishing boat skipper who told us on no account should the Tweed bar be crossed at night. He had been crossing the bar for 20 years but would never do so at night, even in his big trawler. Local knowledge is always best.

We discovered that one of the great things about cruising is that we could devote enough time to spend on land to explore what the area has to offer. It took us a while to realise that as we thought it was all about the sailing. Some of the towns and villages we stopped at are so interesting. And there are the people. Cruisers are so friendly and ready to give advice and share information. One of the many highlights was being invited to an ‘on boat’ citizenship ceremony in Happy Bay, Long Island, by some new friends, Sonya and Miquel, who we met in Coffs Harbour. There were 17 of us on a 36 footer so a bit cramped. A bit more room for the after party.



Miquel’s citizenship ceremony on Dreamcatcher After party in Happy Bay

We have undergone a massive learning curve and become much more knowledgeable and confident. Not over confident I might add. The sea and the weather are the Masters. But we haven’t hit anything on the entire journey from Magnetic Island. We are moored in Broughton Island at the time of writing, so not quite back yet. My fingers are still crossed until we sail through the Sydney Heads.

Anna has become a very proficient sailor who I can depend on. Daily oil and coolant checks are no longer solely my domain. I certainly don’t need to check the weather. She is on to it before I am awake. Bar crossings for her are de rigeur. Same for docking the tennis court size boat in a tight berth. No elevated heart rate for Anna! It got to the point when I had to ask if I could have a go to gain some experience for myself.





Broughton Island

On our last leg from Camden Haven to Broughton Island we were allowed to fly the big spinnaker without question. It is a bit of a handful to retrieve, even with the top down furler. I need a lesson on how to do that more efficiently in strong winds. One of the other big factors was anchoring. We have now anchored so many times we can go to sleep without worrying about anchor drag or lack of swing room. We have a simple signal system for dropping and retrieving so no words are required. We don't even need to use our 'marriage savers'. Admittedly the windiest anchorage was 33 knots in Cape Upstart. Even there we were quite exposed but felt really secure.



Cape Upstart

**Martyn Colebrook SV Flo** - More stories to follow

## MAKING MEMORIES IN MACKAY

By Anna Alvsdotter SV Flo



*Mackay marina at full moon rising.*

Flo has spent a lot of time in Mackay, both on her way up the coast and on her way down. On the northbound journey, she was slipped and given a new portside rudder for reasons that we can leave out for now. On the southbound trip, she required another week or more in Mackay so the rudder repair could be done again, this time shaped the right way around.



*Flo's creative rudder set-up wasn't discovered until she was back in the water. Our trusty crew member Jeff back in Sydney spotted it from this photo.*

The town itself features well-preserved heritage buildings, an abundance of TAB's, pubs and fast food outlets, a very cool art laneway, a stunningly modern art centre and many cafés but only one with excellent food and coffee. It's called Ninth Lane and has outdoor seating in an unattractive walk-through lane. A few blocks away is a barbershop which offers any kind of cut including the locally popular mullet style. Martyn settled for a regular gent's cut, and I had a much overdue trim of my crazy cat-woman tresses.



*Well preserved heritage buildings add beauty and history to Mackay.*

There is a well-stocked health food shop on a street corner nearby where we bought a jar of the famous Keswick Island honey and stocked up on expensive vitamins and supplements.

We do our general provisioning at the Caneland shopping mall that contains all the shops and services one can expect from any Sydney suburb. From personal experience I can also warmly recommend the service provided at Specsavers and the CBA branch at the mall.



*The arty laneway in the centre of Mackay is definitely worth a visit.*

Mackay port and marina took a beating from cyclone Debbie in 2014 despite its extensive rock breakwaters. The pier protecting the southern end where the marina berths are situated (over 400 of them), provides an opportunity for sedentary cruisers to get some exercise by walking to the outer end and back, an easy 1km return hike with views over the marina and out to sea.

There are a few rather uninspiring eateries around the marina office, so one has to rent one of the courtesy wrecks, I mean cars, and venture beyond the area for excitement.

Still, you never know what a little bit of conversation with strangers might lead to. Before departing Mackay after our first rudder repair, we pulled up at the marina fuel station to top up our tanks. It took a few moments to work out why none of the pumps were available. The bright red fishing boat on the other side of the station was using all three pumps simultaneously, and while we awaited our turn, we struck up a conversation with the trawler's owner, Brad.

With a crew of one other person, Brad takes his bright red Cody Star to the outer reef in search of red spotted prawns. At a speed of 7 knots, it takes them 12 hours to get there. As each trip lasts about 20 days, they need a lot of diesel - \$20,000 dollars' worth of it, corresponding to 16,000 litres. We were quietly wondering how on earth this was a viable business venture until Brad told us that each trip nets 12 tons of red spotted prawns which they freeze on board. At \$20 a kilo wholesale trucked to Hervey Bay, Brad gets \$250,000 per fishing trip.



*Fishing boat Cody Star does not believe in camouflage.*

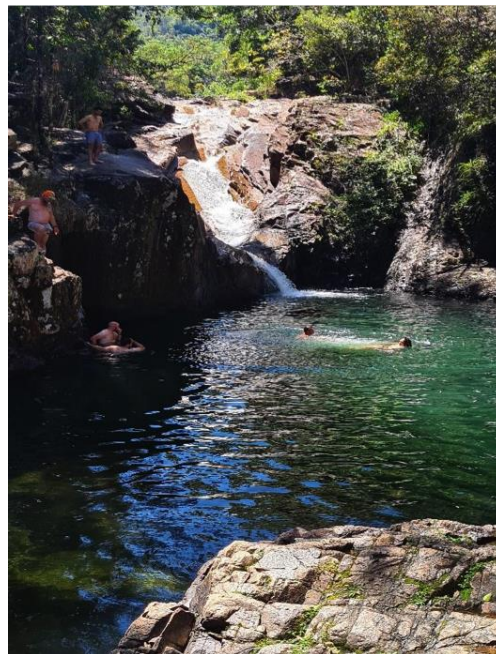
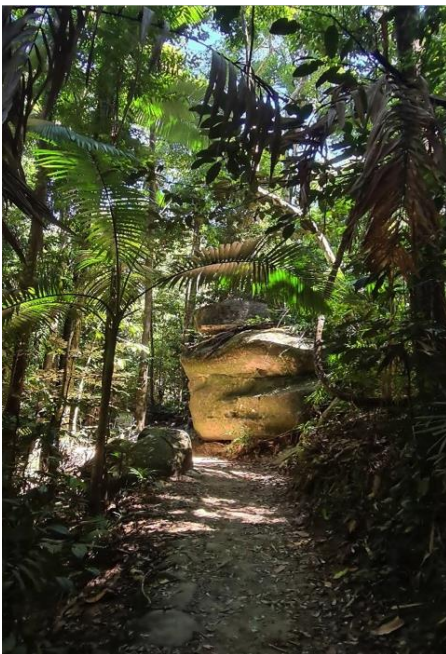


“Would you like some?”, said Brad, to which we said yes please. He pulled out a 5kg box from the freezer and handed it to us. He insisted he didn't want payment for it, but in hindsight I wish I had offered him a bottle of rum in exchange, but hindsight yada yada. Anyway, we had delicious prawns every night for a week courtesy of our favourite prawn star Brad of fishing vessel Cody Star.



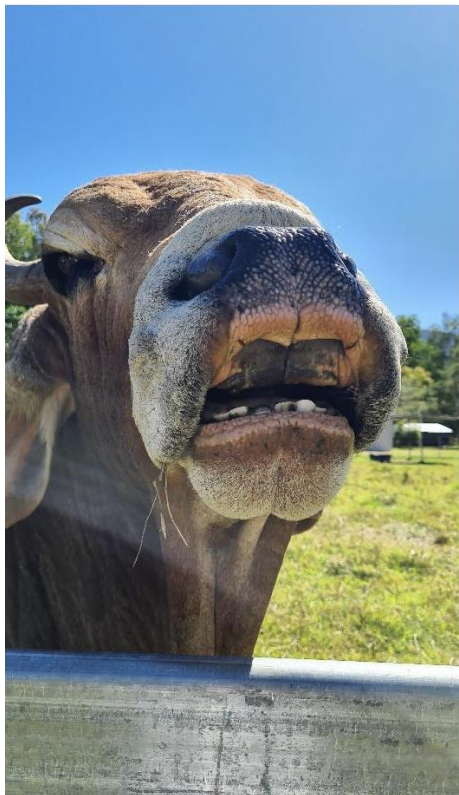
*This delightful coffee cart in Pinnacle is run by the nicest lady. Just don't drink her coffee unless your tastebuds have been severely damaged by Covid.*

During our second stay at Mackay marina this year (and let's face it, even less desired than the first time), we decided we may as well go exploring inland while we waited for the repairs to be done. We steered our rented wreck westward, wisely stopping for a nice coffee at Ninth Lane in town on our way through. Route 64 lead us across farmland of mostly cane and through small townships (warning! Do NOT buy coffee from the nice lady in the coffee cart at Pinnacle unless you have a yearning for revolting brews), and about an hour later we turned right before Finch Hatton. The rural flavour dialled up a notch and turned wild and forest-like as we approached Finch Hatton Gorge.



*Finch Hatton Gorge is gorgeous.*

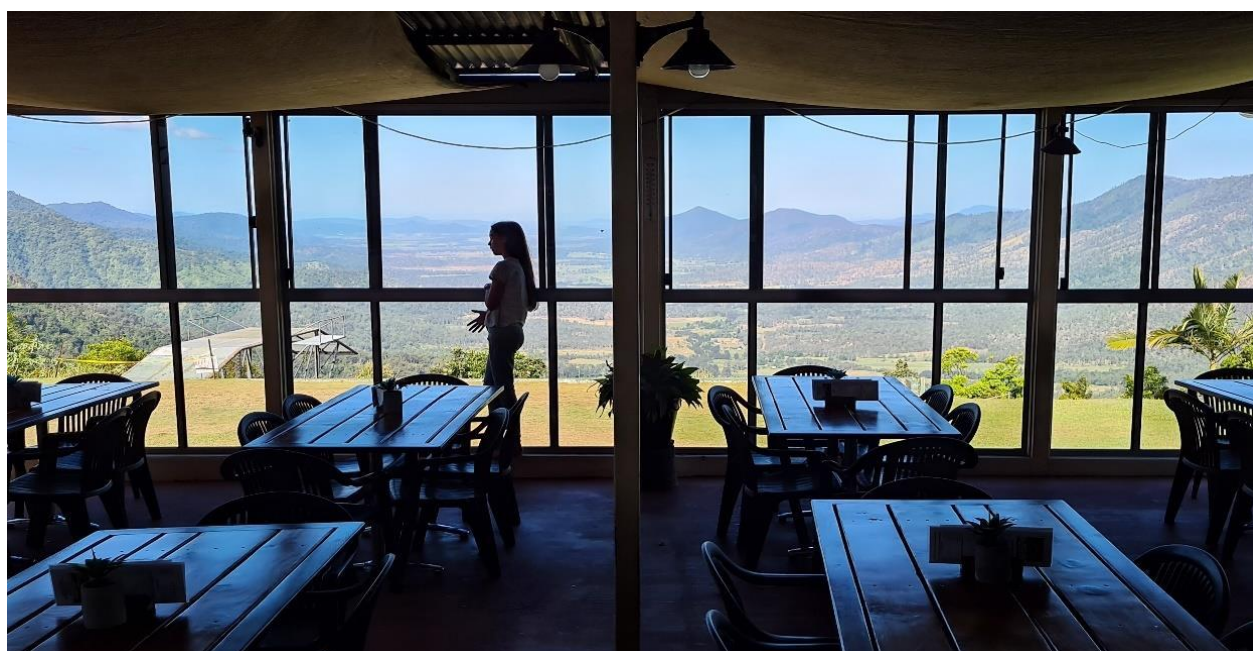
It was a hot, sunny day so we thoroughly enjoyed our trek in the mottled light of the native forest, then a cooling swim in the billabong flanked by a solid waterfall. It being a Sunday, there were surprisingly few people doing the walk and dip. Groups of young people jumped from the cliffs but we stuck to a section of the natural pool which was more suited to seniors like us.



On the way back towards the Route 64 T- section, we stopped to say hello to Felix the Bull. What a beautiful big creature. The recommendation to locate Felix came from a man at the Mackay marina, and it was one of the highlights of the day. We pulled over on the grassy verge across the road from Felix's paddock and as soon as we opened the car doors, he came sauntering towards the sturdy fence to check us out. Apparently, our pheromones determine whether he likes us or not, and will raise his head and smile if we're approved of. Luckily, we passed the test.

I've transcribed the sign attached to the solid fence. If you want to learn more about Felix, please see separate text below.

Eungella, a little town of around 200 inhabitants, was our next destination. If you're running out of time, at least do the Sky Window walk for a quick bit of rain forest bathing combined with magic vistas. We had an acceptable vegan lunch at the charming old Eungella Chalet, which also features incredible views and a skydiving platform for those keen on such adventures (not us!).



*Breathtaking views from the Eungella Chalet which provides a sky diving platform for the thrill seekers.*



*Welcome to the chalet.*

A very special experience was our first sighting of platypus in the wild at Broken River, just a bit further along the road. Dawn and dusk provide the best viewing of these surprisingly small creatures, and we spotted quite a few.



*There was a lot of platypus activity when we visited.*

Our Mackay adventures twice involved short drives up the coast. We warmly recommend a visit to the quaint but cool (in an unintentionally retro style way) Eimeo Pub. They serve acceptable pub food, including a delicious cauliflower and chickpea dish which we devoured on their veranda with stunning views towards Brampton Island, Keswick Island as well as the lovely little patrolled beach below.



*Views across to Brampton, Keswick and Saint Bees from Eimeo Pub.*

Just north of Eimeo is Cape Hillsborough featuring a large camping ground by a stunning beach. We weren't keen on getting up an hour before dawn to get there by sunrise, but if we had, we would have been able to mix and mingle with the local kangaroo population who has become used to being fed and photographed there.



*We were too late in the day for the kangaroos at Cape Hillsborough but enjoyed a snooze and a walk along the beach.*

So there you have it. Even a seemingly boring place will offer plenty of gems to explore. We're very grateful for the memories made in and around Mackay while our ruddy rudder was repaired twice over.



## **FELIX THE BULL (ADDITIONAL TEXT)**

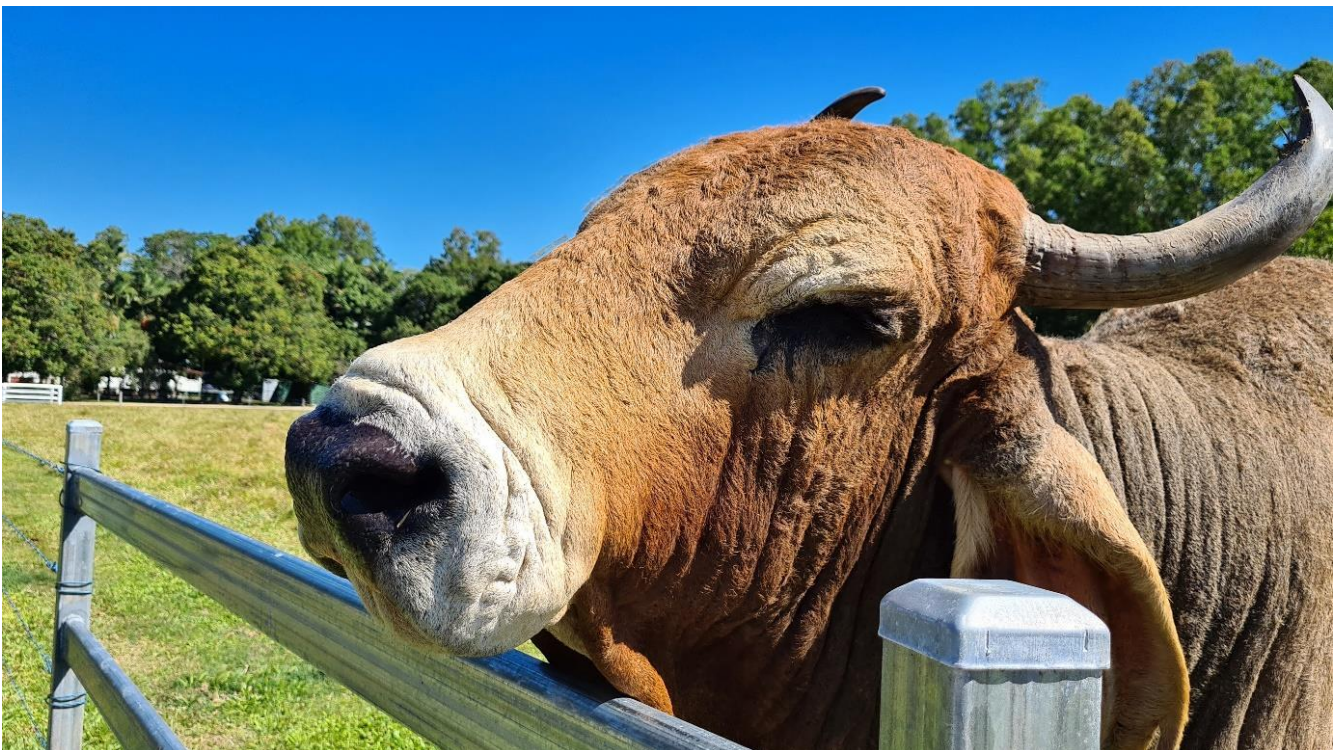
“Felix was given to me when his mother passed away after his birth. At first, he was not breathing and needed to be resuscitated. When he first opened his eyes, a human became his mother. He needed intensive care the first months of his life without having the colostrum all newborn calves need. He was bottle fed until he was 18 months old (as he didn’t like the taste of grass).

Despite many efforts, he did not want to integrate with the other cattle on the property, (unlike the other bottle fed calves I’ve had) and so Felix became part of our family. As he grew, he became more boisterous, knocking things over and running amuck, so we gave him his own paddock.

Felix was NEVER used for breeding. On occasions we’ve put other cattle in with him, he dismisses them and becomes agitated if they invade his space. He will go into the creek area but refuses to go into any other paddock on our property.

Through word of mouth, people have stopped to pat his nose and take photos. By doing this, over time he has accidently stepped on his pizzle (the part hanging down). What you see is only foreskin, and he feels NO pain. The only veterinary advice I have received is to keep it clean by spraying antiseptic on it.

Felix was born on the 23 of October 2009 (the oldest living bovine was 35 years old). He is loved and cared for and receives more attention than any other bovine in the area.





He loves different fruits and vegetables (when he's in the mood) but please DO NOT feed him. All cattle have four stomachs and no top teeth, so apart from some foods causing bloat (which can be fatal) his jaws will more than likely break your fingers.

Felix doesn't like surprises, so if you show up suddenly and expect a visit straight away, he will let you know by the sound he makes – first bellowing then pushing air out hard with his nose “chhhh... chhhh”, then will dig his horns into the ground until he figures out who you are and why you're there. Once he has settled and comes to greet you, he will check you out by sniffing your pheromones. If you meet his approval or he recognises you, he will lift his head and smile... (something ordinary bulls do when they suspect their female friends are ready to mate.) If he doesn't like you he will dismiss you by moving his head up and down, pointing his horns toward you... (an action performed by all cattle as a warning).

DO NOT go into the paddock with him. While you are not familiar, he will try to stop you from leaving and will become aggressive. He weighs over a tonne (the equivalent to a small car) and is incredibly strong. Without clocking Felix at full speed, bulls have been known to run up to 65km/hr if necessary. He can easily lift over 200kg, using his head, horns and the front part of his body.

Feel free to take photos, but if he is nowhere near the roadside fence, please respect him by not pulling up next time.

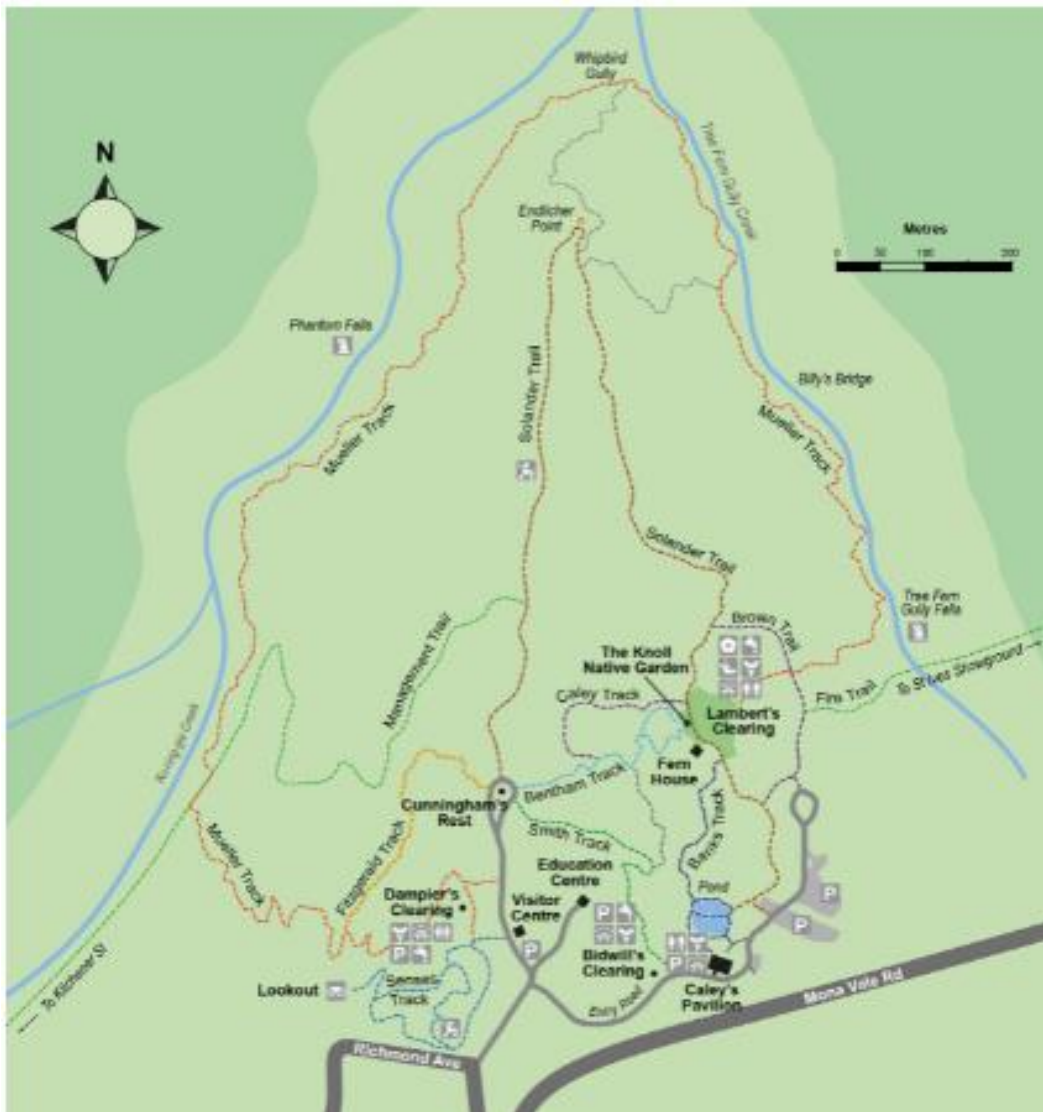
In no way do we promote nor exploit Felix. This sign was created purely for educational purposes.

If you have any other questions or enquiries, please text on 0417 385 546.”

# DOROTHY'S HARBOUR RAMBLINGS

## KU-RING-GAI WILDFLOWER GARDEN WALK

Ku-Ring-Gai Wildflower garden is reached from Mona Vale Rd just east of St Ives. Entrance is free and there is plenty of parking. There are some short walks, a 2km 45 minute walk and a 3km 2 hour trek. The longest trek and the most rugged and remote of our walks, the track follows the creek lines of two valleys. Ku-ring-gai Creek flows through tall red gums and coachwoods before tumbling down Phantom Falls and converging with Tree Fern Gully Creek.



We chose to do the shorter, Solander walk which is paved all the way. Parts of it are suitable for wheelchairs and baby strollers. There are some uphill sections from Endlicher Point to Cunningham's Rest.

Waratahs can be seen around Endlicher point in September and October. There are lots of Banksias and bottlebrush to be seen. We even saw a yellow bottle brush. Pink boronia were also in flower. These do not have the same aroma as the brown ones found in Victoria.

At the visitor centre there is a selection of gifts as well as a nursery which sells small plants in tubes as well as larger natives. These can also be bought on line.



Small flannel flowers.



Wildlife abounds including snakes such as this red bellied black snake seen at the edge of one of the ponds near the car park. There are also quite a few birds to be seen including the ubiquitous scrub turkeys.

For more information, google the gardens directly or via Ku-Ring-Gai council web site which also has a list of other walks in the area.

**Editor's note:** Daniel Solander, was the Swedish botanist who with his friend James Banks accompanied Captain Cook on HMS Endeavour during their first expedition to Australia. Who told me that?

## 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.

Stay safe!

*Phil Darling - SV eXpresso*



## PRIVATE MOORINGS NOTICE

For those of you who have a private mooring (under licence from Transport for NSW – Maritime Product Services) beware the new condition, which requires that “The mooring apparatus and/or equipment must be kept in good condition and serviced within 3 months prior to licence expiry date. Proof of service must be produced to TfNSW when requested or to an authorised officer when required.” There are many other conditions (20) e.g. the required colour – yellow – of the buoy with the id in black letters at least 50 mm in height.

Note particularly the underlined words. I noticed the changes when I received my Renewal notice for the Private Mooring Licence and called my mooring contractor – Treharne Mooring Service P/L, who were not aware of the new requirement. Fortunately with my Licence payment due 2/12/2021 we have sufficient time in which to have the mooring service and they have assured me it will be done in November.

Also, it would seem prudent to have a copy of the evidence of the mooring service on your vessel e.g. a copy of the paid invoice. Much like you need a copy of evidence of payment of your vessel's registration for your safety no matter which Category.

Mike McEvoy

## SAILING RESUMED AT MHYC ON 27 OCTOBER



NSW Public Health Orders was relaxed and Community Sport permitted from 25 October 2021, MHYC resumed racing in all series from Wednesday 27 October, but 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 2m<sup>2</sup> outdoors and 4m<sup>2</sup> 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.

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](#)

## TECHNICAL CORNER

### SANCTUM UPGRADE No.3 – THE WATERMAKER

After upgrading the solar capacity and installing a diesel air heater, the next big-ticket item Kelly & I wanted on Sanctum was a watermaker. But deciding on which type and brand of watermaker to buy turned out to be a huge task.

We studied tons of literature on the different types of water makers from portable Rainman models to 'all in one' units and various modular units. Do we want 12 volt or 240 volt? Ones with Clarke energy recovery pumps like the Spectra or ones run with a Karcher type high pressure spray pump. There are so many variables, and each has their own set of pros and cons. Then there is the volume of water to produce. Did we want 30, 60, 80, 120 or 160 litres per hour. Then finally, of course, there is the price.

We are budget conscious but not afraid to pay more for an item if we deem it is worth it.

We read a lot of blogs, spoke with friends and acquaintances who had water makers about what they saw as the pros and cons of what they had on their yachts. We also kept in the back of our minds we want to be able to get parts for it wherever we are in the world with a minimum of difficulty.

So, to cut to the chase, we decided on a 160 litre per hour, 240 volt modular unit with the remote control panel from Water Makers Australia.



Why this one?

Firstly, Sanctum already has a genset for 240 volt power. If we don't want to use the genset then the 1100w of solar is charging the lithium batteries extremely well on sunny days and the 3000w inverter has plenty of capacity to run the 240 volt high pressure pump for an hour or two.

Secondly, it is modular, and the components can be placed in different areas of the yacht. We do not have one area big enough to fit all the components of an 'all-in-one' unit. We needed to spread the components around Sanctum.

Thirdly It is made up of standard components that are readily available without too much hassle. One which we could source all the part ourselves but that would be such a lot of hard work.

Stephen at Water Makers Australia does that all for you. He has been available to answer any questions as well as source spare parts. As it turned out this was also on the cheaper end of the spectrum because the install is a 'do-it-yourself' (or get someone to do it for you) job.



So once the decision was made and the order was placed we waited for the parts to arrive. Within a couple of weeks, in Christmas like fashion our goodies arrived. It was time to turn our attention to the installation.

As with all things boat, what should be a relatively straight forward job is never that. Twisting and contorting ones body to reach and manipulate the components into place is part of the challenge and fun.



There was room in the central bilge area for the 3 filter housings and the 12v boost pump which pulls the water in from the through hull fitting. For the sea water inlet, we decided to share the through hull fitting with the air conditioning. We would not be running these systems at the same time and it saves yet another hole in the boat.





The freshwater flush, used to flush the system after making water, is sharing the air conditioner flush hose. This saves some fittings, but it is getting very busy in the bilge. When we have it all installed and have some extra time to redesign the plumbing, I think we could simplify it even more.

The high-pressure pump is under the settee behind the fridge. That is to my left in the photo looking into the bilge.

The Reverse Osmosis (RO) membranes are contained within two 40inch long fiberglass tubes that have high pressure hoses connected from the high-pressure pump under the galley seat travelling through the RO tubes and finally up to the control panel (which will be mounted in the forward head). The RO tubes have been mounted under the floor in the vee berth cabin just in front of the forward head



*control panel in forward head*

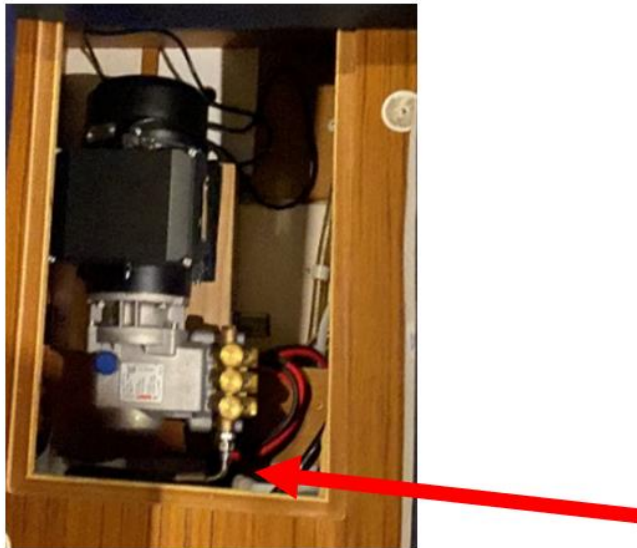


*RO Tubes under floor outside forward head*

In all the blogs we read or watched everyone said that when you finish the initial install there will be a leak somewhere so we were very careful with all the joins and connectors using lots of Plumbers tape.

So then comes the moment of truth. Let's turn on the boost pump and prime the system.

**Stop, Stop, Turn it off!!!!** is my cry.



I had overlooked connecting the high-pressure hose to the high-pressure pump! Indicated by the red arrow in the photo.

Luckily, the boost pump is not running at high pressure, so the water spray was kept to a minimum. That was leak number one or maybe it cannot be called a leak because this goose forgot to connect it.

Test run number two had the boost pump running and no leaks. Then we turned on the high-pressure pump and there was a loose connection in the worst possible place.

The high-pressure hose at rear end of one of the membrane housings was leaking and that was when we only had about 100psi of pressure. This system runs at about 800 to 900 psi when fully operational and I don't even want to imagine what a leak would be like at that pressure.



So, this had to get fixed but due to the placement of the housings and the difficulty of getting our existing spanners in the end of the tube it was off to the hardware store to buy some spanners that would fit.



Once back it took at least another hour to tighten this one fitting and I assure you there was much swearing and sweating trying to get this fixed. I was saying my prayers when we went for test number three.

We primed the boost pump, turned on the high-pressure pump and prayed. A few minutes passed, we checked every connection, wound up the pressure slowly, listening. No sounds of water bursting forth from high pressure hoses. Ran outside to see if the brine was running out of the side through hull fitting, It Was! Back inside checking again. (The desalinated final water is called 'product water' in watermaker circles.) We checked the hose that

was skilfully taped inside a bucket and watched as product water was coming out!!! Our first desalinated water!!

This test ran without any leaks and we were making desalinated water on Sanctum for the first time. Hooray!!!!!!

When the product water rate was set at about 130 litres per minute the pressure was slightly under 800 psi. Current draw from the batteries was 131 amps. That means in theory we could make 130 litres of water in an hour and use 131 amp hours of battery.

Happy to have successfully passed a test we now must finalise a few things like fitting the product water hose to the water tank and wiring the high-pressure pump into our electrical system. In the meantime, we can bask in the glow of making our very first water.

Evan Hodge & Kelly Nunn-Clark  
SV Sanctum

## CALAMITY CORNER

A common fault with Volvo Penta marine engines is failure of the MDI unit, the electronic box that controls the starting and stopping of the engine. Googling various forums it seems there have been numerous failures world wide. I am now on MDI number three after only two years and half years of ownership and 250 engine hours. Needless to say, the failures occur at the most inconvenient time. The first occurrence was entering Mackay Harbour in strong winds. Berthing a catamaran with one engine is not fun and I imagine berthing a yacht with no engine is even less fun. Volvo have a lot to answer for but do not seem to care as the issue has been going on for years. Although there have been various modifications, none of them have worked.

The second failure was when I had a boat full of friends ready to enjoy a day out on our harbour. We were ready to set off then 'click'. Nothing happens. I immediately knew the cause. A new black box is \$940, which Volvo eventually refunded but not the labour for fitting it. Having pulled the thing off so many times now I could do it myself in a few minutes but the marine people like to charge brain surgeon rates. Of course, if you don't use a Volvo certified mechanic, Volvo void the warranty. The third time happened in July this year, coincidentally again, in Mackay, on our way north for the winter escape and the racing.

This time I was prepared as after much research I found a temporary fix, which was to connect the live and the negative wires on the MDI unit directly to a switch. It is possible to use a screw driver to make the connection, but I preferred the safer option of having a permanent switch in place, which could also be used in emergencies. The MDI fault was intermittent, as it often is for a few days or even weeks prior to permanent failure. This unit had only been in use for seven months so when the Volvo distributor said it wasn't covered by a warranty my annoyance would be understood. They eventually relented and found a dealer in Airlie Beach who had a spare. Naturally they wanted to fit it so they could make some money out of me, which Volvo were not going to refund.

We continued our journey without further mishap until we were about to depart from Nara Inlet, Hook Island, where we met Frank Taylor, MHYC CD Jervis Bay. Hamilton Island Race Week, which was one of the main reasons for heading north along with some charter business, was cancelled so we decided to try for a last minute entry into Airlie Beach Race Week. Chance would have it that friends, and fellow MHYC members, Mandy and Mark Maclean were touring Australia and were nearby (two days away) and looking for more fun, so they were to join us. Our regular crew were stuck in Sydney so Frank was also requisitioned. Next day the race was on. We are up early for the two hour channel crossing and, needless to say, the starboard engine wouldn't start.

I was not bothered as I had my clever new switch, which I deployed and all was well. Half way through lifting the anchor smoke started pouring out of the engine bay. My first thought was fire, so a dash for the fire extinguisher. The engine wouldn't turn off with the regular off switch. I thought to use the emergency

stop switch on the engine, which I didn't want to do as it would have meant opening the engine hatch which would allow more oxygen in to the potential fire. What to do? The next thought was the engine battery switch which thankfully turned the engine off. I discovered that the smoke was caused by the electrical cable sheathing melting, although I didn't now why. We left Nara Inlet with one engine. I had arranged for the MDI unit to be replaced at 10 am. We anchored outside the marina, collected the mechanic and MDI unit, which was duly fitted along with a report that the starter motor was burnt out. The mechanics were too busy to replace it. We decide to start the first race, which is at 1130 and worry about the starter motor later.



Burnt out starter motor



Black box MDI on left

During the race I am discussing the options via telephone with the marine mechanic. It seems they may have a spare in stock but photos are required to check. That happens in the break between the two races. The mechanic then decides he needs to see the actual starter motor. A bit tricky to extract that whilst racing. As the first days racing finishes early we just have time to remove the starter motor before the shop shuts.

Fortunately they have exactly what we need and Frank spent two hours in the engine bay extracting it. I pretended I didn't know how to do it. Whoever designs the way they put these things together needs to spend time in an engine bay then maybe they might appreciate the difficulties they cause. It should have been a ten minute job. So what caused the starter motor to burn out? I should have used a flick switch instead of an on/off switch. I hadn't realised that when I turned the switch on to start the motor, it remained in the 'on' position so the starter motor was continuously engaged. Another expensive error, in my catalogue of errors. So although Volvo did replace my \$940 MDI unit the exercise still cost me a \$125 fitting fee and a \$640 starter motor. Thanks to Frank I didn't have to pay for it to be fitted.

Martyn Colebrook SV Flo

## WELCOME TO OUR NEWEST MEMBERS:



Andrew on MAKITA.  
Makita is a Dufour 460 and is on a berth at the marina.

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Chris and Jo on DREAMAWAY.  
Dreamaway is a Dufour 520 and is on a berth at the marina

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Michael on CaVa.  
CaVa is a Jeanneau 440 and is on a berth at the marina

## BLAST FROM THE PAST

Seen on the harbour – **Fidelis**, a beautifully renovated Clipper with a successful racing history



*Pictures: N Westling*

Fidelis was designed by the Scandinavian Knud Reimers and built in 1964 by Lidgard Bros, in Auckland, New Zealand for jeweller Vic Speight.

She took Sydney Hobart line honours in 1966 and came second over the line the year after. She also won several New Zealand races over the years.

I believe her current owner is Nigel Stoke and her home club is the Squadron (RSYS)

Source: <https://classicsailboats.org/portfolio-view/knud-reimers-fidelis/>

### **Ester**

An interesting story can be read at <https://www.ester1901.se/> about an extreme Swedish sail racer built in the beginning of the 20<sup>th</sup> century. She sank in the 1930's and spent 75 years on the bottom of the sea, before recovered and superbly restored.



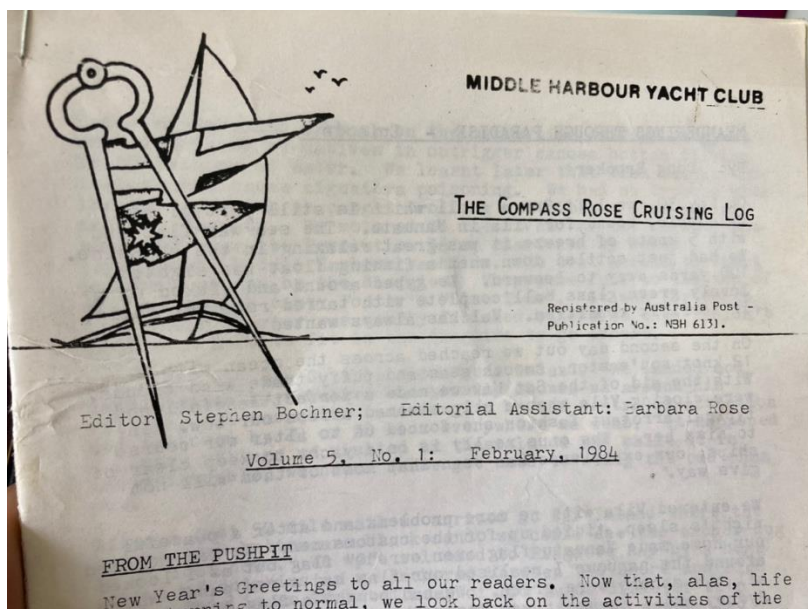
# ARCHIVES

## Julie's website - Boatgen

Julie Hodder has been doing a lot of hard work in putting together a historical database of boats, sailors, clubs, and sail races, <http://www.boatgen.com.au/BoatGen/Home> , go check it out!

## Digitising the archives

Some work has started on scanning old Compass Rose's to make it easier to access for members and to enable online searches. This will take a while to complete, and at this point it's not entirely sure how we will use the material, but it's a worthwhile task I believe.



Niclas, sv RaRa



## CD QUIZ – NOVEMBER 2021 BY PHIL DARLING

1. What is the name given to the lip or batten around table tops to prevent items from sliding off?
2. The phase of the moon is the First Quarter. Are the tides Neaps or Springs?
3. Your chart says “Depths are in metres, and are reduced to Chart Datum which is approximately the level of LAT”. What is LAT?
4. Would you ever expect to see a water level lower than LAT?
5. Down at the bottom of your chart is a table showing tide levels against a series of acronyms – HAT, MHWS, MHWN, MSL, MLWN and MLWS. What are these?
6. Your vessel draws 2.1m to the bottom of the keel. Your chart shows 1.8m depth and the lowest tide of the day is 0.4m. Is it safe to cross this area?
7. How many twelfths of the range does a tide rise in the second hour after low water?
8. What tide level are Clearance Heights (for example underneath a bridge or power line) usually taken above?
9. Name the three corners of a triangular sail.
10. What is the America’s Cup named after?

## CHEF'S CORNER



### Cauliflower steaks with Romesco sauce

Cauliflower is one mighty veggie. A healthy meal in itself. Golden brown, tender, and savoury, roasted cauliflower steaks are one of my favourite vegetarian main dishes. They're not a side salad trying to be a meal, and there's no fake meat. Who knew a slab of cauliflower could be so satisfying?

Prep time: 15 mins,

Cook time: 20 mins,

Eating time: 5 mins.

Total time: 35 mins. Extend the eating time and make it an hour.

☺.

Serves: 2. If you are lucky enough to have friends, add more ingredients.

#### Ingredients

- 2 1-inch thick cauliflower “steaks” from 1 medium cauliflower
- 1 tablespoon sunflower oil (or other high-heat oil)
- Sea salt and freshly ground black pepper
- 2 tablespoons chopped parsley
- 2 tablespoons pine nuts, toasted
- 1 tablespoon golden raisins
- ½ teaspoon lemon zest
- 

#### Romesco Sauce: (this makes extra)

- 2 roasted red bells peppers, fresh or from a jar
- 2 tablespoons tomato paste
- 3 tablespoons water
- 2 tablespoons red wine vinegar
- ¼ cup cooked chickpeas (or 1 slice ciabatta bread, for thickening)
- ¼ cup toasted hazelnuts
- ¼ cup blanched almonds
- 2 garlic cloves
- 1 teaspoon sweet paprika
- ¼ cup extra-virgin olive oil, more to taste
- Sea salt and freshly ground black pepper

#### Instructions

1. Make the Romesco Sauce: Use a stick blender to combine the red peppers, tomato paste, water, vinegar, chickpeas, hazelnuts, almonds, garlic, paprika, olive oil, and a pinch of salt and pepper. Blend until smooth. Season to taste.
2. Preheat the oven to 400°F. Cut two 1-inch thick slices from the cauliflower, keeping the core intact. Heat the oil in a large cast iron pan. Place the cauliflower steaks into the pan and gently press them down. Lightly brush the top of the steaks with a little more oil, and season with salt and pepper. Sear for 2 minutes per side, or until golden brown, then transfer to the oven and roast for 15 minutes or until the cauliflower is tender but firm.
3. Spread two plates with romesco sauce and top each with a cauliflower steak. Sprinkle with the chopped parsley, pine nuts, golden raisins, and lemon zest. Season with salt and pepper to taste.
4. Yummy.

## CD QUIZ – NOVEMBER 2021 – ANSWERS

1. The Fiddle.
2. Neaps
3. Lowest Astronomical Tide.
4. No - LAT is the lowest that the tide is ever expected to get. However the author has seen negative tides (ie below LAT) near Gosford in the Brisbane Waters.
5. HAT – Highest Astronomical Tide, MHWS – Mean High Water Springs, MHWN – Mean High Water Neaps, MSL – Mean Sea Level, MLWN- Mean Low Water Neaps and MLWS – Mean Low Water Springs.
6. Yes (maybe) – at dead low tide you should still have 100mm under the keel. Depending on the nature of the bottom I would wait for a while after low tide in case either the tide prediction is wrong (they are not always perfect) or the depth is wrong (it may have shoaled since the chart was surveyed) or even in case a passing wash makes us bob up and (crash) down.
7. Two.
8. Check your chart to be sure – but they are usually taken above HAT (some charts have them above MHWS).
9. Head, Tack and Clew.
10. It is named after the schooner America, which sailed across the Atlantic and won a challenge cup awarded by the British Royal Yacht Squadron in 1851 for a race around the Isle of Wight. It was renamed after the first winner in 1857.

## PHOTO COMPETITION FOR 2021

November Winner .....Photo of the Month is Evan Hodge

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 November is called “Collins Beach at Sunset” and was taken by Evan Hodge.

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](mailto: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

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Who we are and what we do

Upcoming Events

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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 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](mailto: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.



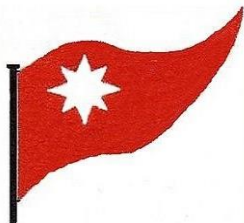
**Middle Harbour Yacht Club - Cruising Division  
Treasurer's Report on 1 November 2021**

<b>Cash at Bank on 01.10.2021</b>	<b>\$1,747.28</b>
<i><u>Plus Receipts</u></i>	
Michael Mansley joining fee	<b>\$50.00</b>
<i><u>Less Payments</u></i>	
-	<b>\$0.00</b>
<b>Cash at Bank on 31.10.2021</b>	<b>\$1,797.28</b>
<i><u>Outstanding Receipts</u></i>	
	<b>\$0.00</b>
<i><u>Outstanding Payments</u></i>	
Andrew Hardy joining fee (to be transferred from his MHYC account)	<b>\$50.00</b>
<b>Account Balance</b>	<b>\$1,847.28</b>

In addition, we have an inventory of  
7 unsold jumpers (priced at \$50 ea)

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).