



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

Volume No. 41 No. 11 December 2021

Editor: Dallas O'Brien

EVENTS FOR YOUR DIARY.....

**SUNDAY DECEMBER 12TH - MEET AT MHYC AT 10AM FOR A SUN-
DAY SAIL**

**FRIDAY DECEMBER 17TH - OUR CHRISTMAS PARTY (SEE INSIDE
FOR DETAILS)**

MONDAY JANUARY 17TH - BBQ AT THE CLUB FROM 18:30



“UP THE MIDDLE HARBOUR CREEK”

CRUISING DIVISION OFFICE BEARERS 2020– 2021

Cruising Captain	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, Sanna Westling	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 **31st January 2022**

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

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

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

MHYC CRUISING DIVISION PROGRAM 2021-2022

December	Sunday 12 th	10.00 meet at Sandbar for Sailing Sunday MHYC
	Friday 17 th	Xmas Party at MHYC see separate invitation
January		
	Monday 17 th	CD BBQ (No Formal Meeting)
February	Sunday 6 th	Sailing Sunday at MHYC 10.00 in Sandbar
	Sunday 20 th	Breakfast talk at 10.00 Sandbar followed by Sailing Sunday at MHYC
	Monday 21 st	Cruising Division Meeting
March	Saturday 12 th – Sunday 13 th	Cruising Get Together on the Water. Sydney Harbour
	Sunday 20 th	Sailing Sunday at MHYC Meet 10.00 in Sandbar
	Monday 21 st	Cruising Division Meeting
April	Friday 15 th – Monday 18 th	Easter Cruise (TBC)
	Monday 18 th	Cruising Division Meeting
	Saturday 23 rd -Monday 25 th	Anzac Day Weekend Cruise (TBC)
May	Saturday 14 th	MHYC Annual Prize Giving Keelboats
	Monday 16 th	Cruising Division Meeting
June	Saturday 11 th -Monday 13 th	Queen's Birthday Cruise Weekend
	Saturday 18 th & Sunday 19 th	Get Set Safety checks and Raft-Up
	Monday 20 th	Cruising Division Meeting
July	Sunday, 3 rd	Cruising Division Long Lunch
	Monday 18 th	Cruising Division Meeting
August	Sunday 08 th	On-land event
	Monday 15 th	Cruising Division Meeting
	Sunday 28 th	Sunday Breakfast and Safety Training Workshop

ACTING CRUISING CAPTAIN'S COLUMN – DECEMBER 2021



Hello All, as we are looking forward to Summer, I hope that all our boats are safe and dry after this rather wet Spring.

Last month saw the first Cruising Division, hybrid, meeting back at the club, under certain restrictions, with a meet up for dinner and the normal monthly meeting following. We had a Zoom stream going for those unable to attend in person.

We heard from Nick Wietersheim, Boating Safety Office, BSO at NSW Maritime. A very interesting talk about a day in the life of a BSO on Sydney Harbour. Great to hear from Nick about his side of boating, sharing experiences and how we can assist in making our harbour a safe place for all.

We welcomed the crew from DreamAway, Jo and Chris, at the meeting.

The latest Get together on the water had to be cancelled due to weather, a strong Westerly is not something we prefer to be out in on the harbour. As summer is now upon us and boats and crew get scattered around here and there – the plan is to have a cruising get together in February/March.

At the club, the Sandbar has now re-opened and the new deck is a lovely space and a great place to catch up when on land at MHYC. Keep an eye on the e-news from the club for events and happenings around the Sandbar.

Wishing you all a fantastic summer on or beside the water and hope to see many of you out and about the Harbour in the coming weeks. Looking forward to reports on all your adventures in the new year.

Happy Summer season, Stay safe on and off the water,

Sanna
Acting Cruising Captain. *SV RaRa*

The Cruising Division invites all Members and friends to the 2021

Christmas Dinner

Friday the 17th
of December
@ 6:30pm



*\$10 dollar
Secret Santa!!*

*Bring a
Christmas
Decoration*



6.30pm at the Harbourview Bar & Bistro.
The Bar will be open.



Bring food for yourself, the BBQ is on, and a plate of Xmas entre or dessert to share



Bring a \$10.00 Secret Santa Gift



Bring along a Christmas Decoration or dress Christmassy



To book.....

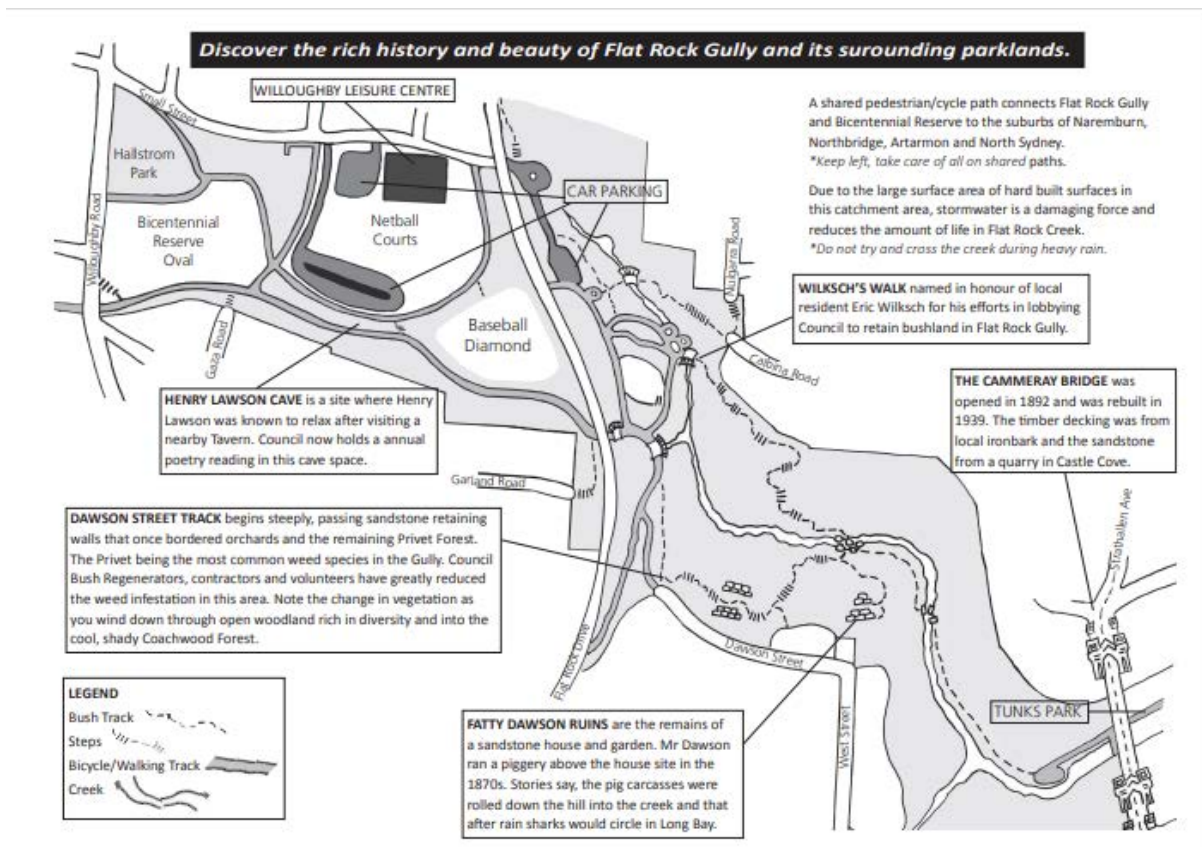
Reply to this email, or contact
cruising@mhyc.com.au
RSVP ASAP

DOROTHY'S HARBOUR RAMBLINGS

TUNKS PARK BY LAND

To reach Tunks Park by water sail down Long Bay past Quakers Hat and Fig Tree point. Keep Folly Point to your port side. You will see a starboard channel marker as you approach the launching ramp. If you want to approach by car, turn off Strathallen Avenue. This will take you to the car park..

On the other hand you can walk from Small Street in Willoughby. There is a parking area beside the incinerator and the leisure centre.



As indicated above, there are several sets of steps along the way but it is not a difficult walk. It is necessary to cross Flat Rock creek twice



As you approach Tunks Park you pass under the Cammeray Bridge before walking across a large playing area.



Cammeray Bridge from Tunks Park

If you need refreshments there is usually a coffee car at the edge of the car park. You can take your drink and sit by the water. If you can wait until you get back to the car, there is a cafe at the Incinerator which serves drinks and light refreshments.

There are several other walks which start from the Incinerator car park area. These can be found on the Willoughby Council web site.

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



Rules of the road, I hope you find this interesting!

BASIC TERMS

Starboard Tack vs Port Tack



Windward vs Leeward



Right-of-Way

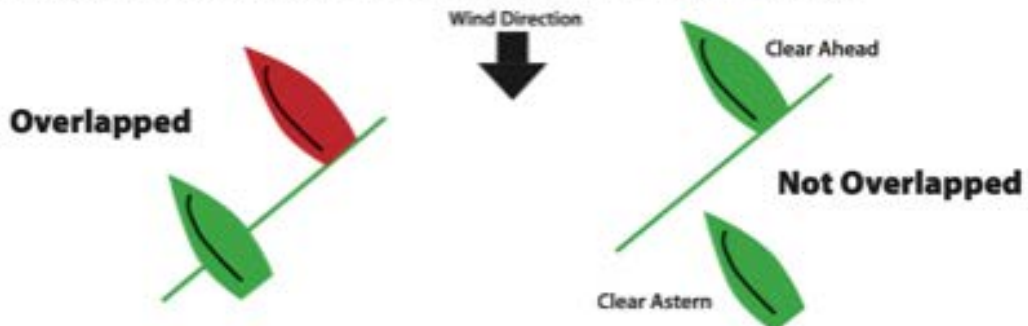
When one boat has the *Right-of-Way*, the other boats is required to *Keep Clear*.



Avoiding Collisions - All boats are required by rule to avoid a collision if possible!
Right-of-Way is no excuse to cause a collision.

Overlapped Boats

A boat *Overlapped* to Leeward has *Right-of-Way*. Overlaps are established from the transom.



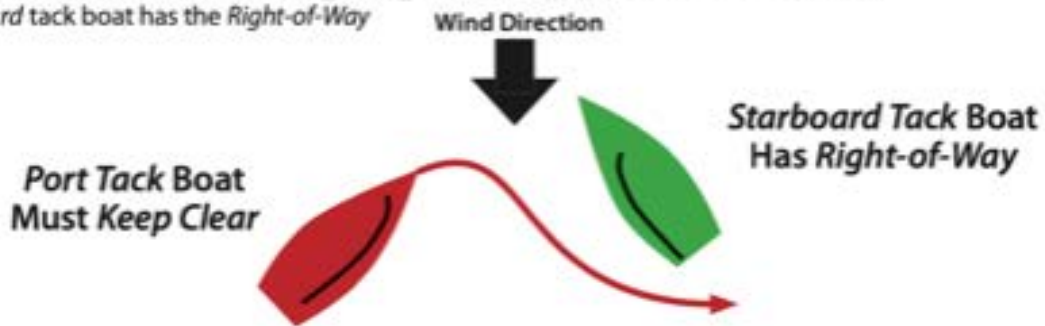
Other Terms Used In This Discussion

- Close Hauled** - A boat sailing as close to the wind direction as possible
- Head-to-Wind** - A boat pointed straight into the wind. Sails will be luffing.
- Inside** - A boat positioned between the mark and another boat
- Outside** - A boat positioned with another boat between them and the mark
- Proper Course** - The course a boat would sail to get to the next mark as quickly as possible
- Room** - The space a boat needs to maneuver properly given conditions

BASIC RIGHT-OF-WAY SITUATIONS

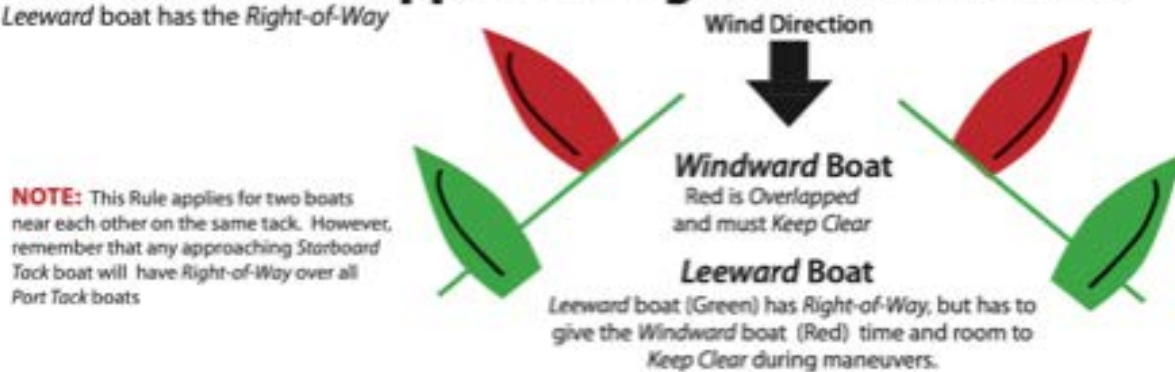
Two Boats Converging on Opposite Tacks

A Starboard tack boat has the *Right-of-Way*



Two Boats Overlapped Sailing On the Same Tack

Leeward boat has the *Right-of-Way*

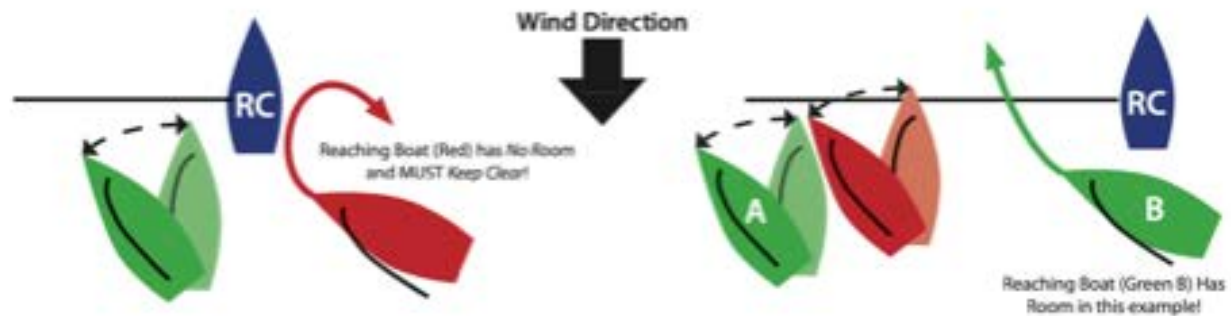


NOTE: This Rule applies for two boats near each other on the same tack. However, remember that any approaching Starboard Tack boat will have *Right-of-Way* over all Port Tack boats

No Barging at Start

A Leeward boat has *Right-of-Way* at the start and is allowed to sail above her Proper Course to shut-out any boat heading into the start before the start signal. After the start signal, the Leeward boat must assume her proper course.

Basically, any boat to leeward that you can potentially hit should be considered a brick wall.



REACHING BOAT (RED) IS BARGING!

Before the start signal, Green has the right to go "head-to-wind" and force a Windward Overlapped boat (RED) over the start line or into a position that it must avoid the Committee Boat or Start Mark by turning away.

LEEWARD BOAT (GREEN A) HAS RIGHT-OF-WAY RED MUST KEEP CLEAR OF GREEN A!

Green A has the right to go "head-to-wind" to force Red over the start line before the start signal. Green A is not close enough to committee boat to shut-out Green B.

BASIC RIGHT-OF-WAY SITUATIONS

Same Tack Boats Converging on Different Points-of-Sail

Leeward Boat has Right-of-Way

In this example, both boats are on Port Tack. As they converge, the windward boat (Red), which is sailing downwind, has to Keep Clear of the leeward boat (Green).

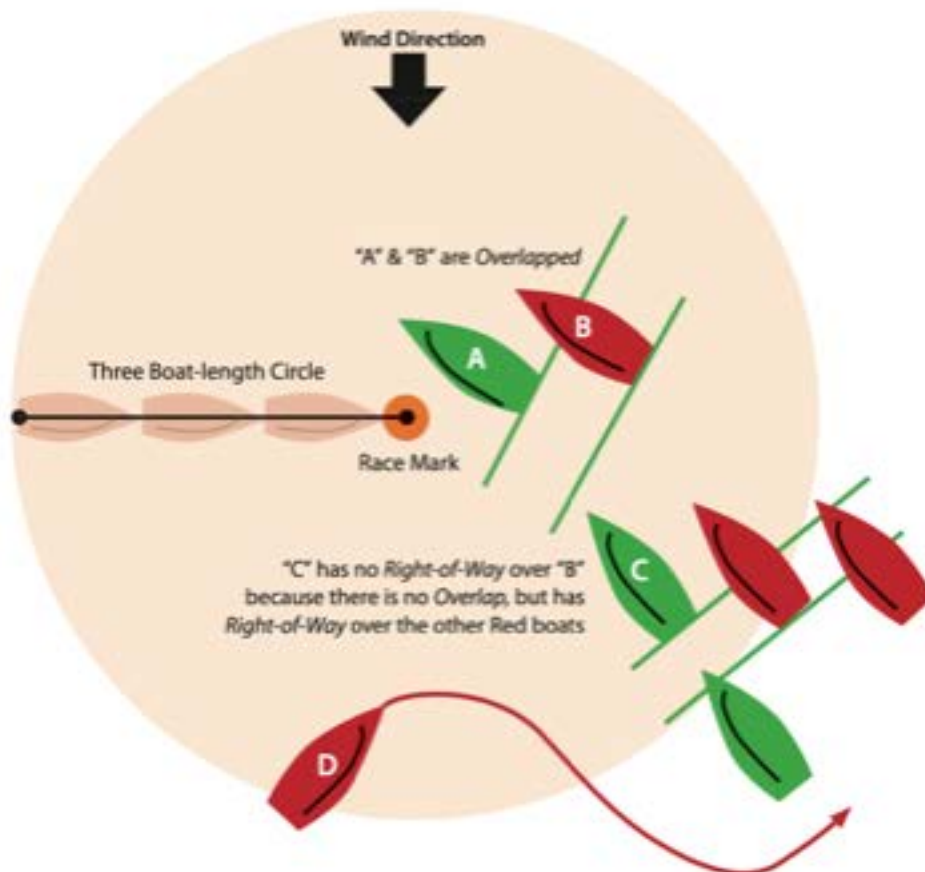


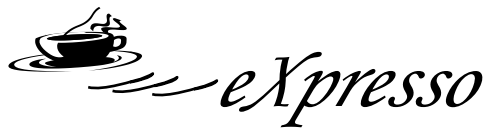
NOTE: Once again this rule applies for two boats near each other on the same tack. However, remember that any approaching Starboard Tack boat will have Right-of-Way over all Port Tack boats.

Boats Converging at Mark

An Inside and Overlapped boat (Green A) within three boat-lengths of the mark has the Right-of-Way. In general, any Overlapped outside boat (Red B) must Keep Clear and give room to any boat between them and the mark.

A boat coming into the mark on Port Tack (Red D) must be able to complete its tack without obstructing the progress of an incoming Starboard Tack boat. If a Starboard Tack boat has to adjust course, you fouled them.





In August 2003 Maralyn wrote the following article for the Compass Rose on “our boat – eXpresso”. As the half owner, she was constantly being asked “which half is yours” – this article answers that question. It is still a pretty good account of the boat, although these days due to health issues she is sadly no longer able to sail. Phil’s “part 2” was published in the October 2003 Compass Rose and we anticipate an updated version of that article will appear in a future edition. Oh – and we did manage to add a furling headsail soon after although still no bimini or dodger ...



This story is about our boat eXpresso and is a very appropriate subject this month, because it was at a Boat Show in April 2001 we fell in love with her at the Boat Show – a boat-lover’s shopping heaven.

Phil had been ‘vaguely looking’ at boats for some time, as our old boat ‘Aura’ had proved to be unsuitable for the kind of off-shore sailing Phil had begun. We looked at several new yachts, all of which either I rejected as being ‘big plastic dinghies’ with no safety rails, toe rails or decent accommodation, or which Phil rejected as being ‘big floating caravans’ with fabulous accommodation and poor performance. All required lots of money, and more to fit-out with sails and fittings.

Then at the boat show, we saw the X-Yachts, the plastic decks cleverly fitted with teak for the Australian market, giving a classy finish, (score 1 big tick), beautifully fitted out interior (tick), timber floors (tick,) hot and cold running water (tick, tick), roomy head with shower – well as you can see I was sold, and shortly after the salesman was taking us across Sydney Heads on a demonstration sail to clinch the deal. (Obviously, Phil was sold already).

eXpresso is a Danish designed and built X-Yacht, model X-362 Sport, designed as a ‘fast cruiser’. She was built in 1999 and imported by North South Yachting, used as a demonstration model for

approximately 2½ years before we bought her, so was fitted out with a number of ‘optional’ extras such as hot water, refrigerator, radio and CD player, cockpit speakers, harken winches, carbon fibre spinnaker pole, 2 spinnakers, Kevlar main-sail, and three Kevlar head sails. She has a fractional rig, with rod rigging, swept back spreaders and aluminium mast, with a Yanmar inboard engine. (Phil’s face was a picture when Andrew the salesman offered to replace the harken winches when I complained they weren’t self-tailing !!) Incidentally, the Skipper and his crew have now destroyed the carbon fibre pole, and one of the Kevlar headsails – so we have replaced these with more mundane gear more in keeping with the budget!

Her name, when we bought her, was ‘X-Appeal’ which I thought was pretty tacky, so her temporary name was ‘Big Wheel’ for a while – luckily everyone liked her new name when we finally found one.

My half of eXpressO is the Starboard side – which any of our crew can confirm. Why, might you ask, the starboard side ? Well, let’s take a look at what is, and what isn’t on My Side.



First step down the companionway, a smart set of curved timber steps, and look aft to starboard where you will see the owners’ cabin, this has a queen-sized bed with comfy mattress (despite the skipper stowing the storm boards underneath), two decent port-holes with mosquito nets, a hanging locker for clothing, and a very practical deep, curved shelf for stowage. This cabin also has the advantage of soft vinyl head-lining, which when sailing hard on Port tack with the toe-rails under,

serves as an extension to the bunk. This characteristic earned the owners’ cabin it’s nick-name of ‘Maralyn’s padded cell’ on the bash down from Gladstone.

Forward of the owners’ cabin to starboard is the galley, with a double sink with hot and cold running water, and beneath is stowage full of goodies such as muesli bars, biscuits, peanuts, potato chips, crackers, soups, soft drink, tinned pate, cereals, UHT milk and juice, to name a few. Are you starting to get the picture ?

Next to the sink is the refrigerator and the gas stove and burners, cutlery drawers and stowage for pots, pans, plates and so on, and of course, the coffee and coffee pot !! Here are crucial items for the comfort of cruisers, providing as they do the essentials such as chilled champagne, and coffee-making facilities !! (More evidence of the superiority of the starboard side of the boat !!) At a pinch, can also be used to create a meal, although the barbeque (port side stern rail) has been more popular with the skipper.

Next item forward on the starboard side in the main cabin is the crews’ favourite bunk – this bunk wins hands down when jostling for sleeping space, as it is wider than the port side bunk and a fraction longer. Under this bunk are the essentials such as batteries and refrigeration unit. The centre table has drop-sides which are raised for meals, and more importantly a centre spot for stowing bottles of Bundy, Port or red wine (need I say more?). Speakers for the sound system are installed at the base of the bunks. There are portholes all around the main cabin, with fitted curtains.

Now that I have shown why my side of the boat contains all the important things, I will take you on to the rest of the boat.

The forward cabin has a double bunk, two hanging lockers, and two more of those lovely deep, curved shelves for stowage. The forward cabin is kept clear of sails, which are stored in the cockpit lockers, but is home to the sunshade – a folding aluminium experiment which turned out to be much heavier than first anticipated and requiring feats of strength from the skipper to deploy.

Moving back into the main cabin, I will describe the Port, or Skipper's side of the boat. As you will see, this contains all the 'stuff' that the Skipper needs to manage, ie what I consider Men's Business on a boat. The Port bunk, which is narrower than the other, has stowage below for tools, second anchor and chain, and a (very) small space suitable for tinned food. Further aft is the navigation table, with stowage under for the first aid kit and life jackets, it's seat holding torches, containers of torch batteries, flags, winch handles and other boy's stuff. Above the navigation table along the side of the cabin are the HF and VHF radios, radio and CD player and switchboard.



Aft of the navigation station is the roomy head, which has hot and cold water and a hand-held shower, the bilge pump and the hot-water tank – again all the Skipper's responsibility!

Up the steps to the cockpit, and we find on the Port side, the enormous sail locker, stuffed with spinnakers, and headsails – crew have been known to disappear in here !

Aft two large lazarettes contain variously the gas bottles, fenders, life sling, life rings, danboy, buckets, brooms and mops, and cleaning products. Until recently, the barbeque also lived here, but a minor incident meant that we don't have one at the moment.

Overall, my boat is roomy and comfortable, a fast and frisky sailor which is a bit of a handful for shorthanded crew, but manageable in quite brisk conditions with one-and-a-half crew and 'Maralyn's rig' (Number three headsail and one-reefed main) with myself on the wheel and the Skipper doing all the work, but for longer passages I prefer that some of our crew come along to help out with the delivery in case of bad weather.

Oh, and you may have noticed, I haven't mentioned much about space for food stowage, although eXpressO is described as a 'fast cruiser', her minimalist fit-out is probably better suited to cruises where supplies are readily available after a few days.

Room for improvement ? I'd say a bimini and dodger would be nice, and a (shudder) furling headsail for those short-handed trips, and a folding seat behind the steering wheel would be fantastic so I didn't have to stand up to steer !! And some more CD's for variety

Maralyn Miller (Darling)

Vale Stanley Wachman

We were very sad recently to hear of the passing of Stanley Wachman.

Stanley Wachman was a long time and very highly regarded member of Middle Harbour Yacht Club. Mainly active in the Cruising Division, he was Cruising Chairman in 1986 to 1988, and was on the Club's General Committee for several years in the early 1990s. He did many sea miles in his Zeston 40 and was a regular participant in cruises with other club members.

He was keen to develop sailing skills and seamanship and he donated the Wachman Trophy to encourage skills and expertise in the "Alternate Skippers" which is still regularly awarded by the Cruising Division.

Phil Darling recalls attending a new members meeting in 1991 and meeting the committee – including Stanley who told him he needed to join the Cruising Division. Glynne Attersall also remembers Stanley as being particularly welcoming to new members.

Peter Moffitt – another old time member – remembers Stanley as a "real gentleman" always ready to assist others, as does Jan Garske, whose husband Peter succeeded Stanley as Chairman of the Cruising Division.

Stanley also had a successful career in business, and his wife Diane and he also volunteered for Mosman Council art gallery for some 20 years. Sadly Diane pre-deceased him by a few years.



CD Quiz – December 2021 by Phil Darling

1. You are on starboard tack approaching a yellow buoy. A racing fleet is also approaching the buoy, all on port tack. What do you do?
2. What type of navigation mark has a single spherical top mark?
3. What is a Turk's Head?
4. When crossing a Traffic Separation Scheme, should your heading or ground track be at right angles to the traffic flow?
5. The new amendments to the Special Regulations (effective from November 2021) allow HMPE rope as an alternative to stainless steel in lifelines. What is HMPE rope?
6. You decide to go back to Astro navigation, but when you look through the sextant eyepiece set at zero there is a step in the horizon. What is this called?
7. You turn on your VHF radio and turn to channel 16, but find it unusable as some idiot is transmitting dance music. What is the backup channel you can use in this case?
8. In port radio communications, what does VTS stand for?
9. Name the three sides of a triangular sail.
10. What is a CQR?

PHOTO COMPETITION for 2021 - Winner

December WinnerPhoto of the Month is Jeremy Clarke.

Winner for the year 2021 is alsoJeremy Clarke.

Send your photos to **Maralyn Miller** to enter into the 2022 Cruising Division Photo Competition. Each Month the best photo received will be published and, in the running, to win a new **Mystery Prize** at the end of 2022.



The winning photo for December, and the Year 2021 is called “Up the Middle Harbour Creek” and was taken by Jeremy Clarke.

Jeremy wins a \$100 gift voucher from Boat Books !!!

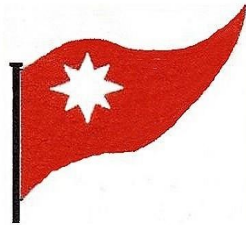
Only one photo per month (as a JPG / JPEG) to be submitted. Remember ... to be in the running to win the prize you must be in it.

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



CD Quiz – December 2021 – Answers

1. Under the rules you are entitled to stand on and they should give way – however it would be courteous of you keep clear and give them precedence .
2. A safe water mark.
3. An ornamental knot at the end of a rope.
4. Heading – this is the quickest way across and also presents the correct aspect and lights to other vessels.
5. HMPE stands for high-modulus polyethylene. In Australia it goes under a number of proprietary brand names such as Spectra and Dyneema.
6. Index error.
7. VHF Channel 68.
8. Vessel Traffic Service.
9. Luff, foot and leech.
10. A type of anchor – the original and most well known of the plow type of anchor patented in 1933 in the UK. These days it has largely been overtaken by newer designs such as the Delta, Manson, Rocla and others.



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.

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

Cash at Bank on 01.11.2021	\$1,797.28
<u>Plus Receipts</u>	
3x Cruising Div jumpers	\$150.00
<u>Less Payments</u>	
Photo competition prize (book)	-\$100.00
Cash at Bank on 30.11.2021	\$1,847.28
<u>Outstanding Receipts</u>	\$0.00
<u>Outstanding Payments</u>	
Andrew Hardy joining fee (to be transferred from his MHYC account)	\$50.00
Account Balance	\$1,847.28

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

Signed as a true record
Niclas Westling
Treasurer

MEMBERS ARE INVITED TO SUBMIT ARTICLES 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.