



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

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Volume 42. No.5 June 2022

Editors: Niclas & Susanna Westling

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**Next Meeting - AGM: Monday 20<sup>th</sup> June 7:30 pm**  
**B.Y.O. BBQ 6:30 pm**

**Speaker: EVAN HODGE – TASSIE TOURING**

PLEASE PREPARE YOUR NOMINATIONS FOR THE AGM USING THE FORM AT THE END OF THE NEWSLETTER.



*The Barefoot Captain – Dean Cropp presenting at MHYC*

## MHYC CRUISING DIVISION PROGRAM 2022 Jun-Dec

<b>June</b>	Saturday 11 <sup>th</sup> -Monday 13 <sup>th</sup>	<u>Queen's Birthday Cruise Weekend</u> <u>Pittwater</u>
	Saturday 18 <sup>th</sup> & Sunday 19 <sup>th</sup>	<u>Get Set Safety checks and Raft-Up</u> <u>Sugarloaf bay</u>
	Monday 20 <sup>th</sup>	Cruising Division Meeting AGM with BYO food BBQ at 18.30
	Saturday 25 <sup>th</sup>	Get Checked Day 1 of 2 at MHYC.
<b>July</b>	Monday 18 <sup>th</sup>	Cruising Division Meeting, 19.30 18.30 for BYO food BBQ and meeting
<b>August</b>	Sunday 07 <sup>th</sup>	On-land event Sydney CBD Museum excursion TBA
	Monday 15 <sup>th</sup>	Cruising Division Meeting, 19.30 18.30 for BYO food BBQ and meeting
	Saturday 27 <sup>th</sup>	Get Checked Day 2 of 2 MHYC
	Sunday 28 <sup>th</sup>	Sunday Breakfast and Safety Training Workshop
<b>September</b>	Saturday 3 <sup>rd</sup>	Opening Day MHYC
	Sunday 18 <sup>th</sup>	Sailing Sunday start at MHYC
	Monday 19 <sup>th</sup>	Cruising Division Meeting, 19.30 18.30 for BYO food BBQ and meeting
	Sunday 25 <sup>th</sup>	Sunday Breakfast and Safety Training Workshop Sailing Sunday MHYC
<b>October</b>	1 – 3 Oct Long weekend	Long Weekend cruise to Pittwater
	Sunday 16 <sup>th</sup>	Sailing Sunday and Safety Training Workshop MHYC
	Monday 17 <sup>th</sup>	Cruising Division Meeting
	Sunday 30 <sup>th</sup>	Make A Wish, MHYC
<b>November</b>	Sunday 13 <sup>th</sup>	Sailing Sunday
	Saturday 19 <sup>th</sup> - Sunday 20 <sup>th</sup>	Tapas-Tie-Up
	Monday 21 <sup>st</sup>	Cruising Division Meeting, 19.30 18.30 for BYO food BBQ and meeting
<b>December</b>	Friday 16 <sup>th</sup>	Cruising Division Xmas Party at MHYC
	Monday 19 <sup>th</sup>	CD BBQ (No Formal Meeting)
	Thursday 26 <sup>th</sup>	Australia Day

## CRUISING DIVISION OFFICE BEARERS 2021– 2022

<b>Cruising Captain / Vice Commodore Cruising</b>	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
Safety Coordinator	Phil Darling	0411 882 760
Sailing Committee	Phil Darling, Dallas O'Brien	0411 882 760
On Water Events Coordinators	Evan Hodge	0419 247 500
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 **1<sup>st</sup> July 2022**

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

## CO - CAPTAIN'S COLUMN – JUNE 2022



Winter has arrived and a cold spell with it. Stay warm all you lovely cruisers who are not heading North for the winter.



The Club has appointed a new company to take over the lease and management of the Sandbar and they should be fully up and running by the peak of the summer with the new concept. The Sandbar should be running throughout the kitchen upgrade and bar fit-out period. More information to be shared when they are up and running. As part of the changes our monthly meetings will be B.Y.O drinks for now.

At our May monthly meeting we had David Astbury and Ronan Maguire from the Nuyina Icebreaker project come and present to us about the project. A very informative evening about Australia's newest Icebreaker.

We also had a special event on a Friday in May where Captain Barefoot, Dean Cropp, came and spoke to us about his projects. This was a very well attended evening and we are looking forward to more Friday evenings like this in the future.

Two sailing weekends are coming up in June, one to Pittwater and one to Sugarloaf Bay, check the flyers in this Compass Rose.

Looking ahead, we have our AGM coming up on the 20<sup>th</sup> of June. I hope to see as many of you as possible there.

We start with our B.Y.O food BBQ at 18.30 followed by the meeting at 19.30. Please all have a think if you would like to take part in the committee or if you know of someone who would like to join us. There is always room for more to help keep this a great cruising division.

Fill in a nomination form and send in to [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au) or bring to the AGM.

The long lunch in July has been postponed as we await the new caterers for the Sandbar and the upgrade that will be done over winter and spring. To make the Long Lunch a great event, the committee has come to the conclusion that we will book this for Spring.

Stay safe on and off the Water.

Sanna

Co-Captain Cruising, *SV RaRa*

## FUTURE EVENTS:

# QUEENS BIRTHDAY Cruising weekend 11-13 June 2022

It is time to gather for another on-water Cruising event.

This time the Queen's Birthday long weekend.



### **Saturday 11 June:**

Meet up for a roll call outside/near MHYC.  
Sail to Pittwater and anchor near Halletts Beach.  
Gather on the beach for sundowners.

### **Sunday 12 June:**

Land activities in the morning for those interested.  
Sail to Morning Bay and anchor for the evening.

### **Monday 13 June:**

Head back to Port Jackson.

As always, this is very weather dependent and if the forecast is not looking too good for heading north, we will south to Port Hacking or Port Botany, or just stay in the Harbour.

**If you are interested to come along, please send us an email as soon as possible to: [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au). Also, watch for updates to the event on the website <https://cruising.mhyc.com.au>**



# **Get Set safety check and raft up** **18-19 June 2022**



## **Saturday 18 June:**

Meet up in Sugarloaf Bay – 11am onwards

*Flemingo* is the anchor & co-ordinating boat

Safety checks during the day

Evening – drinks and dinner together

## **Sunday 19 June:**

More safety checks

Return home.

Please send us an email to register to: [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au). Also, watch for updates to the event on the website <https://cruising.mhyc.com.au>

Back by popular demand

# Cruising Division Long Lunch

Let's celebrate

## Sund

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

# Postponed!

We are planning for a comeback this spring

Room

Members \$70

arrival & a three course meal

RSVP June 28th. To make a booking call MHC on 9969 1244  
Please advise of any dietary requirements at time of booking.  
Any questions email [cruising@mhc.com.au](mailto:cruising@mhc.com.au)

## PAST EVENTS:

### Dean Cropp – The Barefoot Captain, 20<sup>th</sup> May

On a Friday evening, Captain Dean presented a highlight summary of recent adventures on the Barefoot catamaran, to The Cruising Division. Absolutely amazing footage above and beyond the surface of the outside of The Great Barrier Reef as well as Elisabeth and Middleton Reefs.

If you missed this evening, you could catch up with the recorded version here: <https://cruising.mhyc.com.au/2022/05/22/dean-cropp-the-barefoot-captain/>

Do follow Dean's further adventures on his Instagram account: [@barefootcaptain](https://www.instagram.com/barefootcaptain)

### MHYC Award Ceremony 2022

Saturday the 14<sup>th</sup> of May, MHYC held the annual sailing award ceremony and the Cruising division was represented and gave out the following awards.

#### The Yaffe Trophy:

This trophy is awarded for a Cruise of Merit and went to Simple Irresistible with Glynne and Gill Attersal and was awarded this for many long cruises over the years, including assisting Lee Laurie to sail up north in 2021. The cruising division is in awe of what this amazing cruising this couple have done aboard their yachts over the years and are still doing, including sailing with other sailors on passages to far flung destinations.



#### The Wachman Trophy:

Given to Alternate skippers. To encourage alternate skippers to develop good seamanship and went to:

FLo and Anna Alvsdotter – for the development as an alternate skipper and providing good seamanship on the long cruise on FLo, together with Captain Martyn, from Sydney to the Great barrier reef in 2021.







### **The Slocum Trophy:**

Given to a Single-handed sailor and this year awarded to:

Bundeena and Frank Taylor – for making many a cruises short-handed on his sailing yacht Bundeena, especially for the trip up North in 2021.



### **The Drogue:**

Awarded to the keenest sailor to arrive at a destination and this year awarded to:

Rapture and Paul Witherspoon

- for being the fastest to arrive at destination, Blackwattle bay on our first post-covid get-together-on-the-water. Getting a head start, including catching the wind before it died down, Paul arrived in good time to secure the anchorage ahead of the other yachts.



## TRAVELS WITH THE ATTERSALLS - or

### YOU ARE NEVER TOO EXPERIENCED TO NOT GET LEFT WITH EGG ON YOUR FACE!

Last MHYC Prize Giving Sanna honoured Glynne and myself with presenting to us the Yaffee Trophy, which usually is awarded for a cruise of note.

We can't say we have participated in a notable cruise recently, although we have a couple on our wish list, however it was explained it was presented for our many past cruises. Now our cruises are completely self-indulgent - not to gain trophies (nice surprise that it was) and on the night we were rashly asked by someone to consider writing up our many cruises for Compass Rose. Now this is REALLY self-indulgent, or could be boring, so here is a summary of high and low lights and please bear with me to the people who have heard this all before, the memories of two old salts and lessons learnt on the way. Otherwise flick to the next article!

1969 Saw us with a newly purchased 24ft plywood Bluebird and making just short trips to Pittwater and Lake Macquarie. Then in 1971 we headed north with all the 'high-tech navigational gear' ie. paper charts, binoculars and my transistor radio for position direction finding of towns!

**\*\*No. 1. Lesson learnt** Approaching Port Macquarie we hadn't realised how dangerous the bar was (this is before the northern break wall was extended) or how long the river floods after high. Surfing in on an enormous, unexpected wave the lower Gudgeon pin on our transom hung rudder sheered leaving Glynne with a flailing rudder. Eventually, we had to be pulled in from the northern lee shore by the Carnival of the Pines surf rescue jet boat. As two fishermen had drowned on the bar the weekend before the local press made the most of us. This can be made into a 3-beer story, beware!



Once a new pin and pintle were installed the rest of our trip was great and with no bridge yet built at Tea Gardens in Port Stephens we took 'Allambie' to the top of the Myall Lakes, with a push off sandbanks here and there on the way. We perfected hanging off the end of the boom in a great hurry. It was weird sailing past all the lounge suites situated along the banks ready for the comfort of the local fishermen. One benefit was all our barnacles dropped off the bottom of the boat in fresh water.

With children coming we restricted ourselves to racing on the Harbour, some 3 Ports Races and explorations in the Sydney area. We next had a Hood 22ft and the explorations saw us take her and the children up the Hawkesbury to Windsor, more pushing off sandbanks, and to Port Hacking up to the Audley Weir in The Royal National Park. Great Aboriginal stone enclosure fish traps and long neck turtles in rock pools.

Trip 1 to the Reef. Our proper cruising started in 1989 with Glynne having long service leave and just purchased 'Simply Irresistible'. This time we were more prepared by attended a series of lectures given by Doug and Valerie Brooker on tips for sailing north.

The terrible rush of last minute packing up jobs, houses and getting a new boat ready we (being us and our two boys 14 and 9 years) relaxed once sailing, until we approached Smokey Cape, Back then the nautical weather coverage was not as good as now, but this wouldn't have helped because none of us noticed signs of the worst storm we have ever experienced building up in the south behind us. The fishing boats retired to harbour when reported 4 metre waves on a 4 metre swell, so we headed offshore and heaved to, not daring a harbour entrance. The sea built is all I will say and our plucky boat looked after us. We only thought we lost a boy once!

\*\* No 2. Lesson Learnt. Always keep an eye behind you, not just ahead, for storm clouds building.

We had 3 wonderful weeks in the Whitsundays thanks to good weather and a pilots' dispute which left the area empty. Back then the coral and fish life had to be seen to be believed.

1992 Saw us doing a trip to Eden and around Montague Island so the boys could see seals aplenty. Leaving the Island, we entered water boiling over with thousands of dolphins as far as the eye could see. It was otherwise glassy calm, so we suggested that Linc, our eldest son, don mask and snorkel and join them. That was good until he screamed up the snorkel "Shark"! Luckily, backing the boat at speed with the ladder down banging away scared it off.

\*\*No. 3. Lesson Learned. Don't feed your son and heir to sharks that escort pods of dolphins hoping to pick off the babies that can't keep up or any injured dolphins, which Linc was obviously imitating.

Trip 2 to the Reef was in 2002 when we were heading for the Whitsundays again but in Lady Musgrave lagoon met a photographer who was putting together a pictorial library of the present state of the coral and fish for the Smithsonian Institute in the States. He needed a skipper, boat boy and cook for his catamaran. We had a fascinating 2 weeks with David Hannan who was happy to lend us his diving gear after he had finished for the day and gave us a few of his commercial C.Ds, such as "Coral Sea Dreaming". Sells well on the cruise ships apparently. This shell found on the beach...and it had to stay there, so Glynne said, but would have looked good in our shell collection.



**\*\* No. 4. Lesson Learnt.** Schedules were made for changing. We were headed for The Whitsundays but managed to grab this amazing once in a lifetime opportunity.

Trip 3 to the Reef was in 2003 when we sailed to Hinchinbrook Passage and enjoyed the amazing diverse terrains of the Island from pine covered mountains, tropical rainforests and mangroves.

**\*\* No. 5. Lesson Learnt.** Whilst anchored up a creek we were spellbound watching a crocodile weave it's way through the slurry on the water, not noticing we were covered in little black dots. Next day we found these were sandflies and my life was hell for about 10 days. Dunk Island was just magic, a tropical jungle with long hanging vines for swinging on. We visited Banfield's burial site, the man who "marched to the beat of a different drum". This was pre-Yazzie cyclone (not sure if it has completely recovered) and we were welcome to walk round the island and drink at the island's beach Bar.

**\*\* No. 6. Yet Another Lesson Learnt.** Dinghying in to the beach at Cardwell township, Glynne spotted a sign half way down the beach which faced inland. We were in knee deep water and Glynne waded slowly in and left me holding the dinghy while he went to read if landing was allowed. Sign said "A large crocodile has been seen in the area. When alighting from a dinghy do so quickly". We had recently been watching a crocodile and we should have been aware.

Trip 4 to the Reef, 2007. Once again, we seemed to stall at Lady Musgrave, the Town of 1770 and Pancake Creek. Though we did spend time in Gladstone, Maryborough (being shown round the town by Mary Poppins) and Grafton for the Jacaranda Festival, all places well worth a stop.

I suggested a delivery crew with me 'swanning' in to Southport to pick up the boat. 3 friends put their hands up and I had a busy time cooking meals for the trip for 4 and finding stowage on a 10-metre boat for clothes, computers and wet-weather gear. This needed quite a conjuring trick. However, as the weather produced 30 knot winds, two of our crew left in Coffs due to



time restrictions. In good weather Coffs can be just a one stage hop for the skipper and me. Our other crew, Richard Underwood, stayed on until Tin Can Bay, where he took all the tablets his wife had packed for him for the duration of the trip, so he could tell her he'd taken them omitting but not every day! We did enjoy his quirky humour and he enjoyed the long sea journey.

**\*\* No. 7. Lesson Learnt.** Only take on crew who are extremely flexible re time. Our trips take from 3 to 6 months, not that we expect crew to stay on that long.

Trip 5 in 2014. Furthest North was Hardy Reef north of Hayman Island. We attended the Shag Island Rendezvous, which was great fun. On the way back, a good friend joined Glynne at Southport and I did swan home at 25,000 feet! Ross was a great choice as crew because he kept a cool head when "S.I." was hit by lightning off North Solitary Is. and was sinking until Glynne discovered the lightening had blown our Speedo out of the boat, thank you MHYC for insisting bungs are ready at all skin fittings. Though I think the hole needed more than a bung but it was a good start!

**\*\* No. 8. Lesson Learnt.** With a storm around put all electronic gear in the oven, which then acts as a Faraday cage. Plus, don't turn off your engine (thank you Ross) as you might not be able to get it started again, without battery power, if you need it to get in somewhere.

Trip 6 in 2017. As luck would have it most of the people we had offered time on the boat in the Whitsundays, over many trips, decided to join us this year and we were hot-bedding the boat for the 6 weeks we were there, however, it was lovely showing people the area, although to us the coral and fish was somewhat depleted from earlier years.

**\*\*No. 9. Lesson Learnt.** We have always had a black ball to put up in the rigging for when we stop to let others know we are actually anchored. However, in the Burnett River at Bundaberg next to the mooring area and with our engine out of action, for some reason we had forgotten. We were way out of the channel but that didn't stop a 45ft. steel ketch under autohelm holing us

above our waterline and ending up in our cockpit with us jumping for our lives. Glynne now has a conviction in Queensland for not following maritime rules! We still don't know what they did to the invader.

\*\*No. 10. Lesson Learnt During torrential rain, the Mary River, which flows into the Great Sandy Straits, was flooded up at least 10 metres and we we tranquilly anchored in a mild ebb off Kingfisher Resort, a couple of miles opposite the mouth of the river. Suddenly, the ebb had turned brown and was flowing at a huge rate. We started to drag as the anchor chain/rope had wrapped itself around the keel. We survived (another story) and our theory as to where all this water came from is that as the tide outside the river fell, at some point the flood waters, which were now higher than the tide, came rushing out and across to the Kingfisher shore. As this was happening, a trawler sank off Bundaberg killing all the crew (a memorial is on 1770 headland) so maybe the outside of Fraser would have been equally unpleasant. Strong winds made the Great Sandy Straits a little rough unless you could get into Gary's or one of the shallow creeks.

FINALLY (so far!) Trip 7. We enjoyed having Dallas on board to Laurieton, though this time we were plagued by mechanical problems. Later on, the joy of this trip was having our 3 Queensland grandchildren and our son join us at 1770 to sail out to Lady Musgrave Is., just about my favourite place on earth. First night we anchored off the lagoon and in the morning we were surrounded by whales having a right old frolick and calling to each other. The young ones loved exploring the island, seeing coral, fish and have the experience of swimming with turtles.

We have also been lucky enough to sail the French coast, Ballierics, Cuba, Holland, Italy and some of the Malaysian Rally.

This all sounds like lessons learnt on the way but I haven't told you about all the too many to mention magic times, watching a mother whale teaching her young how to do tail waggles out of the water. The phosphorescence on dolphins at night and the Disneylandish effect of them jumping out of water in-front of the boat. Finding deserted islands on the way north, having an enormous Māori Wrasse follow us round Kelso Reef, watching a plane land on Lady Musgrave Lagoon and one on Airplane Beach at Bustard Head. I have to thank my skipper for forcing me often out of my comfort zone but making me feel safe 95% of the time. So many magic moments, so get out there, enjoy your own moments and learn your own lessons!

Gill Attersall  
*Sailing vessel Simply Irresistible.*

## What Solo sailors should not do:

*MHYC Kaptain Kranky*

I received a text message from your esteemed cruising Captain saying winners are grinners and a short video.

After viewing the video, I had discovered that I had been awarded the prestigious Joshua Slocum trophy for the most time sailing alone for what I assumed was 2021. I sent a text back thanking the cruising division for honouring me in such a noble way by publicly pointing out clearly to the world that I have no friends, and no one wants to sail with me. Point taken I thought, I will endeavour to be all that I can be and improve on my interpersonal skills and personal presentation. I might even buy myself a pair of Sperry sailing shoes to look the part as I wander through the yacht clubs of life and then people might, and that's just might, chat with me.

But the next text requested that I write an article for the Compass Rose. Mmmm. I am now wondering if I really won the trophy on merit, but God works in mysterious ways. Well, I am a bit busy right now. While waiting to take on 6500 litres of diesel, to potentially make it back to Australia in one go, when inspiration struck me down as I walked aimless to the pâtisseries for a baguette this morning.

A man approaching from the opposite direction with a baguette hanging out of his backpack says "Been here long!" But before I could answer, a second question came flying out in some kind of South American accent. "Need any help!" I started to think about a grumbled answer of non-commitment, when he said 'I been here 2 weeks and I hate this place.'

Oh no!!!! A solo sailor and I am trapped however my captain Brett and his Admiral Deb arrived on the scene to engage in meaningful conversation. This allowed me to drift aimlessly away to admire the view of boats in the harbour.



*Nuku Hiva*

## **So, this article is about what not to do as a solo sailor.**

On arrival at the pâtisserie we discovered it shut and wander back towards the dinghy. However, as we passed the other café, and I use that term generously, we are beckoned to join Huw the solo sailor for breakfast. I sit down first as Brett and Deb review the menu at the counter and placed or order. “your name’ he asks forcefully and “their names!”

He starts out at pace “I am a kite boarder “ mmm... I thought, I have had a crack at that. Taking another breath, he continued “I sailed here from Panama it took me 36 days. I am new to this, but I have sailed all my life. Mainly on a lake in Illinois, I had a cabin boat you know centre board boat with a cabin, but I used to run aground all the time.” He continued taking a quick breath; “I know these famous people .....and ....”. By now Brett was sitting down and was polite enough to listen intently as this man blurted out exactly not what to do as a solo sailor. Brett politely listened and engaged him in the conversation.

1. So, if you’re a solo sailor shut up and listen. That’s point number 1.
2. Don’t tell people your life story cause they are likely not interested. Or at least wait until they ask you a question.
3. Don’t swim around your boat at sea with no one on board even if you think it’s cool
4. Don’t set your wind pilot and boat up so badly that it takes you 15 minutes to tack.
5. Don’t set your alarm clock up for 4-hour naps when in clear sight of an island and then be surprised by lights flashing you from a beach
6. Practice anchoring before you leave to cross an ocean this will save you some embarrassing moments
7. Don’t hoist your sail up in an anchorage and then proceed to lash your inflatable dingy on the deck whilst your still anchored. It makes everybody nervous.
8. Don’t keep your unbacked-up smart phone in your back pocket rather than a dry bag when using your dingy to go to shore and expect it to work once wet.
9. Don’t buy 3-day old baguettes and expect them to be edible then complain about them. Learn to bake. Everybody will come to your boat if you can bake good fresh bread. (And not that gluten free rubbish you two. You know who I am talking about.)
10. Don’t troll with 4 lines out and catch 4 fish at once and then say you got sick of eating them, so you threw them overboard.
11. And finally, don’t tell all the other dumb life threatening things you have done in your lifetime, or you won’t get to talk those new people again.

This encounter lasted only 30 minutes. I only asked one question ‘how many followers he had on his blog’. The answer “I don’t know”

Kaptain Kranky out



## Long Reef by Land by Dorothy (Dot) Theeboom

Whilst a lot of us have sailed past Long Reef on the way to or from Pittwater or even further north, did you know that it is possible to walk down to the headland as well? Drive along Pittwater Rd and turn into Anzac Avenue. There is parking available past the gold club. From there follow the track which is part of the Bicentennial Walkway. As you walk there are some interesting sculptures and the plaque below.




If you come when the tide is out, it is possible to go all the way to the beach which is between the outer part of the headland and the mainland. Along the way you can hear and sometimes see many different birds including blue wrens as well as the ones expected to be seen near the ocean. You can also see why it's a good idea to steer clear of the reef. There are also some spectacular views in both directions. The walk can be completed by circumnavigating the golf course as shown below.



This map was taken from a brochure on the Northern Beaches council website. It's very informative and worth taking with you.

If the weather is fine and it's Friday, take a trip to the Northern Beaches markets at Pittwater Rugby Park, Warriewood. Highly recommended for fresh fruit and vegies as well as eggs, baked goods, plants, cheese etc.

## CD Quiz – June 2022 by Phil Darling

1. You are sailing along and see a navigation marker which appears to have two spherical balls on top, one over the other. What is it?
2. You are sailing along in fog. What is the signal you should give on your fog horn?
3. Still in fog, you decide to turn on your engine. Does the fog signal change, and if so what to?
4. According to the rules (coll regs), when is a vessel “deemed to be overtaking”?
5. What if the vessel overtaking is limited in its ability to maneuver, or not under command?
6. A new crew member is looking at your instruments and says, “why are the two speeds – labelled SOG and Speed – different”. What do you answer?
7. Where on a boat do you find the pin rail?
8. You are sailing along and see the following flags flying from a vessel. What do they mean and what must you do?  

9. In navigation – what is the difference between variation and deviation?
10. Are either of variation or deviation affected by a change in the vessel’s heading?

## Chef's Corner – Salmon Cheesecake

A great dish to have serve for lunch, a starter or dinner on its own.

Perfect to prepare at home and bring to the boat.

Works great for a few days if kept chilled.

Possible to freeze too.

### Salmon cheesecake

6-8 serves for main meal

#### Base:

250 gr pumpernickel

100 gr melted butter

#### Topping:

4 gelatine leaves

500 gr smoked salmon

500 gr cream cheese – room temperature

200 ml cream fraiche – room temperature

3 tbsp lemon juice

#### Garnish: Dill

1. Mix the pumpernickel in a food processor finely and add the melted butter, mix together
2. Add the mix as a base in a dish, can be aluminium or something with removable sides. I use smaller aluminium dishes as these are easy to store on boat
3. Put the gelatine leaves in cold water for 5 mins
4. Cut the salmon in smaller pieces
5. Mix the cheese, cream fraiche carefully
6. Remove the gelatine from the water, squeeze out the water. Heat the lemon juice in a saucepan and add the gelatine to melt. Mix this into the cheese mixture
7. Put the filling onto the base. Cover and let chill in fridge for at least 3 hours, preferably longer.
8. Serve with plenty of dill on top and cut into pieces.



Sanna/RaRa

## CD Quiz – June 2022 – Answers

1. It is an Isolated Danger Mark. Keep well clear!
2. In fog a sailing vessel gives a signal of one long and two short blasts.
3. You are now a power-driven vessel, so your signal is just one prolonged blast.
4. “When coming up with another vessel from a direction more than 22.5 degrees abaft her beam”.
5. It does not matter if the overtaking vessel has limitations – rule 13 of the coll regs begins with the statement “Notwithstanding anything contained in the Rules of part B, sections I and II, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.”
6. Explain that the SOG is over the ground, that the Speed (or STW) is through the water, and that the difference is due to any current.
7. This was originally a strong wooden rail or bar containing holes for belaying pins to which lines are fastened on sailing vessels. Since these days we do not use belaying pins (not on the boats I sail on anyway) it may be used to refer to the fiddle along the edge of the saloon table which prevents items from falling off.
8. This is code flags November over Charlie, which says “I am in distress and require immediate assistance” (equivalent to a Mayday call or letting off flares). You must give all assistance possible without endangering your own vessel.
9. Both are used in converting a magnetic compass reading to a true reading. Variation is the difference between true and magnetic bearing, and varies depending on your location on the earth’s surface. Deviation is the effect that your own vessel has on the local magnetic field.
10. Variation is unaffected by a change in the vessel’s heading however a change in heading will have an effect on deviation.

## PHOTO COMPETITION for 2022

### June Winner .....Photo of the Month is Dorothy Theeboom

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 is by Dorothy Theeboom and is titled  
'River Boatman Hallets Beach'*

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.

## MHYC Cruising Division Treasurer's Report, 1 June 2022

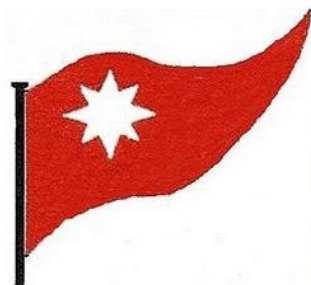
Cash at Bank on 01.05.2022	1,871.88
<i>Plus Receipts</i>	
Joining fee G&K Russell (Argenta)	\$50.00
Donations, Dean Cropp presentation	\$115.30
<i>Less Payments</i>	
	-\$0.00
Cash at Bank on 31.05.2022	\$2,037.18
<i>Outstanding Receipts</i>	
	\$0.00
<i>Outstanding Payments</i>	
	-\$0.00
<b>Account Balance</b>	<b>\$2,037.18</b>

Note: In addition, we have 2 unsold jumpers (price \$50 ea)

*Niclas Westling*, treasurer

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

**PLEASE PROVIDE PICTURES AND TEXT SEPARATELY – THE FINAL FORMATTING OF THE ARTICLE WILL BE DONE BY THE COMPASS ROSE EDITOR.**

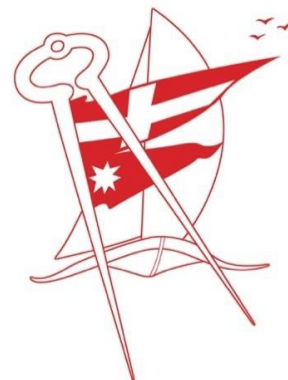


The Cruising Division of MHYC meets on the 3<sup>rd</sup> Monday of each month and uses as its sailing pennant a flag with a white compass rose on a red background.

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 website at [www.mhyc.com.au](http://www.mhyc.com.au) and via the Cruising Division website [cruising.mhyc.com.au](http://cruising.mhyc.com.au).

Middle Harbour Yacht Club  
Cruising Division  
Annual General Meeting 2022



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](mailto:cruising@mhyc.com.au) or bring prior to AGM.

**Please Fill out the Nomination Form and Join the Cruising division Committee  
for 2022/2023**

