



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 42 No. 11 December 2022

Editor: Evan Hodge & Kelly Nunn-Clark

**NEXT GATHERING: XMAS DINNER - FRIDAY 16TH DECEMBER
7:30 P.M. SEE INFORMATION - PAGE 4**



Cruising in historical company in Tasmania

CRUISING DIVISION OFFICE BEARERS 2022 – 2023

Cruising 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	Sanna Westling, Phil Darling	0411 882 760
Committee Members	Martyn Colebrook, Phil Darling, Evan Hodge, Kelly Nunn-Clark, Dallas O'Brien, Niclas Westling , Sanna Westling, Jeremy Clarke	



Editor's note:

Deadline for the February edition of the Compass Rose is **30th January 2023**

The **EDITORS** for the next Compass Rose is **Sanna & Niclas Westling**

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

CRUSING EVENTS DECEMBER 2022- MARCH 2023



Friday 16th December 2022	Cruising Division Xmas Party at MHYC
Monday 19th December 2022	CD BBQ (No Formal Meeting)
1st January to 8th January 2023	New Year's Cruise (TBC)
Monday 16th January 2023	CD BBQ (No formal meeting)
Monday 20 th February 2023	Cruising Division Meeting 18.30 BBQ, BYO food and drink. 19:30 meeting
Saturday 18 th – Sunday 19 th March 2023	Cruising Get together on the Water Botany bay
Monday, 20 March 2023	18.30 BBQ 19.30 Cruising Meeting
Sunday, 26 March 2023	10.00 Sailing Sunday
Friday, 7 April – Monday 10 April 2023	Easter Cruise TBC
Monday, 17 April 2023	18.30 BBQ 19.30 Cruising Meeting

MHYC Cruising Sailing events



Post-Christmas and New Year's Cruise

A few of the MHYC Cruisers are planning to go north from the 25th/26th of December, with a preliminary goal of getting to Port Stephens and maybe Broughton Island

If this sounds interesting, and you have a boat,
do get in touch so that we can coordinate a few meetups along the way.

Some of the boats plan to return to Sydney for 1 January and some will stay longer.

Contact us by registering online or sending an email to: cruising@mhyc.com.au



MHYC Cruising Division
invites all MHYC members and friends to the
2022



Christmas Dinner

**Friday the 16th of
December @ 6:30 pm**



\$10 SECRET SANTA

- 6:30 pm at the Harbour view room, MHYC.
The bar will be open
- Bring food for yourself, the BBQ is on, and one plate of Xmas entre or dessert to share
- Bring a \$10 dollar Secret Santa Gift
- Dress Christmassy

TO BOOK....

Reply to : cruising@mhyc.com.au

RSVP by 10 December



CAPTAIN'S COLUMN – DECEMBER 2022



Hello fellow Cruisers,

As this year is coming to an end and Summer has just arrived as I write this – I would like to start by wishing you all a fantastic summer.

The new restaurant at the club is starting to take shape – the foundations have now been completed, concrete poured and the works have started on rebuilding the kitchen end of the building. We are all looking forward to the opening of the new restaurant.

This spring we have had some lovely events that were enjoyed by our Cruisers and friends. More about this further along in the Compass Rose.

Looking ahead, we have the Christmas Party to look forward to and then a few boats are heading north after Christmas.

As the club opens up after the renovations we are looking forward to next year and the possibilities to have more events where we will be able to enjoy our club house and the marina. We are very lucky to have a beach within our club and we hope to be able to welcome a lot more cruisers to the fantastic location we have.

The club has just appointed a new Vice commodore Sailing and we will do what we can as cruisers to assist in bringing more sailors to our Club, both crew and families. The cruising committee will be looking at ways to bring more participants to our events, what works and what would members like to do to get involved in our club, sailing and cruising.

The last cruising meeting for the year will be the Christmas party, as the December Monday meeting has been cancelled due to the busy season being upon us and boats are being prepared for holiday sailing – or the Sydney to Hobart Regatta – even if I think there are not many of the Cruisers participating – I wish all the sailors racing to Hobart the best of luck.

To the rest of you, I hope to see many of you at one or more of our events next year, be it on land or on water (or in-between).

Stay safe on and off the Water.

Sanna

Co-Captain Cruising, *SV RaRa*

PAST EVENTS - SOUTH ASIAN TAPAS TIE UP

Thank you Dallas for coordinating the South Asian Tapas Tie up. It was yet another novel and fun Cruising get together.

First we were going to go to Collins for the night, where we would have been able to swim. With the weather due to swing around to the northwest it would have been a drama at Collins and nor would we have comfortably fitted 6 boats in together, on top of everything else that wanted to anchor in Collins so..... Saturday afternoon we caught the bridge into Middle Harbour and motored towards Sugarloaf Bay.

When we arrived it was blowing hard from the north east and was to change to northwest at some stage overnight. We came to the conclusion that Sugarloaf was too exposed to anchor and raft up so we moved towards Middle Cove and found it was a little more protected.



We dropped our anchor and Eternity came alongside and we tied up bow and stern with springers and stagger set. Rara had Shibumi alongside and Flo had Simply Irresistible alongside them.



The very loose theme for the evening was South Asian cuisine. With some renaming their boats for the night,

Kai Rani became San Choi Rani, RaRa became RaRa Ramen and Eternity's name was transformed into San Scrip.



The first Tapas was hosted by Eternity offering a delicious Indian potato dish.

Kai Rani put on pork and vegie San Choi Bow accompanied by both Sake or chrysanthemum tea.



Then it was off to Shibumi for Peking Duck pancakes. Rara put on some tasty GF Ramen Noodles and Simply Irresistible served chicken and vegie satay skewers.

FLO finished our dinner off with mango ice-cream for desert.

All in all, it was a fun night with everyone dressing up for the occasion. Middle Cove offered us a quiet, peaceful night on anchor.

Sunday morning, we were to have coffee and morning tea on Flo but the wind came up and plans changed very quickly. I'll leave Martyn to expand further on this....would have to be another Calamity Corner story !

SV Kai Rani
Jeremy Clarke

PAST EVENTS - CRUISING SOUNDS THE SINGING SAILORS



On Friday 25th of November we were entertained by our own Singing Sailors Bryan and Dallas at the club.

The duo played many popular songs, and the dance floor was on fire. A fun evening was had by all.

MEMBER NEWS

Seeing as Keith Watson hadn't honoured us with his presence for a couple of meetings, I gave him a ring to say we were missing his contributions to Technical Corner.

He chats away well, but is having the usual annoying problems for fellows approaching their 94th Birthday, hips and back not behaving themselves. But his main annoyance is not being able to hear jokes at the our meetings, especially if they are at his expense! He is hoping Santa will bringing him new hearing aids for Christmas.

He is still driving locally and recently bought himself a new vacuum cleaner and computer. However, after a smarten up he sold "Altair" in Pittwater to a chap who is keeping her in McCarrs Creek.

Last month his family brought out from Canada a brand new Great-granddaughter to meet him, who is a "real sweety".

Keith has worked at Lifeline for 30 years as a volunteer, specialising in book sales. In fact he has three books people might be interested in, Cruising the Coral Coast, World Routes and Crossing the Pacific. They are yours for a small donation to Lifeline.

Gill "S.I"

SOUTH PERCY ISLAND BY GILL ATTERSAL

Those intrepid sailors planning a cruise to the Whitsundays next year, just HAVE to make sure they stop at two places. Firstly, Lady Musgrave Island, although only in good weather. If the moorings are already taken and you put an anchor down where there is no fresh coral, mark our words, if the wind blows you only have sand over rock for anchor purchase. You will soon find yourself in trouble dragging into a coral wall. But don't let that put you off, it's as near to paradise as you can find. (Mind you Pancake Creek on the mainland just to the north of The Town of 1770 shouldn't be missed either going up or sailing back).

The other place is Middle Percy Island. You have probably seen photos of the A-Frame hut of the Percy Island Yacht Club where numerous cruisers have left memorabilia from their boats. According to the Naval History Society of Australia there are also signs that the local Aborigines from the mainland paddled out in bark canoes, probably built for river use.

Also from the Naval History Society, "Probably the first white man to set foot on Middle Percy was Matthew Flinders, who in the sloop HMS Investigator with her consort Lady Nelson spent five days here taking on water, fish and soil for the ship's garden."

When we were there we found a bronze plaque quoting from Matthew Flinders' Log Book of 29th September 1802.....

"I went to examine a little cove or basin into which the height of the surrounding hills gave expectation of finding a run of fresh water. The entrance is little more than wide enough for the oars of a rowing boat. The basin within, is mostly dry at low water and the borders are over-run with the tiresome mangrove, but when the tide is in it is one of the prettiest little places imaginable".



This cove is entered from West Bay, which as an anchorage can be quite rolly, but once ashore the sand beach is a delight, with palm trees and a path up to the old homestead. It is quite a long uphill walk and along the way an Anthony Beverly had whitewashed rocks and written poems to entertain you on your journey.

The first rocks read:

*There is a milestone on life's path
that brings us to another start,
where brighter vistas open out
where clouds grow light and break apart*

Next rock:

*There is a spot on every road
Where ruts give place to smoother ways
The place that marks a new beginning
And the hope of fairer days*

Trudge, trudge, next rock

*Are you weary of the journey
Does your burden seem too great
Are you fighting uphill battles
Struggling with a hostile fate?*

At which time the rock is just round a corner with a view to take your breath away over sparkling seas to South Percy Island:

*The milestone at the turning point
May be a few steps round the bend,
Courage This may be the spot
Where joys return and troubles end!*

I think it was an original piece by Mr. Beverly as another poem was dedicated to him in the cabin on the beach at West Bay called "Mirror on the Wall". I can print this another time if you are interested. This cabin might now have a volunteer staying there so you had better 'call out' before entering. It used to store books left by cruisers.

On the path we saw the skeletons and baked skin of two ponies. It now gets creepy! At the top of the hill we came across the homestead, which was then in bad shape but renovated now we believe. A tack room housed dried old saddles and bridles of those dead ponies covered in spiders webs and old rusty tools. Inside the house floor boards creaked, not to be trusted, windows banged in the breeze and we had the distinct feeling we were being watched. Back outside we rounded the back of the home to come face to face with two wild menacing eyes of - an emu. Not sure who jumped the highest!

In 2011 Middle Percy was made a National Park by Queensland Government with leasing of the homestead and land all the way to the beach. In fact the present caretaker still breeds from the goats possibly left by Mr. Flinders. At one time you could trudge up to the homestead for some amazing goat stew (close your ears Anna). On one of our trips, on leaving Rosslyn Bay



Marina we were asked to deliver goat feed to the island for their new goat kids, two enormous sacks which filled our little cockpit. However, we were the only boat leaving for the north in slightly unfavourable conditions, as we had planned to meet overseas visitors in Airlie - will we never learn! Conditions in West Bay made it impossible to go ashore but on radio contact a man came out in his tinny with a lovely pot of home made honey as a thank you.

Another time we were there a bright orange trimaran was anchored in the bay with a mass of children onboard. We could never count how many. On hearing gun fire ashore from National Parks sponsored people culling the expanding goat herd, these children somehow managed to rescue a mother and her kid, taking them by dinghy (?) to their boat. We did hear from Mrs. skipper that the mother goat was eating everything, charts, clothes - imagine what it would be like down below!

To quote the Naval History Society of Australia again, "If you are looking for an island adventure providing famous explorers, murder, ghosts, golden coins, historic goats, great love affairs, tragic deaths, shipwrecks, Olympic athletes, beachcombers and a yachties paradise, all with larger than life characters, then look no further for it is all here in the isles of Percy."

If you have a spare half hour over the Christmas break, I urge you to Google Middle Percy Island and click on [Naval History Society of Australia](#) for some fascinating reading.

Gill Attersall, *SV Simply Irresistible*

CD Quiz – December 2022 by Phil Darling

1. What is the purpose of crotch straps on a lifejacket?
2. From what level are charted drying heights measured?
3. Does a GPS give course and speed through the water or over the ground?
4. You change course and someone says “the GPS is still giving the old course”. Why is this so?
5. You see a floating navigation marker, with no topmark, but it is painted (top to bottom) black – yellow. What does this mean?
6. What light would we expect the marker in the previous question to show at night?
7. You are sailing and decide to switch on the motor as well. Should you display a “day shape”, and if so what would it look like?
8. You have a riding turn on a winch, and wish to take the strain by gripping the fouled sheet with another line. What know would you use?
9. What is “Shallow Water Effect”?
10. Where would you be if you were subject to CEVNI regulations?

MEMBERS WITH BOATS



Have you sold your boat? Bought a new one?

We are in the process of updating our membership list.

If you have sold your boat in the past 5 years, please send us an email to cruising@mhyc.com.au and let us know.

Did you buy a new boat?

If you know where your old boat went, we would love to know.

We're improving the waving list for Cruising at MHYC, and you can check your details at <https://cruising.myhc.com.au/boat-register>.

BOAT GOSSIP – WHERE THE CRUISERS ARE AT

Since my last update there are a few things worth noting

CaVa, Flo and **Shearwater** have now safely returned from their QLD adventures avoiding the approaching Cyclone season.

Glynne and Gill's **Simply Irresistible** has got their new engine fitted and we were glad to see them back in action at the Tapas Tie-up recently.

Greg and Karen are now back in NZ after having successfully cruised **Argenta** around the Great Barrier Reef for 5.5 months. Argenta is now resting in Mooloolaba marina awaiting their next adventure.



Gavin Randall is continuing his journey south with **Viking III**, a Hallberg Rassy 38 with Dallas helping with the delivery. Most recently they reported having completed Mackay to Gladstone. Locking down in preparation for a forecasted east coast low approaching there.

Evan and Kelly on **Sanctum** are introducing some Cruising events inspired by the MHYC model in Cygnet, Tasmania. They've also started the Cygnet twilight season in style, leading the first division in the series! Apparently, it has stopped snowing there now.

Frank Taylor's **Bundeena** has relocated from the safe Shellharbour Marina back to its

homebase in Jervis Bay, where Frank can continue practicing good anchoring habits.



To RE-ENGINE OR NOT!

No decision really because I really stuffed up the old one! There we were in June loading the final essentials onto the boat ready to get the 1000 bridge and join other division members on a great sail to Pittwater and for the first time ever the engine refused to start! After 34 years service and 5,500 hrs motoring it roared into life and then died. Ah! I thought, air in the fuel line, somehow. So began an extensive bleeding exercise all the way from the tank, through both filters, changed the secondary one just in case, to the pressure pump and finally the injectors. No change! To make it easier to bleed the fuel I had long given up manually pumping and reverted to opening the decompression

lever and using the starter motor to push new fuel along, but, still no change, until, the engine made a new sound. Clunk, rattle rattle, thump, bang!

I instantly realised my mistake. I had left the cooling sea water sea cock OPEN, so all the time I was cranking the motor over with the starter motor, the sea water pump was pushing water through the block, into the muffler/wet box, which had no exhaust gasses to push water out of the exhaust pipe and so it went up into the engine and into the rear cylinder. As we all know, water does not compress, so the thing to go was the connecting rod on the rear piston. Clunk, rattle and bang! Hoping to eventually join the cruise north, I was far too focussed on trying to get a solution and managed to overlook a very obvious and well known danger. A mistake I will not repeat!

However, we had been considering a new engine for a while as there were several things going wrong with the engine and a total refit was on the cards, but the cost of this was mounting. Also one of our sons has “claimed” the boat when we decide we’ve had enough and we want to hand over a reliable boat rather than endanger his young family.

We’d already decided to replace our faithful Volvo 2002 engine with its replacement, a Volvo D1-20, both sail drives, so off we went to marine engineering company that has looked after us well over the years, DouglassMarine at RPAYC. Shane immediately suggested we go up one size in engine to a 28HP rather than stay with our 18HP. This we rejected because, for our 5 tonne boat, we have never felt we needed more power. We certainly didn’t want the extra weight or the increase in fuel consumption. We have enjoyed 1.5 L/Hr from our old engine and the D1-20 offered the same. This is important to us as we only carry 100L of fuel and we sometimes do 24-30 hrs motoring

offshore in uncooperative weather with fuel to spare. A 50% increase in fuel consumption would not give us the reserve we need. Plus the D1-20 comes with three cylinders instead of two, so its smoother and quieter than the old one, it has fresh water cooling hence the chance of better domestic hot water, a much bigger alternator for charging with a very easy to use adjustment screw for belt tension (On the old engine, I used to have to tie a rope under the alternator, lead this to a halyard winch on deck, which Gill would tension to the desired amount, hold it there whilst I tightened up the locking bolt and bingo! Fixed.) and electronic engine management. This has been an issue for Volvo, which appears to have been fixed by numerous product revisions in the last ten years, but I have it on good advice that this is now over, I hope!

The engine distributor, Fenquin, had an engine in stock so it was easy to reserve it but difficult to pay \$14K in one chunk! Installation costs come later. The hardest part though was booking a slip. We have long used RPAYC for slipping and it is easier for Douglass marine to work there, but RPAYC have had some staff issues as well as the bad weather, so delays were inevitable. We sought an alternative at Woolwich, but they found it hard to meet what we needed for a berth alongside before and after the lift to pull the sail drive out and put the new one in, so we stayed on the RPAYC waiting list, which eventually came good for us in October. It helped to be using a couple of their contractors, as we also had the old skin fittings and sea cocks replaced for safety sake with glass filled nylon ones from Trudesign in NZ. Our son in Melbourne told us afterwards that two boats at their marina sank in their berths due to failed skin fitting/sea cocks. One of the skippers was a fastidious owner by all accounts, so a bit of a surprise for him. We also replaced control cables and some fuel lines.

With further delays to promised lift times (members priorities first) we ended up with 2 engineers, a shipright and a painter all working on the boat till 2000 one night. Despite this, we were very pleased with the quality of the work. Gill called it a miracle day!

Back in the water and the engine sounds beautiful. Quieter, smoother and a very reliable, comforting sound, except for a feint new noise, which worried me. After our sea trials to get a few hours up on the engine around Pittwater and Cowan Creek (including a few days on the club mooring in Coasters and lunch at the Kiosk at Cottage Point) it was back to Douglass but only after they asked me to film the engine in operation, send it to them and when they had listened to it they declared that that was the sound a bigger alternator makes! If I'm still worried they suggested spraying the much bigger and thicker drive belt with silicon spray.

We needed to be back in Sydney for the Tapas Tie-up, so had to motor back to Sydney against a 2m swell and 15kts SE'er. All no problem with a quiet and reliable new engine. Well worth the money. So was the Tapas Tie-up!

Glynn Attersall, SV *Simply Irresistible*.

CALAMITY CORNER

SAFETY THOUGHTS – CALAMITY WITH A PINKY:

Hot off the press today, 4 December:

RaRa and Kai Rani, with crew, met up in Quarantine beach for Saturday sundowners. RaRa picked up a guest mooring, one of three, and DreamAway was on the one next to us for a short while. When they left, Kai Rani arrived and picked up the mooring.

We had a lovely evening onboard Ka Rani and later settled for a night onboard. Wind not too strong overnight. We woke to a beautiful morning – RaRa crew was visited by Club Captain, Bryan, how arrived on a rib with a fellow sailor. We were enjoying a nice cup of coffee in the sunshine when suddenly we looked up and Kai Rani was next to us – making good speed towards some anchored boats....Kai Rani were still attached to the pinky!!

After shouting to get the crew on deck, they got out, started the engine and disaster averted.

Bryan went to get Marine Rescue who had just motored past us on the way to Store beach and they came back to pick up the loose pinky.

The neighbouring captain picked up the floating mooring and came over with it – so that no one would take it – as soon as Kai Rani left, there was a larger motor yacht heading for it – we managed to stop them.

The guy who picked up the loose mooring had seen the same thing with one of the other pinkies just a few weeks ago....the one RaRa was now on (and it had a very shiny new rope).

Reminder to all – perhaps just check the pinkies when you pick one up – reverse and check it holds, as you do with your anchor.

//Sanna on RaRa

Here's another viewpoint of the same Calamity from Kai Rani

“Jezza, Jezza, Quick !” Jeremy and I came running up on deck to see RaRa sliding past Kai Rani.

Totally unexpectedly, as both boats had been sitting on pinkies since the evening before.



What happened?? Kai Rani had been secured to the last of the three moorings at Quarantine, while RaRa was on the middle one. The mooring we were on had broken away from the securing block on the sea floor.

We almost got t-boned by a boat at anchor. Luckily, we didn't hit anything. Thankfully Sanna, Nichlas, Bryan and Katrina were in fine voice and yelled out the warning in time for us to take action.

Imagine if this had happened during the night while we were all sleeping!

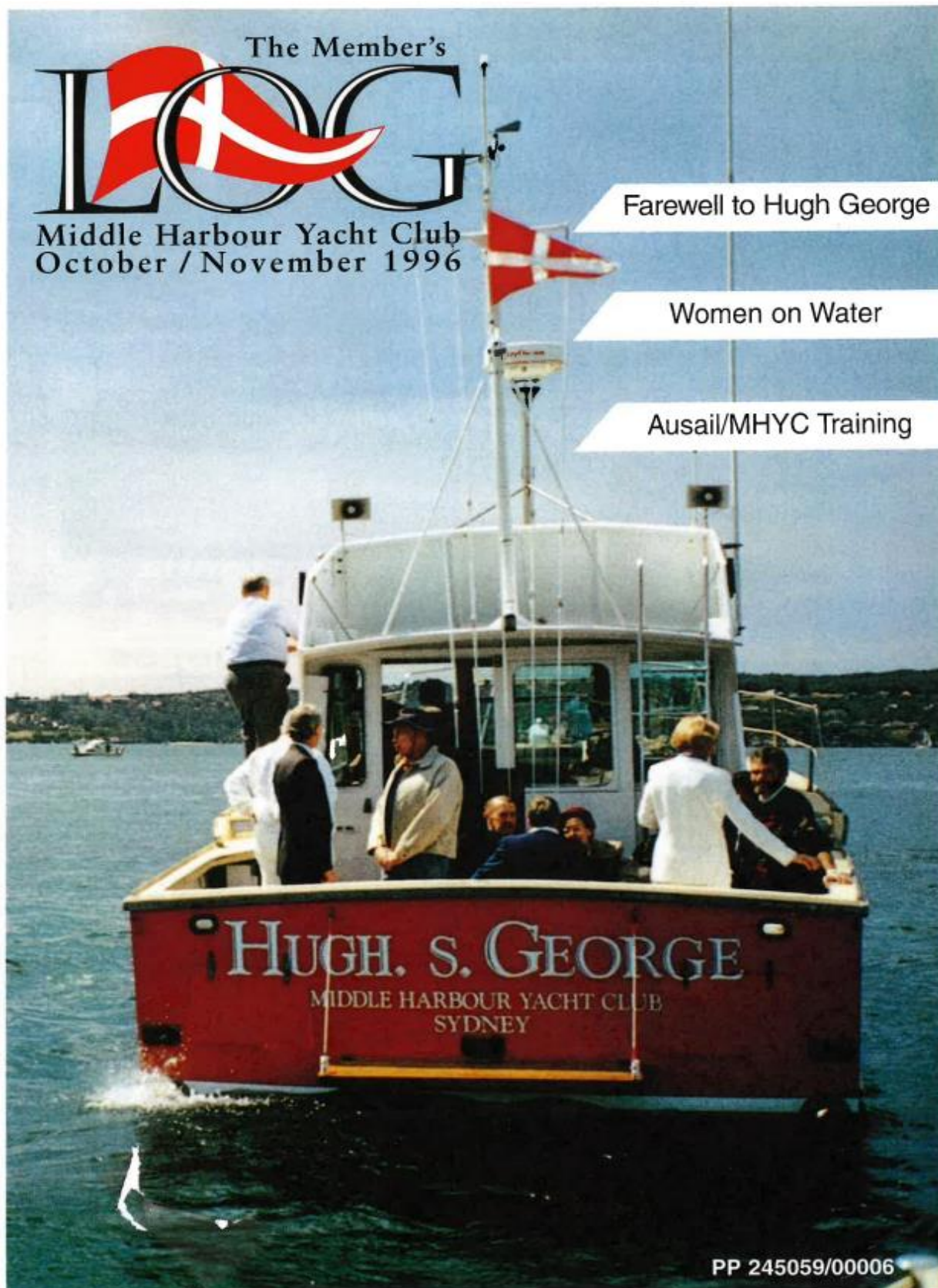
Kristin Kool
SV Kai Rani



Cartoon by Alex Comino

HISTORY REPEATS

Courtesy of Alex Comino I have republished a Tig Thomas article from 1996 where even back then the current issues low numbers of member participation in non-sailing club events was evident back then also. Enjoy a look back into the club almost 27 years ago.



Commodore's Report

By Tig Thomas



Let's start with some good news! Congratulations to Rear Admiral Peter Sinclair, our Hon. Life Member No.1 on being honoured with 'Father of the Year'. On behalf of MHYC I sent a message of congratulations to Peter who hopes to visit the Club in the not too distant future.

Congratulations also to Syd Fischer for again leading a successful charge in the Kenwood Cup in Hawaii with a great win for the Australian team of which he was captain. Syd lead the Australian team which won the first 'Pan Am Clipper' series (the predecessor to Kenwood Cup).

Congratulations also to our successful Olympic Yachting team for a Silver and Bronze and very creditable performances by the rest of the team. What a pity there were only twenty five members and friends at the Members Forum on 24 September to hear Matt's (our Soling representative) talk on his Savannah experiences. They came 12th out of 25 but it would have been quite different if a dubious PMS didn't cost them a 5th place in that heat.

What do we have to do to get more members to these Forums? Its embarrassing to ask top sailors to address us if we don't have a reasonable attendance. Where are those members who want to hear about sailing and the finer points of the sport?

Our Cruising Division created a new Australian record on 21 September with the greatest number of yachts in a circular raft-up. 29 yachts rafted up in circular formation under the guidance of Arnold Finkelstein in Sugarloaf Bay and I was delighted to be part of it and enjoy

the hospitality of the Cruising division - dinner at various locations around the raft-up and a good time was had by all. I hope we have a photo in this issue.

In the last issue of 'The Log', I mentioned the need to cater for our younger members and provide facilities that will encourage them to advance their sailing skills at MHYC. This involves some capital commitment and some of this will be done as essential work which we expect will generate additional income for the Club; however I have a greater vision - it is that we are able to proceed with the redevelopment of the 'Harbourside Bar' into a 'Youth Development Centre' where our younger members will have facilities to meet their needs for training and social activities into the twenty first century. The plans completed some years ago are presently being updated and costed by one of our members at no cost to the Club. Is there a benefactor out there among our members for a major contribution to this project? I shall be happy to discuss this with anyone interested.

Members should have noted a number of improvements in the facilities and activities at the Club such as the 'Showcase Luncheons' with notable guest speakers, the 'Roll on Summer' sessions on Friday nights which have attracted large numbers of members and their guests. The prizes are a slight inducement and the grand prize of a weeks holiday at Rydges Nautilus Beach Resort, Coffs Harbour at the end of each quarter has been well received. Suzie

Oram won the first of these.

Who's next? The new look 'LOG' is a credit to Tony Shaw and The Log Committee and with the shorter lead time from copy deadline to publication, it is more up to date.

Following the Membership survey completed recently, Board member Tony Smith has produced an excellent report to identify the needs of members to improve our Club and he reported on this to members in abridged form at the Member's Forum on 24 September. This provides the Committee with an ongoing programme of improvements as we are able to finance them. Tony Shaw and Tony Smith are working hard on these and a number of marketing initiatives.

We had a very successful Opening Day on 7 September at which we were honoured with the presence of Sir James Hardy OBE. The following weekend we held a ceremony to rename our Committee Vessel, presently sponsored by Feast Watson, the 'Hugh S. George', to honour Life Member and long time Starter and OOD Hugh who died suddenly at the Club on 5 August. This also is reported elsewhere in this issue.

On 17 September GM Tony Shaw and I visited Penta Comstat to say hello to Derek and Jeanine Barnard who do such an incredible job in maintaining radio links with sailors all over the world and to see sat first hand their operation and equipment. I was saddened to learn that membership of Penta Comstat is dwindling and I would urge our members



who are racing offshore or cruising, to spend the few dollars to become members of their excellent organisation. It provides excellent service for our Offshore long races and has a more comprehensive coverage than any other organisation for the Offshore sailors. Because of increasing costs they have reluctantly decided they are only able to provide their services to their members except for emergency work. Membership Application forms are available at the MHYC office.

The ART UNION is up and running but needs the support of every member and your friends. Unless we see adequate support, the Committee will have no alternative on 15 October 1996 but to impose a levy on membership; however, exemption from payment will be provided to those members who have already donated at least the amount of the levy in the last twelve months, - to those who have supported the Prepaid Subscription Plan, and to those who buy/sell at least one book of Art Union tickets. In other words, those who choose not to support the voluntary plans will pay the levy so that we can honour the commitment on 15 December to pay the balance of legal costs and reduce bank overdraft.

The Prepaid Subscription Plan is also continuing till we have at least \$300,000 (preferably \$400,000) to retire the bank debt costing us 14%. We have now retired \$160,000 in the past two months thanks to the support of a mere 80 members. A 'thank you' cocktail party was held on 1st of October for those who had contributed by 25th of September.

We now need a further \$140,000 to retire the final bill on 23 November. The proceeds of the Art Union are to fund the balance of legal costs on 15 December and reduce bank overdraft.

Many members would be aware Patrick 'Terpin' Bollen has taken over Ward 12D at Royal North Shore Hospital where he has been doing battle with Lymphoma. Spare him a thought as he fights this one. He's always pleased to see visitors and is keeping his spirits up, but 'doing it tough' when I saw him during late September. I hope by the time we go to press he'll be on the way to recovery. 🐾

MHYC MISSION STATEMENT

To embrace world best practice
in all aspects of sailing - to
provide a congenial environment for
the enjoyment of competitive and
recreational sailing and social inter-
course for members of all ages.

"Sydney needs to improve Yachting facilities now..."

Although the Sydney Olympics are four years away, yachting enthusiasts are already discussing the need to improve yachting facilities now. Olympic yachtsmen and women will begin training in Sydney as early as three and a half years before the Olympics and at the moment there are inadequate facilities to store the athletes' yachts.

According to yachting expert Doug Sturrock from Sturrock's at D'Albora Marinas Rushcutters Bay a fabulous yachting facility is just what Australian yachting needs in order to meet the rising interest and participation in the sport.

"An Olympic standard yachting complex would encourage even more people to take up the sport and also entice more international yachties to train here. In the interests of Australian yachting, the proposed facility should be a permanent building not a temporary structure erected especially for the Olympics," said Doug.

The Sydney Organising Committee for the Olympic Games have confirmed that the yachting shore base, at this point in time, will be at Rushcutters Bay. The races

will be held in Sydney Harbour, however the exact courses haven't been finalised. At the moment, the Olympic Committee is looking at using some buildings, owned by the Maritime Reserve, currently unused, for storing the Olympic yachts. Whether these buildings remain as yachting facilities after the Games will be decided by the Maritime Reserve together with other local groups and will not be a decision made by the Sydney 2000 Olympic Committee.

Doug Sturrock believes that the standard of yachting in Australia will increase and attract more attention over the next few years. "Australia did very well in the Olympic yachting events, picking up a silver and a bronze. In our waters, backed by a very supportive Australian crowd, we can do even better. Australian yachties, like Mitch Booth, John Landenburger, Christine Bridge and Colin Beashel have proven that they can meet the Olympic challenge and over the next four years yachting will definitely receive more attention from both the media and the public".

"The increase in top class yachtsmen and women from overseas will make the Australian yacht races more exciting and competitive which is great for everyone who loves yachting. The sooner appropriate yachting facilities are built, the sooner Olympic athletes will begin making plans to train here".

When it comes to yachting, Doug Sturrock is the person yachties turn to seek advice on products for their boats. Sturrock's Ship Chandlers offer their clients the very best boating products available. The staff at Sturrock's are keen on all types of boating and understand what a crucial difference the right equipment makes.

For more information Contact:

Doug Sturrock

Sturrock's Ship Chandlers

D'Albora Marinas Rushcutters Bay

Ph 02 9363 1939



CHEFS CORNER

What to do with those tins of emergency tuna you have onboard?

If you have a few spices and rice, you are set to try



<https://www.seafoodexperts.com.au/recipe-items/mild-tuna-curry/>

Mild Tuna Curry

Ingredients

- 1 x 185g can Tuna in Springwater, drained
- 1 cup coconut cream
- 1 teaspoon ground coriander
- 1 teaspoon ground cumin
- 1 teaspoon turmeric
- 1 teaspoon brown sugar
- 1 teaspoon fish sauce
- 1 deseeded, finely chopped red chilli – optional
- 1/3 cup cooked peas
- 1 small brown onion diced
- 1 tablespoon peanut oil / vegetable oil
- sea salt and freshly ground pepper

to serve

- 2 cups cooked brown rice
- 1 sliced red chilli
- spring onions

Instructions

1. On medium heat saute the diced onions in peanut oil until transparent and stir through the aromatic spices.
2. Pour in the coconut cream, bring to the boil, add the sugar and fish sauce.
3. Fold through flaked tuna and peas. Check the curry for seasoning and adjust to your taste.
4. Garnish with finely sliced spring onions and red chilli. Serve with brown rice.

PHOTO COMPETITION for 2022

December WinnerPhoto of the Month is Niclas Westling

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 photo was taken by Niclas and is called
'Morning in Sugarloaf Bay'

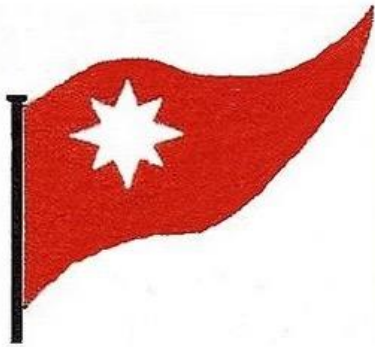
Only one photo per month (as a JPG / JPEG) to be submitted. Remember ... to be in the running to win the prize you must be in it.

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 2022 – Answers

1. To prevent the lifejacket riding up over your face, or (even worse) being pulled off entirely by a rescuer.
2. Upwards from Chart Datum (but check in the comments area of your chart to be sure).
3. Course and speed over the ground.
4. The GPS readings of course and speed are based on “historical” readings over the past few seconds or even minutes. Give it a little time to recognise the change please!
5. It is a North Cardinal mark – so clear water is to the north of it.
6. A continuous flashing white light.
7. When “motor sailing” (ie sailing with the motor on as well) you should display a black cone, point downwards, in the forward rigging where it can be seen by other vessels. Very few sailors in Australia follow this rule, however.
8. A rolling hitch.
9. Shallow Water Effect occurs when the speed of the vessel and shape of the vessel's hull causes it to sink deeper in the water, especially in shallow water and at high speed. The vessel becomes sluggish in responding to the rudder. It is especially a problem in flat bottomed power vessels.
10. On a European inland waterway (lake, canal or river). CEVNI stands for Code Européen des Voies de la Navigation Intérieure.

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



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

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

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