



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

Volume No. 41 No. 7 August 2020

Editor: Kelly Nunn-Clark

**REMINDER NEXT CRUISING DIVISION MEETING IS  
MONDAY, AUGUST 17<sup>TH</sup>**



**BLOODHOUND ON ABROAD REACH IN 25K WINDS ON SYDNEY HARBOUR**

## CRUISING DIVISION OFFICE BEARERS – 2020 - 2021

<b><i>Cruising Captain</i></b>	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Mike McEvoy	9968-1777
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Mike McEvoy & Kimberley Pratt	9968-1777
Compass Rose Editors	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Dallas O'Brien, Phil Darling	0404 892 077
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge and CD members	Phil 0411-882-760
On Land Events Coordinators	Committee Members	
Committee Members	Martyn Colebrook, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge, Mike McEvoy, Dallas O'Brien, Jeremy Clarke, Sabiene Heindl	



### Editor's note:

**Deadline** for the next edition of the Compass Rose, is **02/09/2020**

The **EDITOR** for the next Compass Rose is **Maralyn Miller**

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

Opinions expressed in the Compass Rose are those of the contributors, and do not necessarily reflect opinions of either Middle

Harbour Yacht Club or the Cruising Division

## MHYC CRUISING DIVISION ANNUAL PROGRAM 2020-2021

Saturday, 22 August 2020	MHYC Get Checked Safety Day
Saturday, 5 September 2020	MHYC Season Opening Day & Commodore's Front Up Cup
Sunday, 13 September	MHYC Get Checked Safety Day
Monday, 21 September 2020	Cruising Division Meeting
Sat, Sun & Mon 3 – 5 Oct 2020	Long Weekend Cruise to Pittwater
Monday, 19 October 2020	Cruising Division Meeting
Sat & Sun, 7-8 November 2020	Tapas Tie-Up
Monday, 16 November 2020	Cruising Division Meeting
Sunday, 22 November 2020	MHYC Sunday Breakfast and Safety Training Workshop
Date TBC	MHYC Xmas Party

## REMINDER

**Next Meeting:  
Monday August 17th, 7:30 pm**

BYO BBQ 6:30 pm

Cheese Plate AUGUST Meeting: Sanna Westling

- Val DeRome to talk to us about Seabins
- Discuss anchoring – Tips, Skills & Adventures

## CAPTAIN'S COLUMN – AUGUST 2020



So near yet so far. We almost got the Breakout Cruise underway but alas with the latest virus outbreaks the organising committee took the safest option of cancelling the event. As there were going to be over 80 racing and cruising entries it was risky to have so many people in close proximity.



The Queensland border is now shut to those living in the Sydney region so even that is out for those of you who had planned to head north.

Still as I write this the club is still open and operating on its limited service. Racing is still taking place and the Sandbar is open until 2pm each day.

So what to write about this month when there is not a lot happening. I'm sure many of you like Kelly and I are continuing to ready our vessels for when the veil of Covid-19 is lifted and we are free to cruise.

Some of you have been taking the opportunity to do some regional NSW land based travel which is a pretty good option as getting to a destination by car is a much faster proposition. Still there is something missing when you have to concentrate so intensely driving rather than sailing where you have the time to think, read, play music, fish for dinner etc.

Being at home so much these days we can hone our cooking skills, tune the victualling and as I have done put on weight. More exercise is needed by yours truly. Oh bring on the warmer months when swimming is more enjoyable.

At this stage the August monthly meeting will be the same as last time with the first 25 people email [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au) being able to attend the meeting at the club and the remainder can join by Zoom. An email will be sent out closer to the date of the meeting which is Monday 17<sup>th</sup> August. This month there will not be a specific speaker, but Val Derome would like to talk about the possibility of fund raising for a Seabin. Another suggestion is to discuss the skills of anchoring so bring your experience and ideas to share

Until then stay safe, remember social distancing and enjoy the remaining weeks of winter.

Evan Hodge  
Cruising Captain. *SV Sanctum*

## GET CHECKED – SAFETY CHECKS

### Special Regulations Safety Checks – Some Changes (of course) this year

The Cruising Division expects all members to keep their boats in the correct category for Safety Equipment – this is for your safety of course but also a requirement of the club and of Sailing Australia as part of their duty of care to us.

Our “standard” requirements (you can exceed these of course) are for Category 7 for harbour sailing, and Category 4 for our offshore events. This year your certificates from last year have been extended to expire on 30 September – however past this date you will need a new certificate.

This year with the COVID-19 restrictions we will not be holding our usual Cruising Division raft up – so you will need to attend one of the two club days (or maybe organise something special with one of our friendly CD auditors).

The two club Get-Set days are:

- Saturday 22<sup>nd</sup> August
- Sunday 13<sup>th</sup> September

Please book in with Catherine at the Sailing Office to ensure a place. All usual facilities will be available and it should be quick and efficient. As usual, we hope.

### Requirements & Preparation:

Please download the forms from the club website, not forgetting the MHYC front page as well as the Australian Sailing Cat 4 or 7 form, and run through the items ahead of time to renew any that have expired. It is a good idea to bring last year’s form to the audit as well.

Key items to check:

- **Lifejackets** (serviced by a professional or if self checked – as per the manufacturer’s recommendation and don’t forget to fill out the form from the manufacturer and write service date on each lifejacket. Matt Pyne at the club does a good job and is an accredited professional.
- **Fire Extinguishers** – serviced by a professional with stamped tag (David Lavings will be in attendance at the club days)
- **Flares** – all in date?
- **Medical Kit** – all items in date?
- **EPIRB** – battery in date and proof of registration with AMSA?
- **Registration** – no stickers any more but bring some kind of evidence such as your notice of renewal
- Any other inflatable items (danbuoy, etc) – treat the same as lifejackets

If you want to discuss any of these with one of the division auditors (we do supply many of the club’s auditors) then please contact: Phil Darling, Mike McEvoy, Evan Hodge, Dallas O’Brien, Glynne Attersall or Paul Wotherspoon.

And – keep safe  
Phil Darling

## VIRTUAL AGM & CRUISING DIVISION COMMITTEE

As the Corona virus is playing havoc with whether we can meet face-to-face and when we do meet, whether we are limited in numbers. It has created a dilemma for holding our annual general meeting (AGM). We have decided the best and fairest solution would be to hold an online/email AGM.

### **HOW?**

We will include the voting form on the last page of this Compass Rose and attached to the distribution email, so it can be filled out and emailed back NO LATER THAN 21<sup>st</sup> September. This gives everyone time to nominate someone and/or offer to be on the committee. Giving everyone a chance to ask questions and think about their possible level of support.

By 22<sup>nd</sup> September we will email the cruising division members to announce who has nominated. Everyone will then have one week to either approve or disapprove by email. On September 29<sup>th</sup> the new 20/21 CD committee will be announced.



By Alex Comino

## FUTURE EVENTS:

There are a number of bodies encouraging ladies to participate in cruising and competing in sailing, including Women Who Sail, She Captain, Deb Dalziel's My Sail, Dockside with Deb's on line talks.

Catherine Roffe and Lyn Humpries won the Ladies J24 Australia Championship in Sydney and are due to go to the Worlds in Poole, UK, in Sept 2021. Lyn asked for this poster to be included with a view to attracting more ladies to participate. The smaller boats, particularly lasers, are a great way to master the finer points of using the wind for propulsion. Everything happens so much quicker.



**MANLY YACHT CLUB HELLY HANSEN  
WOMEN'S CHALLENGE 2020  
25th ANNIVERSARY**

**INVITING SKIPPERS AND THEIR CREW TO ENTER THE  
25th ANNIVERSARY**

**MYC HELLY HANSEN WOMEN'S CHALLENGE 2020**

**SATURDAY OCTOBER 24 : LASERS, HANSE303, JUNIOR CLASSES**

**SUNDAY OCTOBER 25 : YACHTS**

Exciting sailing, wonderful prizes, plus a trophy for  
winner of the largest one design fleet.

More information at  
[www.myc.org.au](http://www.myc.org.au)



Images: Marg Fraser-Martin



## FEATURE ARTICLES

### **A tale of a Viking ship built by a modern-day Viking** By Anna Alvsdotter

Google the words “Eccentric Swede” in Norwegian\*, and the first image depicts my brother Johan. As his favourite and only sister, I can think of many reasons for labelling him eccentric, but let’s stick to just one this time.

In his youth, my brother served as a Skipper on TPB 274 in the Swedish Defence Force as part of Sweden’s then compulsory military service. He is now the proud owner of various vessels, and last year he was extra proud to launch Oscar Hård, a 43-foot-long Viking ship that he commissioned through a shipwright in Tromsø, Norway. In traditional style, the ship was rolled on logs from the shipyard to the ocean with locals forming human lines in the shape of a bow wake for luck and well wishes.

“We asked Johan to tell us a bit about his beautiful Viking ship. I hope you enjoy the read.”  
Anna Alvsdotter



#### **Oscar Hård**

Viking ships were normally built with pine on larch. Wealthier ship owners would choose larch on oak, or the very durable and strong oak on oak. Oak also has great properties against rot. It took ten years to source all the oak for Oscar Hård. Each structural part but for the strakes, have to have been naturally grown in the exact curvature as where to be fitted. If not, it's not authentic. Root hooks and branch hooks are measured with templates before deciding if the tree is suitable. All roots must be carefully dug bare and measured. If there's no match to the



templates, the roots will be covered again and the tree left alone. Root hooks are the strongest parts of the tree. They also combine strength with tremendous flexibility.



Oscar Hård's mast and spar are from a slow-grown Lapland pine, dating back to 1852. Most joints are made by larch nails with juniper wedges. Two oars per pine, handmade from carefully chosen straight pines. When using an oar for pushing, the blade end must never ever be used. The head and tail design of Oscar Hård stem from the year 850 and was common amongst the Rus tribe, the founders of Russia.

Oscar Hård has one main anchor on 100m of chain and two stay-anchors. The chain chest and



the windlass are right by the mast. In general, all load should be located to the two midships thirds of the boat length. On a Viking ship, very little load should be placed ahead of the mast. However, when running, there is a speed and control advantage by sending crew ahead of the mast.



Oscar Hård is the only Viking ship with an autopilot. It was made by customizing the strongest tiller-helm style autopilot arm. "I often go out alone in my boats and need the autopilot so I can fish, cook, read, mend and maintain," etc.

There is a sprayhood aft called a løfting. It's from canvas but I will have one made of customary greased sealskin. The løfting provides nice shelter when dressing thicker or thinner or simply when avoiding rain. When at anchor, the sail doubles as a shelter. It's a swift and strong solution and wedges the boat into the wind, avoiding sailing on the chain. I have two more canvas to provide shelter over the galley.



The galley is a chest with two 17.000btu burners. We cook king crabs for a full parade crew with ease. A soft freshwater tank aft of 140 litres is plenty. The main engine has a PTO boiler to preheat boiling water for the galley burners and for al fresco showering. I keep fresh food on ice in coolers and dry tucker in a watertight drum. Four magnum thermoses hold instant java and tea. Each crew has his numbered wooden cup, good for all beverages.



A 400-litre fuel tank gives a range to go to the moon and back. The hull is astonishingly hydrodynamic. Klinker was invented by the Vikings for air lubrication and for lightweight. This is why a Viking hull defies the laws of speed versus hull length. The air lubrication provides an effect similar to planing at pre planing speeds and makes for earlier planing.

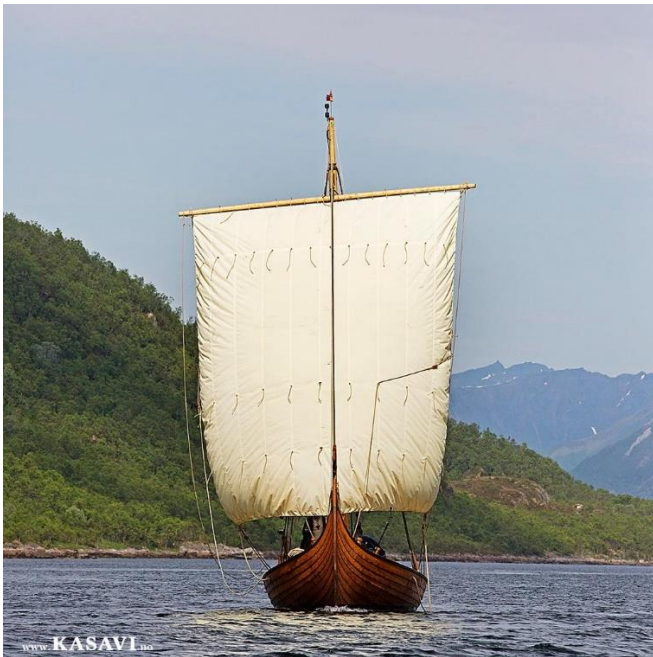
A Viking ship cannot be decked since it stiffens the upper hull, needing corresponding strengthening to the lower hull, creating a traditional heavy boat which cannot be sailed and towed up shallow rivers. The kings' specs

dictated both ocean crossings and river capability with good loading capacity. The shipwrights came up with strength through perfectly distributed flexibility. The open lightweight klinker Viking ship was the very successful result.



Oscar Hård has two electric bilge pumps, one hand bilge pump and a PTO bilge pump plus a PTO seawater pump for cleaning the anchor chain. It was said that if two sailors could bilge the boat in hard weather, the boat was to be considered a dry boat.

Starboard is one of many Viking terms, meaning the steering side, "stýrbord". The rudder is on the starboard quarter because it is a protected place to steer in heavy following seas and it is a better place to defend it from hostile impact. To counterbalance the offset from the keel-line, the Vikings found that an inward inclination of 12 degrees and an aft-ward inclination of 18 degrees, simulated the symmetries of a stern-mounted rudder.



A Viking ship is naturally not designed to go fast against the seas. When motoring against heavy seas, this must be taken into consideration. Sailing against the wind is ok but it takes patience and a good crew. 60 degrees is doable in favourable conditions.

The gangway doubles as a dinner table. It's made from one single plank of oak. One of the rowing thwarts doubles as a chain guide for the anchor chain and as mentioned before, the sail doubles as a shelter. The oars in packs of three, double as benches for the dinner table. An anchor dram is compulsory, and an occasional sacrificial dram into the sea must also be catered for.

Johan  
Owner and skipper, Oscar Hård

Draken Oscar Hård  
General dimensions:  
LOA 43'  
Beam 10,2'  
Draft 3,6'

Performance:  
Sailing by wind, top speed is estimated to 15-17 knots in gale force winds.  
Sailing by oars, top speed 3 knots, provided all 14 oarsmen are prim and proper.

\*Eksentrisk svenske

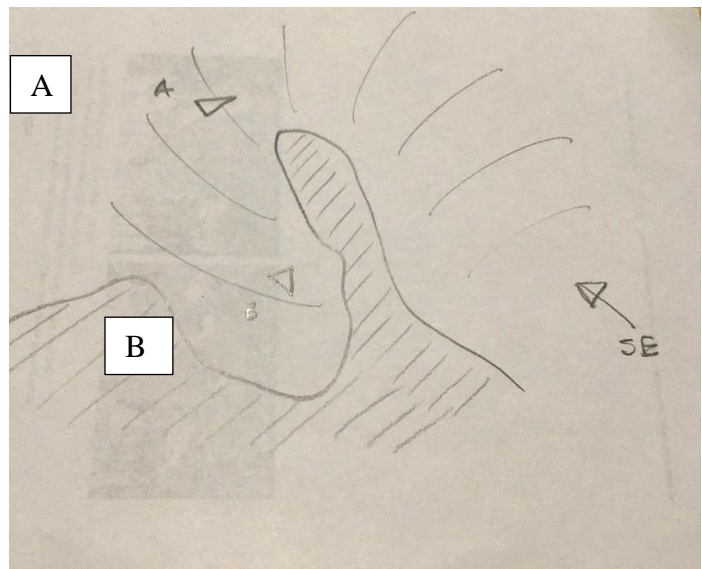
## Try this and let me know how you go!

Glynne Attersall, *SV Simply Irresistible*

A few years ago we anchored at Cape Bowling Green just south of Townsville. It had been a long day and we were looking forward to collapsing into our bunks, but first, let's get this pick down. The SE'er was still blowing quite well as we sought somewhere out of the wind. The peninsular was just a big sandbank, but it was slightly higher at the southern end, so we headed down to the SE corner of the bay hopefully for a bit of shelter. It took quite a while to get there as it is a large bay. Anyway, we got the pick down in about 5m of water near low water (safe) and went below, looking forward to a quiet night. But it was not to be!

Shortly afterwards we began to roll and it got worse, certainly enough to disturb sleep if you managed to drop off. It was now very dark and a long way back to the entrance, where we had seen a couple of fishing boats moored, so we just had to put up with it. Obviously we enjoyed little sleep and left very early in the morning for Horseshoe Bay on Magnetic Island. Later we figured out what we had done wrong.

We recalled that as we came north through the reef, we had seen quite a few fishing boats moored for the day off the NW corner of reefs and islands. These spots looked rather exposed, a long way from shore in some cases, and certainly in deep water, but they were obviously in a favoured spot. Then we recalled the view from the lookout at West Head in Pittwater. Even on a relatively calm day in a SE'er, looking down on Barrenjoey, you can see the swell rolling in, as shown in this very rough diagram. As it passes the headland it seems to pivot on the



shallower water around the cliffs and change direction more towards the south. Therefore, anyone moored at position A in the diagram is likely to be head to the prevailing wind, which curls around the headland a bit, but more importantly, also heading into the swell. This means the boat is pitching into the swell, which is a lot easier to live with than rolling. I don't know if you've ever stayed over-night on one of those buoys just to the south of Barrenjoey, but, in a SE'er in particular, it is not comfortable! It is like position B in the diagram. The yacht may be head to the prevailing wind, but the swell has curled around to almost meet the yacht beam on, inducing an annoying, sleep depriving roll! Another place where you get this effect in our experience is Trial Bay.

Exposed (to traffic) and having to probably break out some extra warp for the rode anchored at position A appears a bit risky. However, the cost may be recovered by a decent night's sleep, so long as you leave plenty of lights on deck, or an anchor watch. Anyway, try this theory out and let me know how you go. We have certainly benefited from it. Not always, because conditions change, but it has been well worth keeping in mind.

## CALAMITY CORNER

**Almost a calamity.** By Martyn Colebrook, SV FLO

My two year old, hardly used, Mercury 2 stroke 9.9hp, outboard motor let me down a few times. I don't mind rowing for the exercise every now and again, but the time comes for action when a simple trip to Chinaman's or Clontarf for a swim becomes a journey of anxiety. A visit to the home base of Seaforth Bluff could no longer be contemplated. After hinting heavily many times about my motor problem to anybody who would listen and with the subsequent lack of any offers of assistance. I decided the only way to fix it was to do it myself. The other option would of course have been to pay someone twice the value of the engine to fix it. I carried out the usual things that I learnt by listening to people and by googleing various forums. Plugs checked. Plenty of spark but changed them anyway and made sure the gap was correct. Changed the fuel. Emptied the carburettor. Refilled the tank with a 40:1 mix. Still not maintaining idle speed. Cuts out after 30 seconds. Remove the carburettor. Give it a good clean, although it is already clean. Make sure the jets are clear. Reassemble. Still not working. Walk away. Four weeks later I give up and phone the nice man in Cromer, hoping he doesn't need a new 4 by4 ute that he expects me to pay for, like the lot do in Middle Harbour. A week later I am told there is water in the fuel. How can that be when I changed the fuel and cleared the carburettor reserve tank? Maybe it was the fuel line the replacement of which was included in my \$200 bill. I give up!

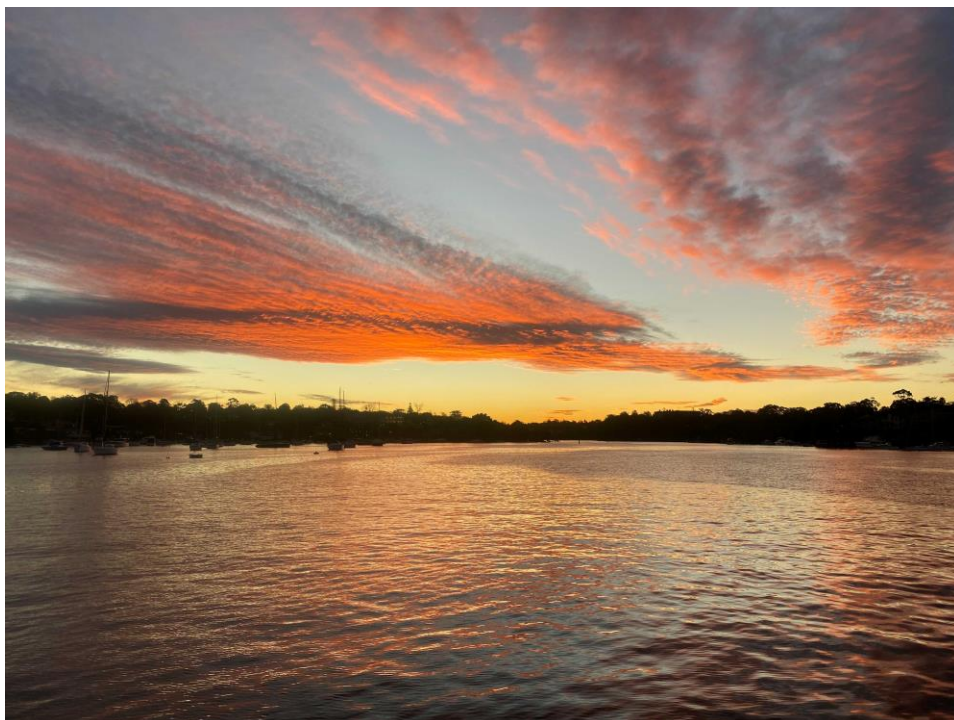


So, on to the point of the almost calamity. I have a bad back. Don't we all, but mine is really special. I carried the motor from the car in the trolley, my able assistant popping off to attend to another duty, which I said was fine because I could manage on my own. She wanted to get away because I was quite grumpy by now. It was a wet, dark and windy night. First of all the propeller decides to entangle itself in a gap in the wire mesh of the trolley as I try to lift it out. I was hoping to just lift it out and step on to the back step of the catamaran, nice and easy.

Another great feature of catamarans. Easy to get on and off. Not so. I knew fighting with inanimate objects wouldn't help, from many previous experiences, so patience prevailed, and I eventually freed the motor. I hadn't left myself much of a gap between the trolley and the side of the boat and the wind was pushing the topsides back and forth from the pontoon arm. I thought I could manage. As I side stepped onto the hull step with my left leg the boat moved to the left to the point where was no chance of my right leg being able to join it. The outboard motor was becoming heavier. Where is Anna! My left hand was gripping the grab rail, my right hand holding the motor over the gap between the boat and the dock. My feet were straddled either side and my shoes were losing the grip on the wet deck. The inevitable must happen. I thought this engine is heavy and I cannot hang on to it for much longer but the stern mooring line is immediately below the motor. If I lower it onto the mooring line the weight will cause the boat to move towards the arm and close the gap, which it did. Safe and sound. Lessons learnt. Don't try to be too smart. Wait. Ask for help.

## CD QUIZ – AUGUST 2020, BY PHIL DARLING

1. Your vessel is equipped with a tricolour (masthead) light showing the correct red/green/white aspects for sailing. When you turn on the engine (and of course the steaming light), is it legal to continue using the tricolour?
2. What causes “prop walk”, what is its effect on your own boat, and what can you use it for?
3. What strength of wind is indicated by a strong wind warning? A gale warning? What Beaufort strengths are these?
4. How far off the coast can you discharge unprocessed (unpulverised) garbage?
5. What if you “pulverise” garbage? What does this mean?
6. Can you discharge all items of garbage?
7. What is the name of the line often led from the end of the boom to a forward cleat or block to prevent an accidental gybe?
8. What information is found in Admiralty Chart 5011?
9. You are sailing on a beam reach and want to reduce the twist on the mainsail to prevent flapping in the upper leech. What would you do?
10. What is the name given to the edge or lip of a tabletop to prevent items from falling off?



Sunset at Lane Cove River, Evan Hodge

## SNAPSHOT IN HISTORY

### **1979 – My formal protest**, by Alex Comino, *SV Bloodhound*

I have attached a protest form that I lodged in 1979 (that I also won ). The formal protestor was my helmsman, Dr Christopher Farrell, as I was away on business that day.

The protest was regarding a collision Between my then Yacht “Captain Morgan and Marjorie J” in which Captain Morgan was de-masted. The protest was to determine who had right of way at the time of collision.

The protest was heard by the Admiralty of Australia as the race was part of the RANSA regatta of that year.

The Protest committee consisted of three Naval officers (one of them was an Admiral). Both sides were required by the Admiralty to make all submissions in writing Including the witness statements.

These documents were served by each party on the other side and the Protest committee in advance of the hearing. The hearing was conducted formally at the Australian Naval base in Lavender Bay Sydney.

I was told by the presiding officer (which explained why an Admiral was presiding) that this was the first Yacht Race protest that the Navy had conducted in Australia between two Non naval vessels.

The Admiral advised at the commencement of the hearing that the committee had ruled in advance that they could not apply the then Board of trade rules or the Naval rules for the hearing as the Parties had agreed to sail under the rules of the Yachting Association of Australia.

That caught us all by surprise and of course relief as the insurance cover would have had other consequences for all.

These rulings and the final ruling were made at the hearing by the presiding officer.

The matter did not end there unfortunately as the insurers for both sides battled on until they reached a settlement.

I was as I recall at that time a member of the MHYC protest committee as well as one of its Chairman.



# AUSTRALIAN YACHTING FEDERATION PROTEST FORM

To the Race Committee of ROYAL SYDNEY YACHT SQUADRON Club

Race No. \_\_\_\_\_ Class \_\_\_\_\_

Protest lodged by CAPTAIN MORGAN Sail No. 1057

Against MARJORIE J. Pyronnes Sail No. 1555  
(whose helmsman I have/had/had not informed)

Date of incident 15.9.79 Time of incident 1335 hrs approx.

Whereabouts of incident GEORGE HEAD approx.

Rule or Rules considered infringed \_\_\_\_\_

Wind direction NORTH-EAST Strength 10-15 KNOTS

Direction of tidal stream or current INCOMING Strength 1 KNOT approx.

Depth of water (if relevant) NOT RELEVANT

Time at which Protest Flag was flown IMMEDIATELY AFTER INCIDENT

Time, if any, at which the protestor tried to inform the protestee that a protest would be lodged \_\_\_\_\_

Signed [Signature] Helmsman of CAPTAIN MORGAN

Member of ROYAL SYDNEY YACHT CLUB Club

Address 7 LORD ST BELROSE

Tel. No. 4511-2710

Enclosed \$ \_\_\_\_\_ Protest fee

Witnesses

GRAEME JOHN FARRELL CHW  
NBBL LIONEL WALLACE CHW

[Signature]

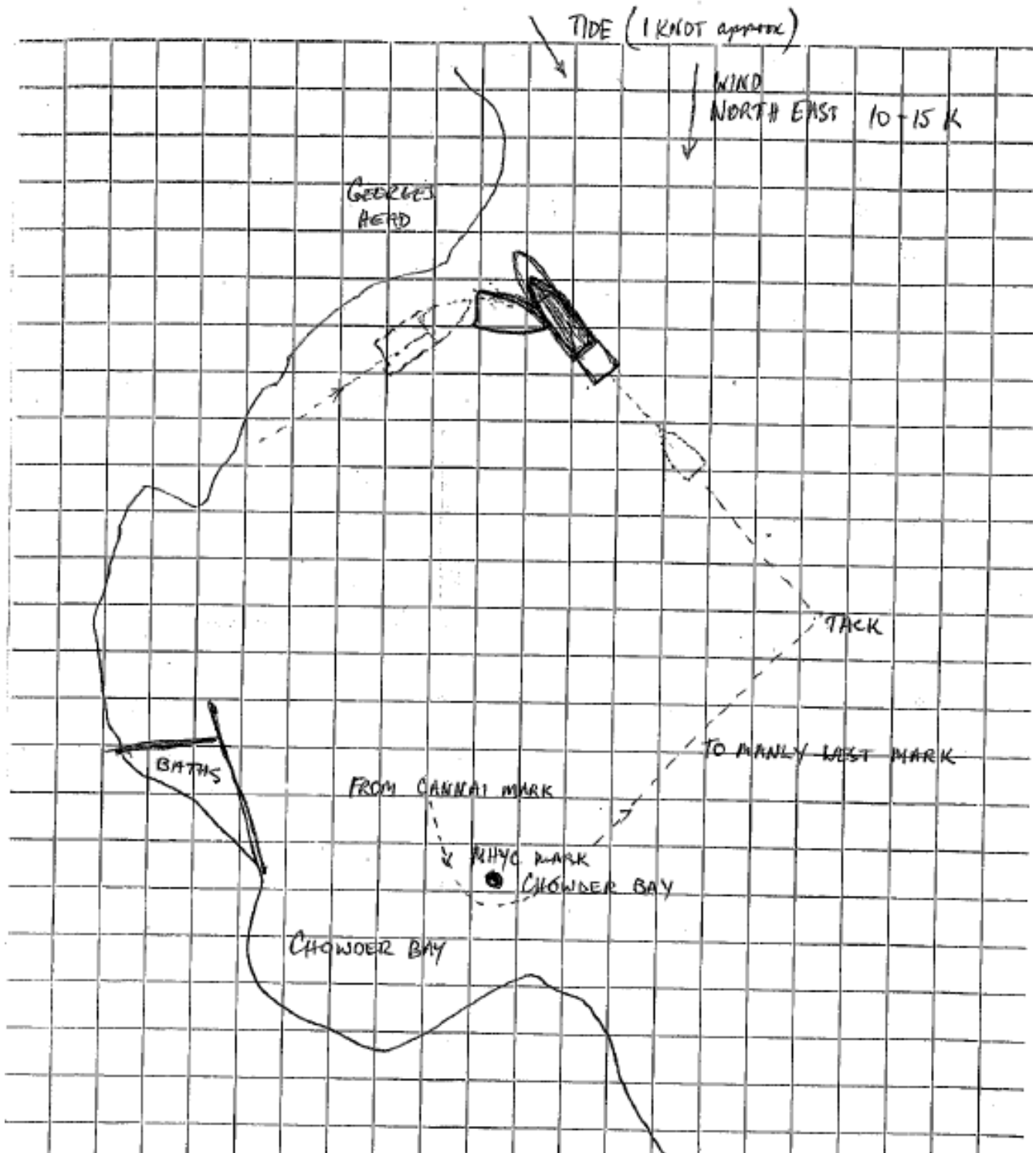
P.T.O.

Diagram submitted by ..... C. R. FARREN (PROTESTOR) .....

Shows:-

- (i) The course to the next mark, or if close by, the mark itself, with the required side;
- (ii) The direction and force of the wind;
- (iii) The set and strength of the current, if any;
- (iv) The depth of water, if relevant; and
- (v) The positions and courses of all yachts involved, prior to and at the time of the incident.
- (vi) Where possible yachts should be shown sailing from the bottom of the diagram towards the top.

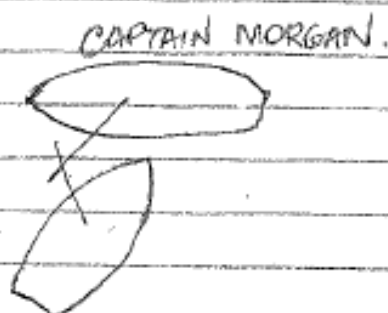
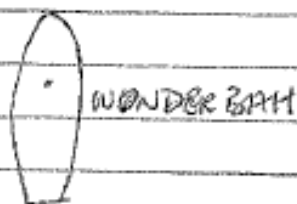
Scale: 1 square = one boat's length.



NAME  
CREW ON WUNDERBAH

ON SATURDAY 15-9-79.  
IN THE MIDDLE OF THE AFTERNOON  
SHORTLY AFTER ROUNDING A MARK  
IN CHOWDER BAY WUNDERBAH HAD  
TO FALL AWAY TO ALLOW  
'CAPTAIN MORGAN' TO PASS AS  
WUNDERBAH WAS ON PORT TACK  
AND 'CAPTAIN MORGAN' WAS ON  
STARBOARD.

SOON AFTER THIS TOOK PLACE  
I HEARD THE SOUND OF A  
COLLISION. IT APPEARED THAT  
AFTER PASSING BEFORE 'WUNDERBAH'  
THAT THE 'CAPTAIN MORGAN' HAD  
ANOTHER VESSEL UNDER THE  
'PORT & STARBOARD' RULE AND THAT  
THE OTHER VESSEL HAD NOT  
FALLEN AWAY IN ORDER TO LET  
THE 'CAPTAIN MORGAN' PASS. THE  
OTHER VESSEL I BELIEVE WAS THE  
'MAJORIE J'.



## CHEF'S CORNER

### Dot's Almond and Coconut Cake (Gluten Free)

#### Ingredients:

1.5 cups almond meal  
1 cup caster sugar  
1 cup desiccated coconut  
200g melted butter  
3 eggs, lightly beaten  
2 tsp vanilla  
Zest of 1 lemon, finely grated  
125 g raspberries plus extra to serve  
Icing sugar to serve



#### Instructions:

- Preheat oven to 180°C. Lightly grease a 23cm springform pan and line with baking paper.
- Combine the almond meal, sugar and coconut in a large bowl.
- Whisk the eggs, butter, zest and vanilla together and lightly mix into the dry ingredients.
- Pour batter into tin.
- Dot raspberries evenly over the top.
- Bake 50-55 mins until top is golden and springs back when lightly pressed in the centre.
- Cool 10 mins in tin then transfer to a wire rack to cool completely.
- Dust with icing sugar before serving (hint: add extra raspberries)
- To freeze, wrap in 2 layers of plastic wrap and then some foil. Defrost at room temperature.

# BUY, SWAP and SELL

All items – **Contact** Jean Parker on 0403 007 675 to discuss features, availability, and prices

**Books:** All proceeds go to the Cruising Division. Books donated by Charo (Contact Jean Parker to make an offer)



1. SAFETY in small Craft by Mike Scanlan
2. Survival at Sea by Australian Maritime Safety Authority
3. Illustrated Sail & Rig Tuning by Ivar Dedekam (rrp \$44.95)
4. North U. TRIM by Bill Gladstone (rrp \$85)
5. Modern CRUISING Under Sail by Don Dodds (rrp \$19.95)
6. The Penny Whiting Sailing Book-an illustrated guide to sailing skills
7. Advanced Racing Tactics by Stuart H. Walker

8. How to Read a NAUTICAL CHART by Nigel Calder (A complete guide to the symbols, abbreviations & data displayed on Nautical Charts)

On the following Items **MAKE AN OFFER!!!** They Must Go



One Sexy Plastimo hand held compass

Musto Wet Weather Jacket (XXL) & Bib & Brace (XL)





Burke Wet Weather jacket (XXL) & Crane Bib & Brace (XXL)



Petrol containers x 13 available

**FOR SALE:**



Manson R4 Race Anchor \$60



Adult Waterproof Ponchos, 20 for \$12



## DRIFTWOOD

Found by Michael Mulholland

ABC News: 'It's a gimmick': There's more to your world map than meets the eye



Most world maps show north at the top. But it doesn't have to be that way. Why do most world maps depict north up top? And how does that tendency shape our perception of what is valuable or superior? [Read the full story](https://www.abc.net.au/news/2020-08-02/theres-no-such-thing-as-upside-down-world-map-racist/12495868)  
(<https://www.abc.net.au/news/2020-08-02/theres-no-such-thing-as-upside-down-world-map-racist/12495868>)

## TOOLS AVAILABLE TO CRUISING DIVISION MEMBERS FOR LOAN

The Cruising Division along with a few members have tools available that we are willing to loan to others members if the need arises. Presently we have the following available for loan.

**BOLT CUTTER & SWAGING TOOL** – Custodian is Paul Wotherspoon, Mike McEvoy also has these available if needed.

**SEXTANT** – Custodian is Evan Hodge

If you happen to have tools available that you are willing to loan short term please let us know at [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au) and we will put this into the Compass Rose next month.

## CD QUIZ – AUGUST 2020 - ANSWERS

1. No – the steaming light needs to be at least 1 metre above the sidelights (Colregs Annex 1 section 2 (h)). If you carried the tricolour above the steaming light you would appear to be either a fishing vessel (from the port side) or a trawler (from the starboard).
2. “Prop walk”, also known as “paddle wheel effect”, is due to the transverse thrust of the propeller. The larger the propeller the greater the thrust. It occurs in both forwards and reverse, but is usually most marked (and can be most useful) in reverse before the boat gains sternway. It is often used to swing the stern into wharves or to assist in turning by swinging the stern. Most sail boats have “right hand” propellers which, in reverse, swing the stern to port.
3. Strong wind warnings are issued when the wind is expected to exceed 25kts (this is within Beaufort force 6); gale warnings are when it is expected to exceed 32 kts (Beaufort force 8).
4. Under MARPOL regulations this is 12 nautical miles from the nearest land.
5. If you “pulverise” garbage (ie break it up into items of less than 25mm size) you can discharge it if further than 3 nautical miles from the coast.
6. No – plastics must not be discharged at any time or in any place.
7. The “Gybe Preventer”, or more often just the “preventer”.
8. The Symbols and Abbreviations used on Admiralty Charts (and also on Australian charts).
9. Tension the Vang.
10. Fiddle



## PHOTO COMPETITION for 2020

### August Winner .....Photo of the Month is **Cam Wayland**

Send your photos to **Maralyn Miller** to enter into the 2020 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 2020.



The winning photo for August is called  
'Ivor Rowe Rainbow' and was taken by Cam Wayland

Send your best photos (as a JPG / JPEG) - Remember ... to be in the running to win the prize you must be in it.

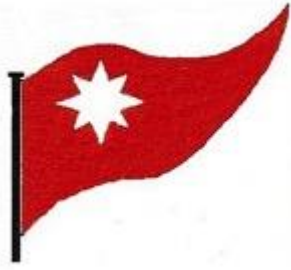
Hint .... Give your favourite photo a Title and Place taken. Submit your photos to [Darling.maralyn@ozemail.com.au](mailto:Darling.maralyn@ozemail.com.au).

Good Shooting ...!! Maralyn.

**Middle Harbour Yacht Club - Cruising Division  
Treasurer's Report As at 31 July 2020**

<b>Cash at Bank as at 01.07.2020</b>	<b>\$2,096.92</b>
<i><u>Plus Receipts</u></i>	
Donation by Glynne Attersall	<b>\$40.00</b>
Membership	<b>\$0.00</b>
Interest 31 July 2020	<b>\$0.17</b>
<i><u>Less Payments</u></i>	
	<b>\$</b>
<b>Cash at Bank as at 31.07.2020</b>	<b>\$2,137.09</b>
<i><u>Outstanding Receipts</u></i>	<b>\$0.00</b>
<i><u>Outstanding Payments</u></i>	<b>\$0.00</b>
<b>Account Balance</b>	<b>\$2,137.09</b>

Signed as a true record  
Mike McEvoy  
Treasurer



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

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

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

The Cruising Division newsletter is titled 'The Compass Rose Cruising Log' and is published monthly. The newsletter is also available through the MHYC web-site at <https://mhyc.com.au/sailing/cruising/compass-rose-publication>

Middle Harbour Yacht Club  
Cruising Division  
Annual General Meeting 2020



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) prior to Monday 21st September 2020

