



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 42 No. 1 February 2022

Editor: Kelly Nunn-Clark

NEXT MEETING: MONDAY FEBRUARY 21ST - 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.

CHEESE PLATE: KELLY & EVAN



“HAPPINESS, A DAY ON THE WATER”

CRUISING DIVISION OFFICE BEARERS 2020– 2021

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Treasurer	Niclas Westling	0476 152 800
Membership	Kelly Nunn-Clark	0457-007-554
Compass Rose Coordinators	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Sailing Committee	Phil Darling, Sanna Westling	0411-882-760
On Water Events Coordinators	Phil Darling, Evan Hodge and CD members	Phil 0411-882-760
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 **4th March 2022**

The **EDITOR** for the next Compass Rose is **Maralyn Miller & Phil Darling**

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

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

MHYC CRUISING DIVISION PROGRAM 2021-2022		
February 2022	Sunday 20 th	Breakfast talk and Sailing Sunday at MHYC 10.00 Sandbar
	Monday 21 st	Cruising Division Meeting, MHYC and Zoom
March 2022	Sunday 6 th	Sailing Sunday at MHYC
	Saturday 19 th – Sunday 20 th	Cruising Get together on the Water Sydney Harbour
	Sunday 20 th	Sailing Sunday at MHYC Meet 10.00 at the Sandbar
	Monday 21 st	Cruising Division Meeting
April 2022	Friday 15 th – Monday 18 th	Easter Cruise (TBC)
	Monday 18 th	Cruising Division Meeting
	Saturday 23 rd -Monday 25 th	Anzac Day Weekend Cruise (destination TBC)
May 2022	Saturday 14 th	MHYC Annual Prize Giving Keelboats
	Monday 16 th	Cruising Division Meeting
June 2022	Saturday 11 th -Monday 13 th	Queen's Birthday Cruise Weekend Botany Bay
	Saturday 18 th & Sunday 19 th	Get Set Safety checks and Raft-Up
	Monday 20 th	Cruising Division Meeting
July 2022	Sunday, 3 rd	Cruising Division Long Lunch

**NEXT MEETING: MONDAY FEBRUARY 21ST - 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.**

CHEESE PLATE: KELLY & EVAN

We do not have a speaker planned for our February meeting. Instead, we will use the time to catch up and get everyone's input on what 2022 could be for the Cruising Division.

What kind of events are you interested in attending? What do you want to do? Or see? Or hear?

CAPTAIN'S COLUMN – FEBRUARY 2022



Well January has come and gone since the last Compass Rose edition. Thank you all who came along to help make the January BBQ at the club a nice welcoming in of the year.



Let's look forward to a much better and uninterrupted program for the cruising division this year and really make it an enjoyable time to get back out on the water.

For those of you that went cruising over the Xmas/New Year break I hope you had a fantastic time. I will say though that it seems the warm, sunny days have been few and the windy, wet and choppy days have been many this summer. Perhaps it is only on the days I have been able to get out. But it does seem like it has been a very ordinary summer, weather wise, for those out on the water.

The new Sandbar area is fantastic with great views but still providing protection from the prevailing winds. Come on down for a snack, drink, breakfast or lunch and support your club. They really have done a great job to make this an inviting space.

Evan Hodge
Cruising Captain. *SV Sanctum*

CO - CAPTAIN'S COLUMN



Hoping that you all had a great start to the New Year and have been able to enjoy some summer days on or off the water.

As things start to go back to (some sort of) normal we are hoping to be able to get together on the water for some local cruising activities. The plan for this year is to be able to have an on-water-activity once a month. This together with our land based monthly meetings and a few land based events should see most of our members finding gatherings to attend.

Starting with the first meeting for the year, 21st February, a hybrid meeting at the club, with BYO BBQ before – we look forward to meeting you there or on the Zoom.

The first on-water event will be on the 19-20 March on the Harbour, see separate article, and keep an eye out for invites.

Stay safe on and off the Water.
Sanna
Acting Cruising Captain. *SV RaRa*

Vale Matt Pyne



We were very sad to hear of the passing of Matt on the 17th of January after a hard-fought battle with cancer. Matt, who has been our marina manager at Middle Harbour since 2011 will be dearly missed.

He is survived by his wife Suzanne, and sons Sam & Tom. To them go our deepest sympathies. Matt will be remembered by us all as a great Man and a friend who we had the good fortune to know.

Members of Middle Harbour Yacht Club, the wider Sydney Boating Community and friends are invited to join with Matt's family and MHYC Flag Officers in a brief ceremony and cruise for sailing and power boats on the Harbour to celebrate his life.

If you are unable to attend the on-water activity everyone is welcome at the social event afterwards.

To view the program - [click here](#)

For enquiries and to advise your intention to participate, please email sailing@mhyc.com.au

CRUISING DIVISION SAILING ACTIVITIES 2022

It is time we get back into sailing together as a Cruising Division after these past years of isolation. Even though most of us have been out on our boats it would be nice to start sailing together again.

The plan is to have an on-water-event every month, for those who would like to sail together and then meet up for a post-sail sun downer. Perhaps dinner on a near-by beach or onboard followed by a morning walk/exercise and sail back.

19 – 20 March:

Cruising Get back together on Water.

Destination: Sydney Harbour – anchorage weather dependant.

15 – 18 April:

Easter Cruise

Destination: Pittwater with a possibility to continue to Port Stephens

23 – 25 April:

Anzac Day Weekend

Destination: Sydney Harbour

11 – 13 June:

Queen's Birthday Weekend

Destination: Botany Bay

A form will be sent out for registration of interest to these events at the next meeting. If you have any questions or suggestions, please email the committee at cruising@mhyc.com.au

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## CRUISING DIVISION SAFETY NOTICES

### CHANGES TO THE SPECIAL REGS FOR YOUR NEXT SAFETY CHECK

From time-to-time Australian Sailing issues updates to the Special Regulations. A number of updates were issued in late 2021 – some are in force immediately (ie for your safety check) while one is due for implementation in mid 2023.



The updates have been incorporated in the online version of the Blue Book – this is available at <https://www.sailingresources.org.au/safety/specialregs/> (also details on the updates are on that page – a little further down).

Just a reminder – the Cruising Division expects that we keep our boats in a minimum of Category 7 (inshore), or Category 4 if we are going out the heads.

1. **Electronic Navigation Charts:** mainly affects Cat 1 & 2 – paper charts still accepted but the skipper may choose to use solely electronic charts so long as there are two independent systems. For all categories chart data must be downloaded and available prior to race start and not dependent on internet or phone service connection.
2. **Electric engines:** Now fully accepted for all categories.
3. **Grab Bags:** for Cat 1 & 2 a grab bag is now required although contents are up to the individual boat.
4. **Lifeline Material:** Cat 4, 5, 6 or 7 - can now be either stainless steel or HMPE rope. This one has stirred up a lot of discussion!
5. **Pulpits, stanchions & Lifelines (section 3.12):** a re-hash of this section to bring it into line with ISAF. Very little real changes though.
6. **Safety Harnesses and Tethers:** for Cats 1-4 a change to be implemented as of 1 July 2023 (so 18 months notice). This one has also stirred up a lot of comment and will require many of us (including the writer) to replace their tethers.

Snap hooks can no longer be the “flat plate” type which have been shown to sometimes distort under load and either release unexpectedly or not release at all. They will need to be a “metallic moulded hook with side wall support”. Snap shackles are specifically NOT allowed.



Both types above can distort under load and will be unacceptable from 1 July 2023.



Also accepted under previous SRs but not from July 2023

Wichard Proline – will be accepted (note moulded shape of the snap hook).



Baltic Supreme – also acceptable

Spinlock Performance Safety Line DW-STR/02E/C

In all cases check the clip – each of these manufacturers also has other non-complying clips.



**Phil Darling – MHYC Chief Special Regulations Auditor**



# DOROTHY'S HARBOUR RAMBLINGS

## ENLIGHTENING FACTS ABOUT LIGHTHOUSES

- The first lighthouse in Australia was Macquarie Light built in 1818. It was replaced in 1878 as the original sandstone deteriorated rapidly.
- In the next 30 years, 10 more lighthouses were built, mostly in Victoria and Tasmania.
- The second light built in Australia is on Iron Pot Island at the mouth of the Derwent River. Officially known as the Derwent Light, it is the oldest light still operating from the same tower.
- The second NSW lighthouse, Hornby, was built in 1858.
- The output of lighthouses is measured in candelas. The most powerful light is Cape Byron at 2,200,000 candelas. Between 1883 and 1912 Macquarie Light produced up to 6,000,000 candelas.
- Cape Byron Lighthouse is on the most easterly point on mainland Australia.
- The most easterly light is on Frederick Reef, 400 km east of Mackay.
- The most westerly lighthouse is Cape Inscription on Dirk Hartog Island.
- Maatsuyker Island, named by Abel Tasman, has Australia's most southerly lighthouse.
- The most northerly lighthouse is Bramble Cay, Queensland.
- The most remote Australian lighthouse is on Lihou reef, 500 km off the coast from Mackay.
- The last lighthouse keeper was Chris Richter who retired from Maatsuyker Island in August 1996.
- The last lighthouse built is on Maxwell Reef in the Torres Strait. It first exhibited in December 2020.
- The first lightship, The Rose, at Sow and Pigs in 1836. The last was CLS8 Breaksea at Breaksea Spit north of Fraser Island in 1999.
- Macquarie Light was the first electrically powered light using a gas powered dynamo.
- The first solar powered light is on Hammond Island in Queensland.
- The patron saint of lighthouse keepers is Saint Venerius.

Macquarie Lighthouse

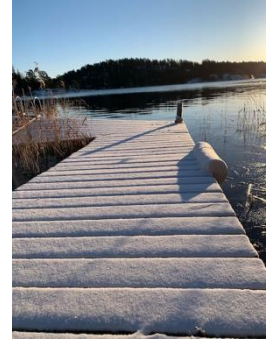


Macquarie Lighthouse, Dunbar Head

Given the age of the reference (see below) all facts may not be current.

Reference: Lighthouses of Australia, A Visitor's Guide. John Ibbotson. 2003. Published by Australian Lighthouse Traders.

## WINTER BOATS AND ICE SKATING ON LAKES, WHEN RARA CREW VISITED SWEDEN THIS JANUARY (WITHOUT HER). January 2022



At the start of this year, the crew of RaRa, Niclas, Sanna and Oliver, flew far north – up to Stockholm, Sweden to (finally after 2 ½ years) reconnect with our family there.

We left RaRa safely at MHYC where she was looked after by our lovely cruising friends.

Flying north was faster than sailing and we were lucky everything went very smooth despite the restrictions surrounding travel in these times.

As we arrived on New Year's Eve, the temperature was below zero Celsius but no snow. The snow arrived after a few days, and we were lucky that

we had mostly below zero thus missing out on the slushiest weathers.

Because there had been a long period of very cold weather, the lakes in the area where we were had frozen with a layer of ice 20-30 cm thick which made for some great ice skating.

A few times with snow on the ice too – which saw some people out with their kite surfing kits using snowboards or skis and on the last day the snow had melted, the ice was clear and somewhat wet on the surface. This time the kite surfers used speed skates. And we created waves as we skated, a surreal feeling.



We used our speed skates and had some great fun being on top of the water zooming along.

We also visited some boat yards with boats nicely tucked in on land, most sailing boats have the masts on. We also found some boats still in the water, hopefully they have circulating water around them not to freeze into the ice.



Oh, yes, meeting the family was great too.

**Sanna Westling, SV RaRa**

# ETERNITY AND KAI RANI HEAD NORTH

BY JEREMY CLARKE , *SV KAI RANI*

26th December most yachts are heading south for the completion of the Sydney to Hobart yacht race, we headed north to Pittwater.

We made Pittwater in good time as the wind and waves were working with us, there we waited for Eternity.

We agreed to leave at sunrise the next morning to make Newcastle, stay the night there, before sailing to Port Stephens the next day.

Sunrise upon us, ready to go, we noted the wind was still up, 20 to 25 knots and the following swell had not dropped much. Both boats set off from Pittwater for Newcastle.

After 30-40 mins Eternity decided to turn back into Pittwater. The jacked up swell and strong wind were a bit much and changed their minds on the destination. They ended up staying in Pittwater and had a great time exploring the bays instead.

We continued and after two hours with an uncomfortable swell it eventually settled down and we had an awesome sail to Newcastle getting used to how Kai Rani responded in these conditions.

I think we saw 11 knots down a wave on that trip! We made Newcastle in good time, 6 hours I think, and had a good berth waiting for us outside the newly revamped NCYC after our passage down the main channel of Newcastle.

That night we ate Thai in the Southbank area for dinner and slept-in the next day and woke to sunshine and light winds. We had a very leisurely sail up to Port Stephens, with the never-ending Stockton beach to port going on and on until finally we turned the corner at Fingal Island and could see the heads of Port Stephens. We put the sails away and motored to the southern side of mount Yacaaba to pick up the leads. We were happy we could see the leads even though it was daytime.





*Fame Cove*

Once safely in we picked up a pinkie mooring in Shoal Bay for the evening. With a southerly blowing it was calm with clean clear water. The next day we sailed down to Fame Cove for more protection from the wind. We stayed in Fame Cove for three nights, on one of the days the sun was out for most of the day, we kayaked up the creek as far as we could before a road-way stopped us from any further adventure.

Such a beautiful anchorage saved by the locals from a resort development by some offshore developers (should not have even been able to get to council).

After three beautiful days we returned to Nelson Bay to catch up with family friends from Melbourne, who were up visiting for 4/5 days. We spent New Year's Day with them and watched the fireworks from a premium spot at the marina. After they left, to work their way back to Melbourne via the central coast, we went back to Fame Cove via the fish co-op and had some fresh oysters and Champagne with a fish BBQ afterwards.



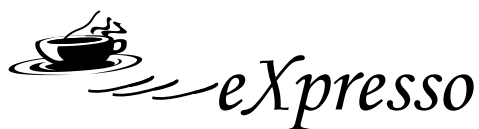
*Public Wharf*

We tried to visit Broughton Island, but the swell and wind wasn't working for us so, we missed out again. I met the cruising Commodore from Botany Bay cruising division, nice people. We had a couple of nights at the Public Wharf, great spot but has its conditions, feral kids, and theft unfortunately.

The last night we anchored in Shoal Bay in a NE 25 knots to 30 knots, not

ideal but that's where we were. A great test for my anchoring skills as taught by the anchor Nazi Frank and my new shiny ultra-anchor. The depth was 4m so I let out 30 metres so plenty of room and 'bite'. It did end up blowing quite a bit and I didn't get to sleep until sometime after 1am. Once I realised, we were not going anywhere or dragging, I finally had a kip. We left at 4am and had to motor sail on and off a fair way as the winds had dropped so much it wouldn't fill the sails, so very different to previous days. We had a couple of days in Pittwater and returned home under sail which was nice. Back to MHYC to unload and get her ready for the day skipper course. Which Kristin, Selina, Caroline, Nicole and Andy all completed.

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Late last year we reprinted Maralyn's article from 2003 on "our boat – eXpresso". Phil's "part 2" was published in the October 2003 Compass Rose and is reprinted below.

Since that article the boat has done many many miles, as well as being an ideal social platform in the harbour including numerous New Year's Eves. Recently it is mostly used for twilight and Wednesday social racing. Various updates have included replacing all the lights with LEDs which allowed a downsizing of the battery and the (not very successful) addition of a sewage holding tank. As the original Kevlar sails wore out, we replaced them with more practical ones as well as adding a furling headsail although we still have a very big No.1 Carbon Fibre for light conditions. A few other minor quirks also became evident – she tried to sink twice by dislodging the log impeller fitting (the whole fitting – not just the plug) which created a bit of chaos (once well offshore) and which we eventually fixed by replacing the entire system.



She remains a great boat and exciting to sail even after more than 20 years although still no bimini or dodger ...

By early 2001 we had started to grow out of our previous boat – Aura (a Passage 33). The impossibility of keeping it dry (mould and wet bunks were a constant presence), the ongoing litany of repairs to items previously repaired (again – often a water issue),

the light construction (it tended to flex in a seaway) and an engine that constantly died (usually at embarrassing moments) were starting to overshadow the very many good features. Mind you – it did have very many good features as well – lovely sailing manners, a feeling of solidity, easily handled sails (including a furling headsail which we still miss).

I had looked at other boats in a half-hearted way when Maralyn showed me a good looking X-36 at a boat show. The dealers were keen to talk terms, and to take Aura as a trade in. Some of the creature comforts beckoned – it had hot water (and pressure water, a shower in the head, a vanity). The interior was appealing (timber panelling, quartz downlights) as well as the judicious use of teak on deck. The stereo system also looked good!



But first – a little research. We soon learned that X-yachts were very highly regarded in Europe, but not so well known here. Designed (it appears) for summer sailing in the Baltic and the North Sea, they were none the less well accepted worldwide for their speed, comfort and sea keeping qualities. Our boat (then called X-Appeal) was their Australian demonstrator, and we had a year's race results (admittedly with a crack crew) in MHYC Wednesday races. So far so good.

On the technical side – we soon learned that the X-362 had been in production since the early 1990s, and a lighter version (same hull shape) with a larger rig had been brought on the late 1990s as the X-362 Sport. Our soon to

be purchased version was a sports version, hull number 28, launched in 1999. It was built in accordance with EU Directive 94/25/EC (whatever that meant) under Design Category A (Ocean). So far – still so good.

In comparison with Aura, we discovered some interesting facts. Slightly longer (10.74m compared to Aura at 9.99m), slightly wider (3.48m vs 3.4 – but eXpresso carries it's beam much further aft), displacement almost the same (4.9 tonnes vs Aura at 4.7 tonnes), it carries much more sail (78m² vs 54m²). On the negative side – it draws 2.24m (compared to 1.8 for Aura – a difference we have missed on a few occasions).

So – it seemed as if we had a similar sized boat, with more room below, more comforts, and a racier heritage – even if it was going to be harder to sail (no self furlers, bigger sails, deeper keel). Did we like it enough? Time for a test sail – inside and outside the

harbour – and I was convinced (although Maralyn thought it was a handful – especially surfing back into the harbour). I was able to convince her it was a good buy – and the vendor met our price expectations – and we were in!

We then needed a few upgrades – a surprise as it was already supposed to be in Cat 2 safety. There was only a single 60 litre water tank on board, so we hurriedly added a second one. Then we looked at the electrics and battery – fine for day cruising in the Baltic, but fairly puny for our needs. Out went the 50 AHr house battery; in came a 95AHr gel battery (still really too small) plus an upgrade to the alternator and regulator. Then all the ancillary stuff – several new (heavy weather) sails, a radar reflector up the mast, moving the HF radio across from Aura, adding a pilot – the list never stopped.



After two and a half years we are still happy, although some of the initial stars in our (my?) eyes have faded. eXpresso has proven to be significantly faster and more sea kindly – but she doesn't tolerate fools gladly. At the hint of poor helming or crew work she either drops speed alarmingly, or actively bites back (some of our early roundups had to be seen to be believed). Shorthanded sailing is fun – provided we

rig down to Maralyn's demands, and I run around the deck like a madman. And every part costs twice as much as for Aura.

But on a good day it is worth it. Our first trip to Pittwater (a Cruising Division event) was like a wild go-kart ride – touching 16kts down waves – I was grinning for two days. At anchor it is a great party boat – we regularly have 13 in the cockpit or down around the table below. On cruise, it is comfortable and fast at sea and brilliant at anchor or in a marina.



And the proof? Some great trips.

Queensland twice – the last time as far as Gladstone, plus shorter trips to Lake Macquarie, Wollongong, and Pittwater. The log says 65% of our miles have been offshore – compared to 20% for Aura.

Would I buy it again? You bet.

Phil Darling
October 2003

CD QUIZ – FEBRUARY 2022 BY PHIL DARLING

Firstly an apology – the eagle-eyed Glynne Attersal noted an error on December's answers – for question 7 the answer (of course) should have been VHF 67 as the alternate channel if channel 16 is busy or unusable (oops!)

1. What do the letters EPIRB stand for?
2. You have just bought an EPIRB. What is the next step you need to do (even before taking it down to the boat)?
3. For an eye height of 2m, how far away is the horizon?
4. What is the difference between Deviation and Variation as applied to a compass course?
5. My book tells me that I need to apply Variation, Deviation and Leeway to convert a chart bearing into a course to steer. What is Leeway and how do I work it out?
6. How do I apply the 3 corrections mentioned above to convert a charted course into a course to steer at the helm?
7. You are tied up to a wharf and the wind is blowing you strongly onto the wharf. What is the best way to get off?
8. What is the name of a line led from the end of the boom forward to prevent an accidental gybe?
9. Which of the following decreases the stability of a yacht:
 - high angle of vanishing stability?
 - addition of in mast furling?
 - High ballast ratio?
 - High keel profile area?
10. What is a Danforth?

TECHNICAL CORNER:

HOW TO SERVICE OLD WINCHES NO LONGER IN PRODUCTION

SV Eternity, our beautiful old lady of the sea, turns 26 years old soon, so I wanted to treat her to a winch service. Not your usual service, mind you, but something a bit more substantial.

Eternity has a boom furling system, and the 2 powered winches are Harken 53.2ST winches. These are large, impressive winches, befitting a Buizen 40.

Their job is to raise a 15 mm mainsail halyard, as well as an 8mm furling line, and 15mm jib sheets.

The winches, however, have a number of issues that routinely introduce some frustration to any sailing voyage.



Photo of winch with 8mm and 15mm lines

First challenge,

Whilst the winches can adequately handle the halyard and jib sheets, the jaws of the self-tailer cannot hold the smaller furling line. Self-tailers of this size should be able to handle the variation in line diameter from 8-15mm, but perhaps the jaws have worn over the years. Increasing the line diameter of the furling line is not really an option because a larger diameter line would fill and clog the furling drum.

Second challenge,

A winch handle is very difficult to insert into the winch, and does not want to lock in.

Third challenge,

One motor is noticeably slower than the other, and will even slow to a complete stop, when under a heavy load.

I have been in search of an experienced marine tradesman, who could take these winches to a workshop table and properly service or replace the necessary parts. I cannot seem to find such an individual.

I get told that

- “parts are no longer available, and that I should bite the bullet and replace the entire unit.”
- “you might find a replacement motor, but more than likely the gearboxes will need replacing anyway, and you won’t find replacements for those”

My thoughts

1. Perhaps I can buy a furling line that is thicker at the end it passes through the winch and thinner where that is not required
2. I am told parts are not available, but I can't help but think Harken at Brookvale may not be searching on a global scale.
3. I get told that it is likely that the gearboxes are no longer any good, but I think that there is no reason to jump to that conclusion.
4. Surely the faulty motor, being a generic item, must be still available.

With the wealth of knowledge in our Cruising Division, I would love to hear from anyone who might offer advice to me or know of somebody I can employ to effect the needed repairs.



Photo showing the limited space inside the furling drum

The furling drum on the mast

The top part of my winches are in beautiful condition, and are superior in quality to what is made today. To replace the entire winch-gearbox-motor unit would solve my problem, it is an expensive and wasteful solution. I was hoping for a different solution.

Please contact me if you have any ideas! 😊

CHEF'S CORNER....

ORIENTAL MUSHROOM SALAD BY DOT THEEBOOM

Ingredients:

- 2 tsp honey
- 2 tsp reduced salt soy sauce
- ¼ tsp ground ginger
- 2 tsp red wine vinegar
- 2 tsp sesame oil or peanut oil
- 1 clove garlic, bruised
- 250 gm mushrooms thinly sliced
- 1 small red capsicum, cored, seeded and chopped
- 2 tsp freshly chopped coriander or parsley
- 1 tsp toasted sesame seeds (optional)



Instructions:

1. In a large bowl whisk together the honey, soy sauce, ginger, vinegar and sesame oil.
2. Add the garlic, mushrooms, and capsicum.
3. Toss well.
4. Cover and refrigerate for 2 hours. During this period water will be expelled from the mushrooms into the dressing.
5. Remove and discard the garlic. Transfer the salad to a serving bowl and sprinkle with coriander and sesame seeds (if required).

Variation:

Omit the capsicum. Add three spring onions sliced (with tops included) and ½ cup bean sprouts.

CALAMITY CORNER ADVENTURES AT MHYC

On Sunday, After Kristin's 'Day Sailor' course we had dinner at Pizza, Pasta, Bene. I wanted to check our mooring tie up, just to check, as it was getting on dark. We ventured down to the T-Head on C arm. The mooring tie up was good but the hatch was not secured correctly, which we sorted.

We watched a yacht coming in under sail, she appeared to be coming to our T-Head under sail, with the wind behind, yelling out "I've lost my motor". As the boat came close to the marina a crew member jumped off to secure the stern line to a cleat on the marina dock. This was going to be impossible as the boat was moving down wind, main and heady was still up and they were travelling at about 6 knots.

They missed the cleat and were heading straight toward Kai Rani! Impact was going to be catastrophic. Luckily, Kirstin and I were there at that moment to push and deflect the yacht away from us. Luckily, they had fenders fitted so one disaster was averted.

The yacht now had her sails stowed and was drifting towards a members swing mooring. I was able to run to the tender 'Tony Bates' get her started and proceed to go after this helpless yacht with no motor, drifting dangerously close to this swing mooring.

I was able to get a bow line from this boat to the tender and tow her away to the centre of the channel. I remembered once when I broke down in Pittwater with Buggalugs that marine rescue tied me to their boat with forward and aft springers with bow and stern lines secured. I repeated this tie up and was able to park this boat into its pen thus averting a major drama for the owner and our club.

Lesson learned, always, when coming up to a mooring or marina under sail put the heady away so you can see and this helps to slow the boat and always head to wind giving you more chance to have control. I also think is a good idea, if possible, to sail past your potential landing spot first just to check out.

The course Kristin, Selina, Caroline, Nicole and Andy just completed hosted by Phil Darling covered exactly this manoeuvre, sailing up to a mooring and a marina

PHOTO COMPETITION for 2022

February WinnerPhoto of the Month is Alex Comino

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



The winning photo for February is called 'Putting things away after the race'
and was taken by Alex Comino

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.

FOR SALE SPECIALS FROM THE CRUISING DIVISION

CD rugby type tops
available for order.

The Cost is \$50

They feel fantastic and look even better.

Please contact Jeremy Clarke at jeremyjc@tpg.com.au to order yours and support the Cruising Division.



Ocean Blankets



We have a limited supply of Ocean Blankets inside cushion covers, made in Tasmania. There are about 150 left now and that will be the end. The price is incredible, so get yours before they are gone.

\$57 a blanket/cushion and that includes freight from Tasmania to you.

The NAVY Blue Striped Cushions are SOLD out.

Contact Kelly at cruising@mhyc.com.au or 0457 007 554



CD QUIZ – FEBRUARY 2022 - ANSWERS

1. Emergency Position Indicating Radio Beacon.
2. Register it with AMSA (the Australian Maritime Safety Authority) so that they have your information in case you need to activate it.
3. 2.9 nautical miles.
4. Variation is the difference between True North and Magnetic North at the current position; Deviation is the impact on a compass reading caused by the vessel's own magnetic field.
5. Leeway is caused by the prevailing wind acting on the vessel, and it applies to both sailing and power vessels. Usually, it is calculated by looking at the angle between the wake and the direction of the vessel – typically 5 or 10 degrees away from the wind.
6. Take the true (chart) course, then in order apply Variation, Deviation and Leeway to get the Magnetic Course to Steer. Variation is found from the Compass Rose on the chart; Deviation is found by checking the Deviation Card for that particular vessel, and Leeway is determined as in the answer above. Remember – Variation (or Deviation) East- Compass Least and Variation West – Compass Best.
7. Set up a spring from the bow back to a cleat near midships then back to the bow. Set up a fender at the bow to protect your gelcoat, then steer full lock into the wharf and motor strongly forward. Your stern will swing out, aided by the prop wash on the rudder, until you are at a sufficient angle to the wharf that you can change to reverse and exit.
8. Preventer (or Gybe Preventer).
9. b) addition of in mast furling as this adds weight above the waterline. a) high angle of vanishing stability indicates a high level of stability; c) High ballast ratio also indicates high stability; d) High keel profile area probably has little effect on stability.
10. A type of anchor with two large triangular flukes attached to the stock by a hinge. The name is actually trademarked (after the creator – an American called Richard Danforth) but there are many with similar design. They are regarded as performing well in sand and mud, and can be easily stowed on a bow roller (although this is not allowed if racing).

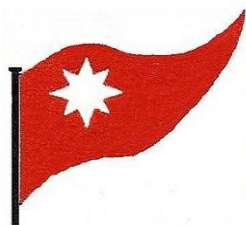
**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report on 1 February 2022**

Cash at Bank on 01.12.2021	\$1,847.28
<u>Plus Receipts</u>	
-	\$0.00
<u>Less Payments</u>	
-	-\$0.00
Cash at Bank on 31.01.2022	\$1,847.28
<u>Outstanding Receipts</u>	\$0.00
<u>Outstanding Payments</u>	
Andrew Hardy joining fee (to be transferred from his MHYC account)	\$50.00
Account Balance	\$1,847.28

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

Signed as a true record
Niclas Westling
Treasurer

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



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.