



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 42 No. 2 March 2022

Editor: Kelly Nunn-Clark & Mike McEvoy

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

CHEESE PLATE: MARTYN COLEBROOK



WITH THANKS TO ALEX COMINO

CRUISING DIVISION OFFICE BEARERS 2021 – 2022

Cruising Captain	Evan Hodge	0419-247-500
Cruising Co-Captain	Sanna (Susanna) Westling	0476-152-799
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Niclas Westling	0476 152 800
Membership	Kelly Nunn-Clark	0457-007-554
Compass Rose Coordinators	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Sailing Committee	Phil Darling, Sanna Westling	0411-882-760
On Water Events Coordinators	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 **3rd April 2022**

The **EDITOR** for the next Compass Rose is **Dot Theeboom**

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 2022 Mar-Sep

March	Saturday 19 th – Sunday 20 th	Cruising Get Together on the Water. Sydney Harbour
	Monday 21 st	Cruising Division Meeting
	Sunday 27 th	Sailing Sunday, Sandbar 10.00 Safety Training Workshop
April	Friday 15 th – Monday 18 th	Easter Cruise, Botany Bay or Pittwater (wind dependent)
	Saturday 23 rd -Monday 25 th	Anzac Day Weekend Cruise (TBC)
May	Sunday 1 st	Sailing Sunday, Sandbar 10.00 Meet up and Sailing
	Saturday 14 th	MHYC Annual Prize Giving Keelboats
	Sunday 15 th	Sailing Sunday, Sandbar 10.00 Meet up and Sailing
	Monday 16 th	Cruising Division Meeting Talk: Director/Project Manager for the recently commissioned 150 metre RSV Nuyina Australia's new Icebreaker (\$529 million)
June	Sunday 5 th	Sailing Sunday, Sandbar 10.00 Meet up and Sailing
	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
	Sunday 17 th	Sailing Sunday, Sandbar 10.00 Meet up and Sailing
July	Sunday, 3 rd	Cruising Division Long Lunch, MHYC
	Monday 18 th	Cruising Division Meeting
August	Sunday 07 th	On-land event Sydney CBD Museum excursion
	Sunday 14 th	Sailing Sunday, Sandbar 10.00 Meet up and Sailing
	Monday 15 th	Cruising Division Meeting
	Sunday 21 st	Get Checked Day MHYC
	Sunday 28 th	Sunday Breakfast and Safety Training Workshop

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CAPTAIN'S COLUMN – MARCH 2022



Hi all, hoping you have all survived the wet. I am writing this from Brisbane where the sun has been out since Sunday. We were intending driving up the Pacific Highway but when we got to the decision point at Hexham decided to turn left and take the New England Highway. I have never seen the countryside so green and lush after the various rain events throughout the summer.



On behalf of the Cruising Division, I would like to extend a warm welcome to Andrew Forbes, the new marina manager. Let the sunshine and the water clear up so we can enjoy what remains of the warmer weather.

Evan Hodge

Cruising Captain. *SV Sanctum*

CO - CAPTAIN'S COLUMN – MARCH 2022



Sitting in the sun for the first time in a while, dreaming about getting out on the boat soon and wondering what this warm light is...hoping that we have had enough of rain for this season. Water in the Harbour has taken on a chocolate kind of colour, and I hope all of you are safe and have not had too much trouble with the recent floods.

The Sydney Harbour regatta at MHYC was able to go ahead and even had a fairly dry Saturday. Weather this season having been a challenge and many racing and cruising events having been cancelled so it was great to see all the sailors at the club over the weekend. The Sandbar had a lovely vibe on Saturday evening. Sunday saw a little bit wilder weather and wetter sailors coming back from the races.

The first on-water event will be on the 19-20 March on the Harbour, see separate article. Hopefully, the chocolate water will be mostly gone by then, but I don't envisage much swimming, rather keeping out of the water (and on it only).

For our March meeting we are looking to secure someone to speak about an adventure or something else. Do come along for the BBQ and following catch up at the club, with or without a main speaker.

Easter interferes with our April meeting so the next meeting after March will be in May when we have a speaker lined up to talk about Australia's newest icebreaker, RSV Nuynia.

Stay safe on and off the Water.

Sanna

Co – Captain Cruising, *SV RaRa*

Next Meeting: Monday March 21st - 7:30 p.m.
B.Y.O. BBQ 6:30 p.m.

Speaker: Our very own Mike McEvoy!

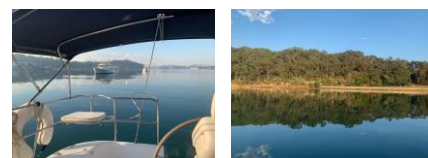
Mike will talk about his book "Veterans of Mosman *Remember*" It contains the stories of 30 Veterans associated with Mosman either by serving in one of the many military depots in the district or living in the area. The book salutes their service. Mike both lives and served in Mosman. He will talk about the links between his service and MHYC.

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## 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.

**19 - 20 March:**  
**Cruising Get back together on Water.**



**Saturday 19 March:**

16:00 Meet up and anchor/raft-up Balls Head Bay, East of Berry Island, weather permitting  
(for all but Southerly winds)

17:00 Sun downer Get-together on Boat 1

18:30 Dinner together on Boat 2 or on shore, weather dependent.

**Sunday 20 March:**

10:00 Meet ashore for a walk around Berry Island.

14.00 Set off after lunch and sail around Shark Island together before heading back home

Boat 1 and Boat 2 will be named after the meet up.

BYO drinks and dinner for your crew.

To Sign up (if you haven't already done so) email: [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au)

**15 – 18 April: Easter Cruise**

Destination: Pittwater with a possibility to continue to Port Stephens alternatively Botany Bay and continuing to Jervis Bay.

**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](mailto:cruising@mhyc.com.au)



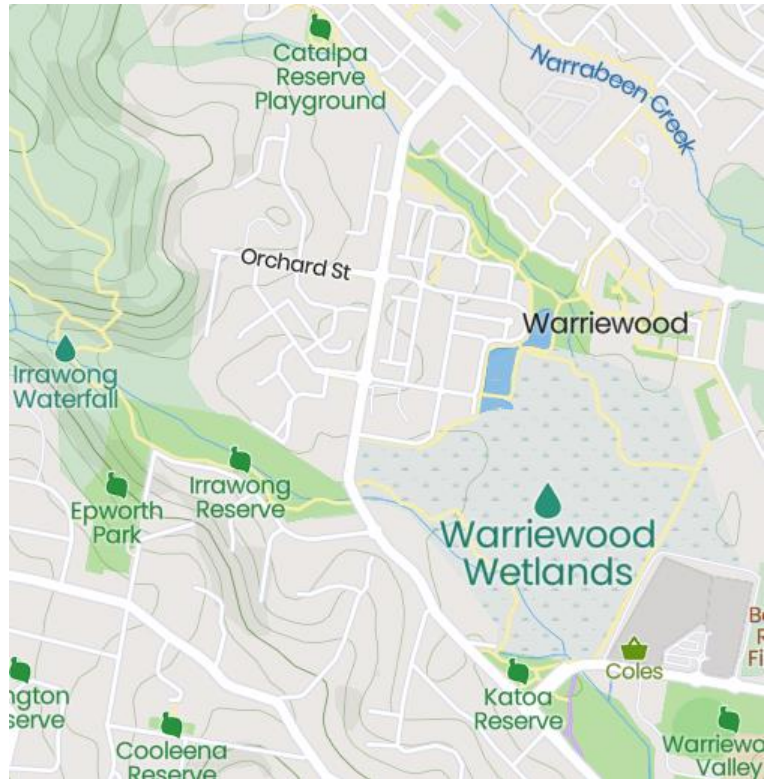
## DOROTHY'S HARBOUR RAMBLINGS

### WARRIEWOOD WETLANDS AND IRRAWONG WATERFALL

An easy walk can be had in Warriewood. Park at near the corner of Jacksons Road and Garden Street.

The walk through the wetlands commences on the north side of the playground on the corner. It is well marked.

Cross Garden Street and continue on the Jim Revitt track to Irrawong Waterfall. Above the waterfall the track continues towards Ingleside. Walk back to Garden Street. Turn left and cross the road at Watergum Drive. Follow this until you find another entrance into the wetlands.



The track circumnavigates the wetlands and goes behind Warriewood Square to return to the corner where you started.





## THE GIRLS TAKE THE CHALLENGE AND COMPLETE THE 'DAY SKIPPER' COURSE

At the end of January Selina, Caroline, Nicole, Andrea and I embarked on a Day Skipper course with Phil Darling.

The course was over two long weekends, one on Kai Rani around Sydney Harbour, then up at Pittwater and back to Sydney on Eternity.

It was very well planned by Dallas with a third yacht, Car-18 joining Kai Rani and Eternity up at Pittwater, providing accommodation and beds for everyone. We girls had a lot of fun together.



We all had the opportunity to try our hand on the helm, main and heady. It was particularly helpful for me to practise different techniques on Kai Rani, forcing me out of my comfort zone. Engine checking, anchoring, safely docking, learning various methods of leaving a dock in an onshore breeze. Reversing Kai Rani from the T-arm and them continuing to circle around a yacht moored at Clontarf backwards was an interesting experience.



One of the highlights of the course would have to be preparing and then executing the pilotage circumnavigation of Dangar Island in the dark. With Phil looking on we five worked well together through about 14 waypoints and only once made a miscalculation that set us on a collision course with the island! Common sense prevailed and we quickly corrected our course.

We were all feeling very pleased with ourselves by the time we met up with the boys on the other boats at America's Bay late in the evening.

Doing the day skipper course on two very different yachts certainly showed how varied

characteristics and sailability can be. A boom furler as opposed to a slab reef main, different reefing techniques, different rudder set up, all made for interesting comparisons and experiences.

I have now learnt invaluable new skills to make sailing a more pleasurable experience. While we love our husbands dearly, they don't always make the best teachers and I thank Phil very much for his patient tutorage. Going forward I feel sailing on Kai Rani will be even more fun with these new skills.



Kristin Kool, SV Kai Rani



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EDITOR'S NOTE

It is wonderful to read that the Alternate Skippers have increased in number. Now there can be a new round of potential competitors for the Wachman Trophy which hasn't been competed for in some years.

THE KEDDIE SHIELD RESTORED TO ITS ORIGINAL GLORY AFTER 1 1/2 YEARS (EDITOR NOTE: THANKS TO OUR VERY OWN JEREMY CLARKE)

STORY BY DAVID SALTER, SOURCED FROM AFLOAT MARCH 2022



Photo: David Salter

TOM KEDDIE and the 10-footers

David Salter recounts the story of a long-forgotten open boat class and the rediscovery of its greatest early champion.



*The only known photo of Tom Keddie
Photo: Photo Trove newspaper archive*

The remarkably continuous tradition of skiff sailing on the harbours, bays, lakes and estuaries of the Australian east coast is well known. There are still plenty of highly competitive club fleets in the 12, 14, 16 and 18-foot classes. What few of us remember, though, is that more than a century ago many of our best sailors were racing in smaller open boats – the 10s, 8s, and incredibly tricky 6-footers. One reminder is the splendid scale replica of a fully rigged 10-footer that graces the dining area of the Sydney Flying

Squadron clubhouse on Careening Cove. It was largely those forgotten smaller classes that helped create the unique character of skiff sailing. Many of their crews graduated to the 16s and 18s. These were the tough, larrikin men in footy jerseys who set impossible clouds of sail on heavy boats, then demolished a crate of bottled beer afterwards. Much of that mythology is true enough. But there was another side to those wonderful old photographs of grinning sailors piled high on the windward gunnel as they romped down the Harbour before a stiff Nor'easter. They were a close, and notably sympathetic, band of brothers. At times their comradeship bordered on the sentimental

The 10-Footers

The 10-footers made their first appearance at the Balmain Regatta of 1887. Back then they were made of painted canvas stretched over a wooden frame. Initially the crews were restricted to youths but, by the turn of the century, that age limit had been abandoned and

all the boats were carvel-planked timber. The first great champion in the class was a Sydney sailor, Tom Keddie, who'd begun in the 6-footers. Still in his mid-20s, Tom was already close to unbeatable when in 1907 he commissioned a new 10-footer, *Waratah*, from local builder Edgar Dearing.



Scale model of a classic Sydney 10-footer.



Keddie's all-conquering 10-footer Waratah.

Keddie and his crew won their first race (the season opener at the Balmain Dinghy Club) and went on to record 11 wins and 10 second places that season including the Australian Championship in Brisbane. They then won the first race of the following season, and the NSW State Championship. *Waratah* was a busy boat. Keddie raced her with three Sydney clubs and was an energetic and popular member of the open boat fraternity. "His racing record was incredible," says John 'Steamer' Stanley, Honorary Historian of the Sydney Flying Squadron. "Keddie was one of those guys when anything had to be done, he was the first one there." A newspaper report of the time referred to him as "the backstay of dinghy racing".

But tragedy was not far off. Tom was a diabetic, a disease for which there was no effective treatment until the development of insulin in the early 1920s. In May 1909 he suffered a diabetic stroke at his parent's home in Woolwich. He woke briefly from a coma but died scarcely more than 24 hours after being first struck down. Tom was just 26 years and 11 months old. It was a measure of the affection the sailing community held for Keddie that his funeral was remarkably well attended for a young man who'd only been prominent in the world of Sydney skiff sailing for a few years. There were representatives from the St George Dinghy Club, Sydney Dinghy Club, Lane Cove Sailing Club, Balmain Dinghy Club, Middle Harbour Sailing Club and floral tributes from the Sydney Sailing Club and Sydney Flying Squadron.

The 10-footer clubs and two Sydney 18-footer clubs then formed a joint committee to commission a trophy for a race in Tom's memory, to be competed in the class he had dominated. This was no small undertaking. The committee met with Sydney representatives of the Walker & Hall trophy manufacturing company of Sheffield. A design was agreed that incorporated all the appropriate elements. The cost was significant and it's likely that the ever-generous skiff enthusiast Mark Foy made an anonymous contribution.

The Tom Keddie Memorial Shield

The Tom Keddie Memorial Shield – sculpted in copper with a heavy electroplated silver coating – duly arrived from England in time for the first race in 1910. Fittingly, that inaugural event was won by Wal Keddie sailing his brother's boat Waratah. The Shield was contested until the 1940-41 season when WWII and the decline of the 10-footer class saw it drift from the racing calendar. The trophy itself was also thought to have disappeared. Until now. And this is where the story really begins...



Keddie first mastered the difficult 6-foot class. Photo: Photo Sydney Flying Squadron collection

Early last year Jeremy Clarke, a member at the Middle Harbour Yacht Club, was engaged to do some handyman work at a home at Castlecrag. He noticed a small flat glass-topped case with four legs made in the form of a coffee table. Inside that case was an ornate silver shield with an obvious sailing theme. Clarke took a photo of the shield and sent that image to Julie Hodder, the historian at MHYC who an acknowledged authority on early open boat sailing in Australia is. Hodder did some initial research, largely based on the information she could glean from the inscriptions on the discs that surround the shield.

Julie then sent her findings to John Stanley, the Honorary Historian at the Sydney Flying Squadron. 'Steamer' is another expert on the history of Australian skiff sailing. Together with colleagues Ian Smith and Bob Chapman he was able to compile a more detailed account of the story behind the 80-year disappearance of the Tom Keddie Memorial Shield. And what a story it turned out to be. The home at Castlecrag where Jeremy Clarke had first noticed the shield belonged to the family of the late Frank Burrows. He'd been a crack skiff crewman in the 1940s



Gerard was one of the last 10-foot champions. Photo: Photo Sydney Flying Squadron collection

and '50s, having raced on such notable 18-footers as Alruth and Tek. Quite how the shield had come into his care is probably now impossible to establish. Burrows was a sought-after crewman for decades but never a skipper. That meant his name did not appear in the lists of results that were so assiduously recorded during the heyday of skiff racing. Only the owners and skippers were usually noted. We do know that the shield spent some time in Queensland, and it seems likely that after the 10-footers ceased racing for 'The Keddie' in 1941 it was passed between veterans of the class for safekeeping.

Burrows was apparently the last in that line of custodians, but his family were unaware of its significance in sailing history.

Sydney Flying Squadron

Now, after being forgotten for almost a century, they have donated the shield to the Sydney Flying Squadron, its natural home. It will form the centrepiece of a new display in the club boardroom. A detail in the shield that evokes its era most poignantly are the tiny colour enamelled burgees of the clubs that gave money to meet the cost of its manufacture.



Burgees of all the contributing skiff clubs were enamelled onto the shield.

Photos: David Salter

Just one of them – the Flying Squadron – survives today, but before the Great War there were more than a dozen of these vibrant open-boat sailing clubs clustered around the Sydney Harbour waterfront. Before the advent of radio and television, sport was the primary form of mass entertainment in Australia.

Most sailing competitions were for cash prizes, and the racing was reported in great detail by the press. Tom Keddie and his 10-footer Waratah were undoubtedly famous during their sadly brief days of glory. It is pleasing to know that this history has now been recognised, and the relic it commemorates properly preserved.



The shield displays the traditional skills of the silversmiths. Photo: David Salter

CD QUIZ – MARCH 2022 BY PHIL DARLING

1. At the date of a Solar Eclipse – would you expect the tides to be Springs or Neaps?
2. At sea – can you see a lighthouse from further away at high water (high tide) or low water (low tide)?
3. On which tack is it best to heave to?
4. At night, a vessel is displaying an all-round green light above an all-round white light. Do you need to give way to it, and why?
5. Which knot should you use to join lines of very different diameter – for example, a light messenger line followed by a heavy tow line?
6. If the air filter on a diesel engine is dirty/partially blocked, what colour smoke would you expect from the exhaust?
7. Your instruments are telling you “Speed 3.2kts” and “SOG 4.8kts”. Why are these different and (assuming they are accurate) what is happening?
8. You check everything, after Q7 above, and decide that there is really no current. What other reason might you decide for the difference between Speed and SOG in Q7?
9. What are the colour characteristics of a Safe Water Marker?
10. Where is the nearest Safe Water Marker to Middle Harbour Yacht Club?

Flood Levels 2022



This is my eldest son's Father-in-Law, who lives at Lower Portland, about 300 metres back from the Hawksbury River. He has two white markers, one above his head on this tree, close to the now subsided river, 2022 flood level with the 2021 level next to his elbow. The photo was taken on Wednesday 8 March 2022. The flood rose to within 8 inches of the floorboards of the house he built many years ago. It is totally off-grid, with two massive solar arrays that track the sun. They are used to floods but this is the highest yet.

Mike McEvoy

CHEF'S CORNER....

SALMON WITH ZUCCHINI BY SANNA WESTLING SV RARA

This is quick and simple to do onboard as it is quick and easy to put together after a day on the sea – or on land – or wherever you have been. I add nacho chips when eating as this adds a lovely crunch to the meal. Serve with a chilled white wine or some bubbles.



Ingredients:

4 pieces of Salmon
2 zucchinis
1 yellow onion
1 clove of garlic
olive oil
1 creme fraiche

Sauce:

250 ml Greek yoghurt
piece of ginger and salt

1. Grate the zucchini, finely
2. Chop the onion and fry in oil until softened. Add the zucchini, the crushed garlic, salt, and pepper and last the creme fraiche to the pan and mix together.
3. Put the salmon in an oven tray and add the zucchini mix on top.
4. Put in oven, at 150-200 C for 12-15 min

Make the sauce:

1. Grate 1 tsp of ginger into the yoghurt and add a pinch of salt to taste.
2. Serve with boiled potatoes or rice and perhaps nacho chips for a nice crunch.

PHOTO COMPETITION for 2022

March WinnerPhoto of the Month is Jeremy Clarke



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

The winning photo for March is called 'Fame Cove' and was taken by Jeremy Clarke.

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 95 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 – MARCH 2022 - ANSWERS

1. Springs – the Sun and Moon are in line, so their impact is maximised.
2. Low water- the lighthouse is effectively higher above the water level at low water so has a greater dipping distance.
3. Starboard tack – so other vessels are obligated to avoid you.
4. Yes – it is a fishing vessel (trawler) with its nets out.
5. There may be different answers to this, but I would prefer a double sheet bend.
6. Black or grey smoke denoting unburnt fuel.
7. “Speed” is usually the speed through the water and comes (in most vessels) from an in-water impeller. “SOG” is speed over the ground and comes from the GPS. The difference is generally due to current, and in this case, we seem to have a favourable current of about 1.6kts.
8. You may have a dirty impeller which is not reading the true speed (probably time to pull it out and clean it).
9. Red and white vertical stripes.
10. The Hornby Light at South Head – it indicates the safe water of Sydney Harbour (even though it does sit directly over South Reef!). There is another one of course a bit further away off Bradleys Head indicating a traffic separation zone for large vessels.

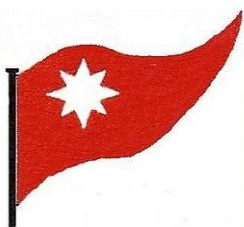
**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report on 1 March 2022**

Cash at Bank on 01.02.2022	\$1,847.28
<u>Plus Receipts</u>	
-	\$0.00
<u>Less Payments</u>	
Dorothy Theeboom expenses X-mas	-\$75.40
Cash at Bank on 28.02.2022	\$1,771.88
<u>Outstanding Receipts</u>	\$0.00
<u>Outstanding Payments</u>	
Account Balance	\$1,771.88

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 website at www.mhyc.com.au.