



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 43 No. 5 June 2021

Editor: Maralyn Miller

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

SPEAKER: GUIDO BELGIORNO-NETTIS
"SV SHEARWATER"



Borders are closed – 19th Century solution - picture Simon Pratt

MHYC CRUISING DIVISION PROGRAM 2021-2022

June	Sat-Mon 12-14th	Queen's Birthday Weekend Pittwater or Botany Bay
	Sat & Sun 19-20th	CD Safety checks and Raft-Up Sugarloaf Bay
	Monday 21st	Cruising Division Meeting
	Saturday 26th	Club Get Set day (Safety Checks)
July	Sunday, 4th	Cruising Division Long Lunch
	Monday 19th	Cruising Division Meeting
August	Sunday 08th	On-land event (TBC)
	Monday 16th	Cruising Division Meeting
	Sunday 22nd	Club Get Set day (Safety Checks)
September	Monday 4 th	Opening Day
	Monday 20th	Cruising Division Meeting
October	Monday 18th	Cruising Division Meeting
	Sunday 31st (date TBC)	Make A Wish
November	Sat & Sun 13th – 14th (TBC)	Tapas Tie Up
	Monday 15th	Cruising Division Meeting
December	Date (TBC)	Xmas Party/Cruising Division Meeting
January	January 2022 (date TBC)	New Year's Cruise (TBC)
	Monday 17th	CD BBQ (No Formal Meeting)
February	Monday 21st	Cruising Division Meeting
March	Monday 21st	Cruising Division Meeting
	Date (TBC)	Harbour Night Sail and Raft-Up
April	Fri-Mon 15-18th	Easter Cruise (TBC)
	Monday 18 th	Cruising Division Meeting
	Sat-Mon 23-25th	Anzac Day Weekend Cruise (TBC)

CRUISING DIVISION OFFICE BEARERS 2020– 2021

<i>Cruising Captain</i>	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Cruising Co-Captain	Sanna (Suzanna) Westling	
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Niclas Westling	
Membership	Kelly Nunn-Clark	0457-007-554
Compass Rose coordinators	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Sailing Committee	Phil Darling, Dallas O'Brien	0411-882-760
Guest Speakers	Royce Engelhardt	
On Water Events Coordinators	Evan Hodge	Phil 0411-882-760
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Phil Darling, Evan Hodge, Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theeboom, Sanna Westling, Niclas Westling, Jeremy Clarke	



Editor's note:

Deadline for the next edition of the Compass Rose is **1st June 2021**

The **EDITOR** for the next Compass Rose is **Sanna + Niclas Westling**

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

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

CAPTAIN'S COLUMN – JUNE 2021



Winter is here and by all accounts it has been pretty chilly in Sydney over the past weeks.

Sanctum returned to Sydney on Saturday afternoon after 4 months in Tasmania. Kelly, Kristen, Jeremy and I had a wonderful passage back from Hobart with some great weather, fine sailing, good food and the usual challenges a long passage throws your way.



To break the trip and wait for weather windows we had breaks in Fortescue Bay, Orford, Wineglass Bay, Eden, Bermagui and Jervis Bay. Bermagui was a highlight of the trip. I had not been there since I was a kid and the marina and surrounds were clean and in great repair. I had been told by other cruisers it was a good place to overnight. The marina is a bit of a hike from the pub but after a number of days on the boat it was great to stretch one's legs. The food was excellent. I can recommend this as an overnight stop for cruisers heading south.



On arrival back at MHC we could see that the replacement of A arm on the marina is well underway. Sunday morning saw a brilliantly sunny winter's day which was perfect for cleaning up Sanctum after a long passage. By day's end she was gleaming.

Now back to the Cruising Division. Thank you, Phil, Mike, Sanna, Niclas and others for taking over the reins of the CD while Kelly and I were away. It may seem easy but it does take quite a bit of effort to keep things rolling along. For those of you who are unaware, Sanna Westling has been elected as Co-Captain of the Cruising Division to help share the load and I welcome her. Niclas Westling as Treasurer. Phil, Martyn, Dot, Jeremy, Dallas and Kelly remain on the committee to help provide us a varied program for the coming year.

I look forward to seeing you on Monday 21st 2021 for the next CD Meeting where Guido will introduce us to the next generation of cruising vessel "Shearwater".

Evan Hodge
Cruising Captain. SV Sanctum

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

JUNE SPEAKER: GUIDO BELGIORNO-NETTIS
“SV SHEARWATER”

JULY SPEAKER: ROB DABLIST
‘BOATSPEC MARINE SURVEYS’

AUGUST SPEAKER: NOEL PHELAN
COSTA CONCORDIA PRESENTATION

JUNE CHEESE PLATTER: KRISTIN KOOL + JEREMY CLARKE

The speaker in the May meeting was Rodney Page – training manager for Marine Rescue NSW Northern Regions.

Rodney gave a fascinating and very useful presentation over zoom on how to safely cross bars – particularly those on the NSW east coast.

Most ports north of Sydney are guarded by river bars of one sort or another – and crossing these can range from intimidating to outright dangerous. Rodney gave us a number of tips and techniques to reduce the risk, and to help us negotiate these with safety (or, if necessary, when to decide not to enter).

His presentation included pictures and videos of several of the more notorious bars - Port Macquarie, Camden Haven, Yamba and several others. Others such as Ballina and the Wide Bay Bar were mentioned in passing.

Thanks Rodney – well worth listening to.



FUTURE EVENTS:

Back by popular demand

Cruising Division Long Lunch

Let's celebrate!

Sunday, July 4th From 12pm

MHYC, Quarterdeck Room

Members \$65 | Non-Members \$70

Includes drink on arrival & a three course meal

RSVP June 28th. To make a booking call MHYC on 9969 1244

Please advise of any dietary requirements at time of booking.

Any questions email cruising@mhyc.com.au

Cruising Division Safety Weekend

Sat 19th & Sunday 20th June – Sugarloaf Bay

Club Get Set days Sat 26th June & Sunday 22nd August

The Cruising Division expects all members to keep their boats in a minimum of Category 7 (inshore only) or Category 4 (for offshore events).

Our best option is the **Cruising Division Safety Weekend in Sugarloaf Bay**. The division inspectors do our boats in a convivial atmosphere (although of course the standards are still the same). John Eastway on Flemingo has offered to be the Audit Station vessel; Phil on eXpresso and Mike on Sisu should also be there from about 10.30am or so. Please let Phil know when you are coming to book a time for the inspection.

If you can't make the Division weekend – then the alternative is to book in and attend one of the club Get Set days.

This year we have new checklists which are now on the club website at <https://mhyc.com.au/sailing/keelboat-division/special-regulations> - you will need to print out the one for your safety category and don't forget the MHYC requirements checklist as well (at the top of that page). You will also need to be aware of the new "**Blue Book**" which is at www.sailingresources.org.au/safety/specialregs/ - this is not being issued in paper form so the ability to access this from your phone or tablet is now a requirement for us all.

In preparation – you should print out both checklists (the AS one for your category and also the MHYC one), fill them out and check each item. Then have the paperwork and the items laid out ready for the inspector to verify them. There is a good guide on the club website (same page as the checklists above).

Key items to review:

- **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 the service date on each lifejacket. Matt Pine at the club does a good job and tells me his rates are competitive.
- **Fire Extinguishers** – serviced by a professional with stamped tag. The new minimum for all categories is now 1A:10BE rating.
- **Flares** – all in date?
- **Medical Kit** – all items in date?
- **EPIRB** – battery in date and bring proof of registration with AMSA



- **Registration** – no stickers any more but have some evidence such as your notice of renewal
- **Insurance** – bring a copy of the policy along with you
- **Other inflatable items** (danbuoy, etc) – treat the same as lifejackets

If you want to discuss the requirements with one of the division auditors then contact either: Mike, Evan, Dallas, Glynne, Paul or Phil.

Bookings for our safety weekend – contact Phil on 0411-882-760 for a time

Bookings for the club Get Set weekend – contact the Sailing Office at the club.

Phil Darling - SV eXpresso

PAST EVENTS:

MHYC Annual Awards Ceremony



On Saturday night, 15th of May, MHYC arranged the Annual Awards Ceremony.

It was a well-attended event, with seating for all who came. The bar was open and nibbles were provided and as nibbles goes it was very nice.

The Awards given were for the different sailing events hosted by the club and the top boats were all celebrated and trophies and plaques handed out.

Skippers from the Cruising division did well and both Martyn Colebrook and Phil Darling received awards in Racing categories.

In the Cruising division, two trophies were awarded this year.

The Jaffe trophy went to Sanna and Niclas on RaRa and

Crew of the Year went to Anna on Sno and Flo

Sanna Westling, RaRa



On Land Event – Woolwich Pier Hotel – Sunday 23 May and also, at Mosman Rowers – Sunday 2 May

With the opening up after Covid, we decided to have another on-land event, and decided that the Woolwich Pier Hotel, a past favourite, would be it.

For those not familiar with that venue – the Woolwich Pier has been going since 1885 and was an after-work refreshments site for both Woolwich Dock and Cockatoo Island workers. Woolwich Dock was a dry dock and shipyard dating from about 1901, then later an army amphibious base, and of course Cockatoo Island was a very major ship-building and repair centre (I recall sailing past it in the 1970s while submarine refits were underway).

I remember Woolwich Pier Hotel as a typical “workers pub” in the 1970s – since then it has been extensively refurbished and has a very classy menu as well as outstanding views out over the harbour. Parking on the weekends can be difficult, and if you arrive by boat then there is also a fair walk uphill from the Lane Cove River.

Unfortunately, the first date (Sunday 2 May) proved to be impossible to book. Several of us scrambled for an alternative, and Kristen and Aileen managed to get us into Mosman Rowers on that day for a lovely afternoon. Those who could make it were Cam and Aileen, Jeremy and Kristen, Dot, Evan and Kelly and myself. A very pleasant afternoon was had.

Keen to get to the Woolwich Hotel, we persisted and got a booking for Sunday 23 May in the upstairs section. We wanted to be out on the balcony, but it was already booked for a large party so we got a table inside in the upstairs section.

In the end a small but convivial group attended – Dallas and Selina, Gill and Glynne, and myself and Maralyn. Another lovely meal and good conversation – although Dallas and Selene had to depart early to rescue their boat from an irate mooring owner (all was good we hear!)

So – one event, two stagings, and double the enjoyment!

Phil Darling – SV eXpresso

CALAMITY CORNER



Not exactly a calamity, more of a nuisance.

Being of a thrifty disposition, I sometimes allow essentials to live a life beyond their reasonable expectation. Probably a hangover from my upbringing as a baby boomer being brought up by parents who were young teenagers during World War Two, when commodities were sparse.

They told me about when they watched Spitfires trying to 'down' the German bombers on their way to London, high in the sky over the hop fields in Kent. My Mum used to darn my socks and I think my Dad was pretty good at it too. I learnt the art, but reluctantly joined the throwaway society where one can buy a three pack for a few dollars so why bother darning, when one is time poor? I do, however, continue to wear holey socks up to the point where half my foot pokes out. Then it is embarrassing. Fortunately, flip flops are 'de rigeur' for most of the year so it isn't too much of a problem, although when I first came to Australia I, like every other uninitiated British gentleman, liked to wear long socks with flip flops. It wasn't long before it was pointed out that this wasn't a good look and it was ok to expose bare toes. That was a good move because socks and flip flops are uncomfortable. I still don't like the Australian term 'thongs' for flip flops, because they have another meaning where I come from. Those pieces of string that ladies wear. I cannot imagine how uncomfortable they must be.

So, the main halyard on Slac N Off was getting a tad worn. I had already replaced the clutch jaws, because the halyard was a bit compressed and would slip, so I would end up with a baggy sail. This worked well, until during Port Stephens Race Week, the outer sheaf wore through. The outer sheathing doesn't affect the strength as the core does all the work and that was fine. However, it ruffled when trying to pass it through the clutch. We were meandering around the start line and had about 20 minutes to spare. Not enough time to 'end to end', as something was bound to go wrong, so out comes the sail repair kit.

I had experience of 'whipping' the ends of ropes so put that experience to use. We stretched the outer sheaf of the halyard back into place as much as we could. A short section of core was exposed. I whipped the outer sheaf and extended the whipping over the core sewing all the way through the core several times to create a strong finish. I whipped both ends of the frayed sheaf and we were able to carry on with our racing and our return journey to Sydney. Should last a few years more until the core finally snaps. (Not really, I am about to replace it). The standing rigging was replaced a few months ago.

Martyn Colebrook, Slac N Off (snO)

FEATURED ARTICLE:

MIDDLE HEAD FORTIFICATIONS



Middle Head. We sail past its cliffs and rock shelves all the time. And try not to hit it while cutting the corner south. What a view it has, looking straight through the Heads, north to Manly, south down to Rose Bay, and if you lean out over the cliff, you can just see back up the harbour towards MHC.

It was because of this commanding position that the British, soon after arriving in Sydney Harbour, decided that Middle Head need some cannon to keep Britannia's enemies out. First this was the French, then Dutch, Spanish, Americans and later the Russians were the threats. The first battery had been built where the Opera House now sits a few months after the first fleet arrived, and other early batteries were clustered around Sydney Cove.

Governor King deemed it better to deter ships further down the harbour, and a small battery was built on the south side of Middle Head, adjacent to and above Obelisk Beach in 1801. Its guns could target a ship manoeuvring past Sow and Pigs (named because before dynamiting, it apparently resembled a sow and litter). You can inspect this secluded semi-circular emplacement today, hewn out of solid sandstone; not easy to find, but well worth the effort. It's a gem.



An appraisal in 1820 suggested the young colony did not even offer '*...that hope of Plunder that would induce Pirates to attack.*'

London and the Governor bickered on who should pay for improved defences and provide the troops and gunners, and the forts fell into decay.

The 1801 battery; oldest on Middle Head.

Until 1851 and the Gold Rush. War with Russia three years later gave added impetus. Construction actually started on a new battery at Middle Head, but as the war faded, so did the plans. It was 1870 before they got serious again. A road was hacked out of the bush between Blues Point and Middle Head by unemployed labourers (today's Military Road) to move the big guns out to the headland. The barrels—each 3 metres long and weighing nearly 6 tonne—were wrapped in timber beams and rolled down the rough road by 250 soldiers. '*Such a crop of broken and twisted limbs, sprains and severe flesh wounds was seldom known before*' noted the major in charge. 1874 there were seven big guns sited at Inner Middle Head facing ENE to the Heads, and four more at Outer Middle Head looking southeast across to Sow and Pigs. Another battery was built up on Georges Head, and this has been restored and can be seen today. These 68 pounders could put a 30-kilo cannonball out to 3000 metres; exactly the distance from Outer Middle Head to the rock shelf off North Head that Gavin tried hard to ram on several occasions in dear old *Delphin*.



One of the old 68 pounders at Georges Heights. Sydney Heads in the distance.

Not only were the guns obsolete by the time they were installed—technology had moved on—but they were silhouetted on the skyline to an attacker entering the harbour and there was not enough ammunition storage. To replace them with modern technology two new enormous 10-inch rifled muzzle-loading guns each weighing 25 tonnes were shipped from England to Circular Quay, barged to Cobblers Beach and hauled up to Outer Middle Head to be sited 80 metres above the waves. New emplacements, magazines, steam engines to power searchlights and observations posts were all built into the sandstone. A new-fangled electric minefield stretched between Middle and South Heads, with the control station at Chowder Bay. When a ship came close to a mine, the watching technicians would switch on the current, and *ka-boom!* Unfortunately, they never got to test it on a live target.

For the bored gunners here and at North and South Heads stuck far from the city's lights, discipline was a problem. Within a few years of being formed, of the 1000 artillerymen, nearly 400 had deserted and many more were charged with drunkenness, sleeping on duty or striking superior officers. Part of the problem was there was nothing to shoot at. From when the first guns were installed at Middle Head in 1801 to the disbanding of the coastal artillery in 1962, they never got the chance to fire once in anger. But their deterrence worked.



One of the sites for the 10 inch guns at Outer Middle Head, 80 metres above sea level.

The guns were cut up for scrap in the Sixties.

Weaponry continued to evolve. In 1890 the guns at Inner Middle Head were replaced with fancy 'disappearing' guns. These sat on a hydro-pneumatic mount and when fired, the gun recoiled below the parapet for reloading. More batteries were built between Middle Head and Chowder Bay and new-fangled machine guns were installed to cover a landing at Obelisk Bay.

But the very big guns were installed on North Head just before WWII. A ship within 27 kilometres of these could cop a 170-kilo shell at 1800 miles an hour if unlucky (at an elevation of 80 metres, the horizon about 30 kilometres out from these guns). Because of them, no ships attacked during the world wars, and they were scrapped in the 1960's along with all the other guns still sitting on Middle Head. Sadly, no-one thought to keep any; the only two left are the old ones at Georges Heights.

Middle Head today forms part of Sydney Harbour National Park, but is also part of the Harbour Trust which was fortuitously established to safeguard the ex-Military harbour sites of Sydney from property development in 1998. North Head, Chowder Bay, Cockatoo Island and Woolwich Dock are also part of the Harbour Trust portfolio.

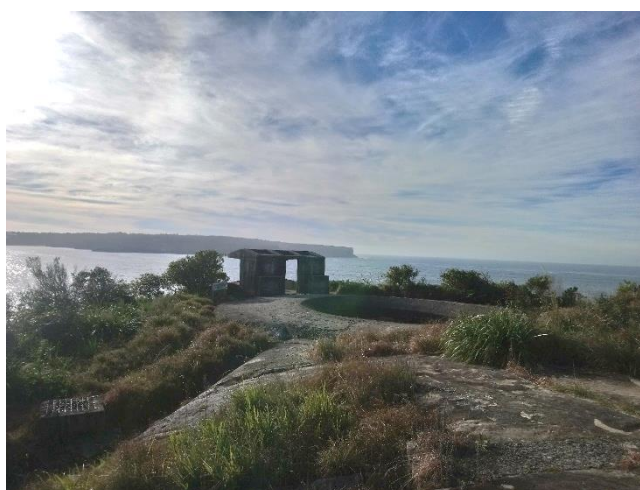
At present, both Headland Park at Georges Heights and Chowder Bay have been restored to former glory. There are extensive historic buildings integrated with landscaped grounds, and few visitors. Check out the tastefully renovated Sergeants Mess or Gunners Barracks, or the guns shown in the photo above, set in attractive bushland. Middle Head waits its turn for funding and upgrading.



You can still wander round the old gun (less) placements, check out the 'tiger cages' where they trained diggers how to resist torture before heading off to Vietnam or just enjoy a picnic in the shade of gum trees, with fantastic views. There's plenty of parking nearby, though it costs, and there are a couple of cafes in the complex. Middle Head wears its history nicely; it's great spot for harbour watching

Inner fort at Middle Head. The circular cutting mounted a big gun from the 1870's, while the newer concrete shelter is an observation post from WWII.

Simon Pratt





PART 1 - Some Memories over 74 years of "Sailing" by Bill Humel.

A few of my Memories Articles appeared in the Compass Rose in 2019 and in years before, so I will try to be brief on what has appeared previously. My first nautical experience was paddling an old mattress with a paling on North Curl Curl Lagoon just after World War 2.

My father bought a "Sheens Car Boat", just after WW2. It was war surplus and the top of a fuel wing tank of a Bomber Aircraft. Built out of pressed sheet metal, (tin or steel) 2.2 metres long. He discarded it after a few fishing trips on North Curl Curl Lagoon. "That boat is no good. You get a wet Arse and no fish." Some gems you never forget. I asked him if he was not going to use the boat could I use it. Yes! At 9 years old I had a boat. Boat number 1.

I soon tired of rowing up wind and down, in winter westerlies. So, I "borrowed" a blanket from home, rowed up wind, turned down wind and by standing on the 2 bottom corners and arms stretched up holding the other corners, it really went down wind. Upwind attempts with a crude mast and yard failed. My father heard of my attempts to catch waves in the sea when the lake was open to the sea. I was banned for a period.

Then I sailed with a friend in his dingy, which was planked and heavy as hell. A multi-purpose sailing boat was what I wanted. So, I left school at 14 and got a job as office boy in an Architect's office. This office boy drew the plans of a masthead rig 2.4 m sailing dingy and then built it with a mate. Boat number 2. I was unaware of the important centres of Buoyancy, Lateral Resistance of the underwater plane and the Centre of Effort of the sails. It was the most difficult boat I have ever had the misfortune to sail. (It was odified to a fractional rig.) Then followed a few races as crew on my mates VJ. (Vaucluse Junior).

The sailing dingy was sold and I bought my next boat, for 50 pounds in 1954 at Narra-been Lakes. Boat number 3. It was a 2nd hand, planked 12-foot Gaff rigged skiff. Two young local boys became my crew. Over the Christmas break we went sailing every day in strong north easterlies. We capsized each day for the first 9 days in a row and finally remained upright on the 10th day. What stoic young lads my crew were to keep trying. Maybe they just loved swimming!

Because the previous owner was in the RAAF during WW2 and was sent to the UK where he stayed, when I bought the boat, no demonstration was given. We continued to sail for 3 months. Rigging the boat up one day a middle-aged man watched us intently. He then asked if we would like a little advice. He had raced 12s for many years in NSW and Australian Championships.

"Firstly, you have got the mast in back to front!" How deflating.

He showed us how to adjust the jib inboard for pointing high and out for off the breeze. Different halyard tensioning for different wind strengths and a boom vang. Some very important advice was, be aware of lift puffs and back puffs. A backpuff (or knock) is a lift on the other tack. The 12s tack quickly. His advice was great. Racing against other 12s, we won our first race by 10 minutes.

By 1956, we had joined North Harbour Sailing Club to race on the Harbour. We competed against a very good sailor, Mike Polkinghorne in his 12 ft skiff. It was a mixed fleet. We raced against a young lad called Hew Trehearne on his VJ. Opportunities came, sailing as crew in 14 and 16 skiffs. In the 14s Aussie Titles, we broke the mast. Too much sail and not enough preparation. I wanted to go faster.

The planked 12 was sold and replaced in 1957 with a brand-new light moulded plywood 2 man 12 foot skiff hull, sailed with one crew on a trapeze. I finished building the boat, rudder and centreboard, a boom and hollow timber mast, with an internal groove for the mast bolt rope. We started off without a restraining strap on the Trapeze or foot straps on the gunnel. Heading out to Flagstaff, as we rose to the first big swell, my crew Ken, pushed forward with his feet, but over the top and going down the back of the swell he swung forward like a circus clown, out around the forestay and disappeared behind the jib. Not smart in a good breeze to have crew hanging out on the trapeze to leeward. It was a very short time before we were able to inspect our keel.

In 1955 I had changed jobs. My new boss was finishing building a 22-foot Bluebird Class yacht called "Tempo". When launched, Peter Hinton from my first 12-footer crew and I were crew. Our first 8 races yielded 3 thirds, 2 seconds and 3 firsts - Peter later raced his Joubert 30 in a number of Hobarts. Our skipper was over keen and crossed a little too close to the Sow and Pigs Reef. A bump was followed by a crash stop. There was a mild swell. We were able to use the spinnaker pole to push our bow around on the swells and bump our way back off. Fortunately, there was no apparent damage. The skipper checked the bilge and there was no water. We withdrew from the race.

In 1956, Tom Flower's "Eos" was launched. It was a Britany Class 10 metre 5 ton mast-head sloop. It had been built by Dave Linton in the same yard as the Bluebird at Sydney Road Balgowlah. Helping to finish the Bluebird off I had met Tom. Tom invited me on his first sail on "Eos". On a Saturday in September, MHYC organised a short offshore race from MHYC to the RPAYC at Newport. I crewed on the Bluebird in a nor-easter. Sunday morning a westerly gale was blowing. Our skipper had decided not to sail back, but had organised a sail back for me on "Eos" if I wished. It was my first sail in a real gale. We sailed along Pittwater with triple reefed main and storm jib and were hit by bullets coming off the western hills.

Looking past West Head the sea surface of Broken Bay was white, with patches of spray lifting off. We headed north east on a broad reach, with the gunnel buried at times. Our quarter wave was breaking and sheets of spray were ripping across the cockpit. We did a granny round and headed south east then south. Tom asked me if I would like to steer. On the helm seeing the gusts coming off the land and the yacht just heeling more, then recovering was marvelous. My 12-foot skiff would have been flattened. I was hooked. I wanted this type of boat.

As soon as my part time Uni course was finished, I began searching for my first yacht. The second-hand yachts I looked at, that I could afford, were awful. During the past years, I had also built a batch of three, 2.75 metre plywood canoes to sell at Xmas, (and made a profit) a 3.2 long deep "v" bottom fishing dingy, followed by one for my father and one for a fishing/sailing mate and a lightweight VJ. We rowed my fishing dingy from Fairy Bower to Harbord Diggers Point to catch fish! (only in nor-easters) I sailed the VJ solo on the hiking plank with spinnaker. My smartest prank was to troll and catch a Tailer at the same time, too much to handle and not repeated.

A factory in Parramatta building boats was seriously affected by the Recession in 1962. They had produced a batch of 6 parts and bulkheads for 39-foot Allan Payne designed sloops. They had built and sold only 2. A deal was agreed. They would build the third hull deck and cabin and I would fit it out and finish it off in their factory.

My 18 months programme took 20. Early April 1964, as "Whim" was rolled out of the factory, the owner of the business knew what I had in mind and said to me, "Remember there are no Service Stations out there Bill."

"Whim" was loaded onto a huge Low Loader and taken to the Rose Bay Flying Boat Ramp and launched, with only me on board. A long bow rope had 5 of my boatie mates holding the end on shore. It was raining and blowing very hard. The motor would not start. The wind blew so hard the lads on shore nearly got pulled over the edge of the sea wall. But they just won the tug of war. Flushed with success they pulled hard. "Whim" accelerated towards the shore. I yelled out to them I have no brakes. Alas "Whim" ran aground within minutes of launching. We got towed to Mosman Marina. Not a propitious start for my first offshore yacht, Boat number 4. Now I had an offshore yacht at 26 years of age.

It was the first of 6 yachts I have owned over the years. I made a hollow timber mast with a main bolt rope groove and a similar boom as a roller furling boom. I made the mast 6 feet longer than designed for a bigger rig for light winds. I still had not learned to follow the designer. A No.2 headsail and mainsail were delivered to the boat for the masthead rig, but the rigger had not come and finish the bottom ends of the stays.



"WHIM"

"U" bolt clamps were used instead and the turnbuckles used to tension the rig. Off we went for our first sail. A sail to Broken Bay over Easter followed. Eventually the rigging was finished, but the yacht was far from fully equipped. I started practicing Solo sailing offshore up the coast in preparation for long distance cruising.

Asked at the time why I like sailing so much, I had replied "To go sailing in a good nor-easter, then at sunset to go into a sheltered bay, then ashore and meet up with some sailing friends, light a fire, cook some meat, have a few drinks, sing a few songs and row back out to my boat." On one memorable evening, the moon rose like a golden ball. I may have been describing cruising!

Bill Humel "As Free as The Breeze"

PART 2 – next month My job involved drawing up the plans of an 8 storey motel in Surfers Paradise and then supervising the construction.

CD Quiz – June 2021 by Phil Darling

1. For an anchor warp – what is the advantage of nylon over other materials?
2. You wish to attach fenders to the rail. What knot is preferred, and why?
3. What is Shallow Water Effect, and how can you reduce it?
4. What is a Mediterranean Moor, and when would you use it?
5. You are worried about the strength of your lines and wish to make a loop that reduces the strength by the least amount. Would you prefer an eye splice or a bowline, and why?
6. What term is given to lines on a chart which join points of equal magnetic variation?
7. You are sailing close hauled on starboard tack in open water at night. A ship has remained on a steady bearing for some time on your port bow and is steadily approaching. What should you do?
8. Does the GPS give course and speed through the water or over the ground?
9. What do the letters EPIRB stand for?
10. How far must you keep away from the Manly Ferry as it passes by?

DRIFTWOOD



Sailing close to the wind is a proper and seamanlike activity and can be a skilled one. So it seems a bit unfair that ashore, anyone said to be *sailing close to the wind* is keeping just within the law.

Money for old rope – meaning easy money

In sailing shop days some crews were allowed to unpick lengths of old unneeded rope and sell it ashore for use as caulking.

Warming the bell is a sailor's expression for doing something early or ahead of time.

In earlier days the neck of an hourglass could – at least, in theory – be warmed to make the sand run through more quickly.

Chef's Corner....

An easy favourite - Spaghetti marinara – Serves 4



Ingredients

- 1 cup tomato sugo or passata
- 400 grams spaghetti or fettuccine
- 1 tablespoon olive oil
- 2 clove garlic, finely chopped
- 500 grams marinara mix
- 1/4 cup chopped parsley, to serve

Method

- 1 Heat tomato sugo gently in a medium saucepan, keep warm.
- 2 Cook spaghetti in a large saucepan of boiling, salted water according to packet directions. Drain thoroughly, return to saucepan and cover to keep warm.
- 3 Heat oil in a frying pan on medium. Sauté garlic and marinara mix, 3-5 minutes, until cooked through. Stir in tomato sugo and season to taste. Toss through cooked spaghetti and reheat gently. Serve sprinkled with parsley.

Serve with a glass of light red such as Sangiovese or maybe a wooded Chardonnay.



CD Quiz – June 2021 – Answers

1. It stretches, reducing snubbing as the boat sheers.
2. Usually, a Round Turn and Two Half Hitches, as it will stay secure while the boat bounces around next to another vessel or the dock. Clove hitches tend to work loose and you may lose the fender.
3. This is usually a motor boat issue but it can affect yachts. In shallow water, the flow of water to the propeller is affected. This causes the speed to drop. Steering becomes sluggish, and the vessel is sicked towards the bottom – especially if it relatively flat bottomed and heavily laden. It can be minimised by reducing the vessel's speed.
4. This is when the vessel is moored stern-to the jetty with the bow held by either one anchor lying ahead or both anchors fine on the bow. It is used when wharf space is limited.
5. An eye splice reduces the rope's strength by about 20% (or 10% for a "hard eye splice" which incorporates a thimble in the eyelet) so is preferred to a bowline which reduces the strength by about 40%.
6. Isogonal lines.
7. Your safest action is to tack and show your stern light to the approaching ship. This slows down your closing speed and if the ship has turned to starboard gives you both time to avoid a collision. Do not turn to port.
8. Course and speed over the ground.
9. Emergency Position Indicating Radio Beacon.
- 10.** At least 30 metres from the sides and stern, and at least 200 metres clear of the bow.



PHOTO COMPETITION for 2021

June WinnerPhoto of the Month **Sanna Westling**

Send your photos to **Maralyn Miller** to enter into the 2021 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 2021.



The winning photo for June is called 'Swansea Bridge' and was taken by Sanna Westling

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@oze.mail.com.au. Good Shooting ...!! Maralyn.

Our Cruising Division has a new website

Did you know we have a new cruising division website?

You can access it using this link: **Cruising Division** and save it to your favourites, or via the club website from the sailing menu (Cruising division, External website)

It is full of great info about our activities and is a handy resource.



Down at the heads
May '21 winner, by Simon Pratt



A poet and his muse
Castle Bay
A contribution to the Compass
Rose photo competition 2020



Hunkered down waiting
for the storm
March 2021 Photo competition
winner, Gill Attersall



Australia Day fireworks
...from Fla, anchored in Farm
Cove

1 2 3 Next

Who we are and what we do

Upcoming Events

Our very own Website designer, Niclas Westling has created a valuable reference tool, which will only grow in time with more contributions.

BUY, SWAP and SELL

Quicksilver Amanzi 350 RIB. 3.48 m, 4-person deluxe commercial grade hypalon rubber rigid inflatable boat with 30hp Mercury outboard motor.

Low hours, no damage, just serviced the motor and had trailer reconditioned.
Cost new in 2010 = \$21,000 plus trailer. Sale price \$16,000/ono including trailer

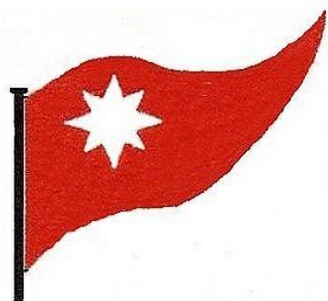
Contact Jean Parker -> inparker@live.com.au or by mob. 0403 007 675



Middle Harbour Yacht Club - Cruising Division Treasurer's Report As at 1 June 2021

Cash at Bank as at 01.05.2021	\$1,995.69
<u>Plus Receipts</u>	
Membership	
Interest (This account no longer attracts interest)	\$0.00 \$0.00
<u>Less Payments</u>	
Nil	\$0.00
Cash at Bank as at 31.05.2021	\$1,995.69
<u>Outstanding Receipts</u>	\$0.00
<u>Outstanding Payments</u>	
Account Balance	\$1,995.69
Signed as a true record Niclas Westling Treasurer	

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



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.