



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

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Volume No. 42 No. 8 September 2022

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Editor: Dorothy Theeboom



**America Bay after the rain, May 2022**

**Dot Theeboom**

## September Cruising meeting: MHYC and Cruising 19th September 2022

Come and meet, amongst others, our new MHYC Commodore, Rob Aldis and Mark Maybury, the MHYC CEO.

They will talk about the club, including new development plans.

18.30 BBQ at the club, bring your own food, drinks, plates and cutlery. The BBQ is heated and we eat together in the Harbour View room.

19.30 Cruising Division meeting in the Harbour View room



### Editor's note:

**Deadline** for the next edition of the Compass Rose is 30/09/22

The **EDITORS** for the next Compass Rose are **Phil Darling and Maralyn Miller**

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

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

<b>Cruising events September 2022- January 2023</b>		
<b>September</b>	Monday 19th September 2022	Cruising Division Meeting 18.30 BBQ, BYO food and drink. 19:30 meeting
<b>October</b>	Monday 19th October 2022	Cruising Division Meeting 18.30 BBQ, BYO food and drink. 19:30 meeting
	Sunday 23rd October 2022	Make A Wish, MHYC
	Sunday 30th October 2022	10:00 Sailing Sunday and Safety Training Workshop, MHYC
	Sunday 06th November 2022	10:00 Sailing Sunday MHYC
<b>November</b>	Saturday 19th - Sunday 20th November 2022	Tapas-Tie-Up, Sydney Harbour
	Monday 21st November 2022	Cruising Division Meeting 18.30 BBQ, BYO food and drink. 19:30 meeting
	Friday Dec 16 <sup>th</sup> 2022	Cruising Division Xmas Party at MHYC
<b>December</b>	Monday 19 <sup>th</sup> December 2022	CD BBQ (No Formal Meeting)
	1st to 8th January 2023	New Year's Cruise (TBC)
<b>January</b>	Monday 16th January 2023	CD BBQ (No formal meeting)

### **CRUISING DIVISION OFFICE BEARERS 2022– 2023**

<b>Cruising Captain</b>	Sanna (Susanna) Westling	0476 152 799
Secretary	Kelly Nunn-Clark	0457 007 554
Treasurer	Niclas Westling	0476 152 800
Membership	Kelly Nunn-Clark	0457-007-554
Safety Coordinator	Phil Darling	0411882760
Sailing Committee	Sanna Westling, Phil Darling	0411 882 760
Committee Members	Martyn Colebrook, Phil Darling, Evan Hodge, , Kelly Nunn-Clark, Dallas O'Brien, Niclas Westling , Sanna Westling, Jeremy Clarke	

## CAPTAIN'S COLUMN –SEPTEMBER 2022



As I write this, the end of winter is near and spring is on the horizon, hopefully with warmer weather.



The new committee is settling into their new roles and are in full planning mode for the future season. If anyone out there is interested in assisting in creating our Compass rose, please reach out to us.

The Cruising calendar is presented in Compass Rose each month with some more detailed information about events as they get closer. We also keep the website updated, found on the MHYC website, under Cruising and events. Do look at this to see what is going on. The Website is also where changes are made ongoing.

We had our first Sailing Sunday event in the Harbour View end of August – this time a technical talk, see article in this Compass Rose. The aim going forward is to have Sailing Sunday meet ups regularly, 10.00 on a Sunday – in the Sandbar. Some events will be technical or safety talks, others just a get together. Do come along if you are around.

As it looks at the moment, our Cruising Long weekend in October is cancelled as most of the committee members are away on different adventures. Instead we are looking forward to the Tapas Tie-Up in November, more detailed information coming.

There are also plans to do some ad hoc sailing meet ups on the harbour, which will be advertised separately – if you are interested in this, send us an email.

If you have a boat and are interested in cruising together with us, do get in contact with us on [Cruising@mhyc.com.au](mailto:Cruising@mhyc.com.au) or look at the website.

Stay safe on and off the Water.

Sanna

Captain Cruising,

*SV RaRa*

## SAILING SUNDAY – SAFETY WORKSHOP



Our latest event was the Sailing Sunday Safety Workshop on the 28<sup>th</sup> of August.

Paul Wotherspoon came along and gave a talk about how to use a multimeter – it was a very informative session and everyone who attended left with a better knowledge of how to use this essential piece of equipment. We learned that investing in a multimeter that has a sound option is a great idea when looking for faults on a yacht.

Keep an eye out for the next Sailing Sunday Breakfast event and come along for some knowledge sharing.



## WELCOME TO OUR NEWEST CRUISER:

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### Welcome to Bryan Moore and his boat Shibumi.

Brian is our newly elected Club Captain and it is our pleasure to have him join the Cruising group.

He is a very qualified skipper and as well as being a Safety Auditor, he has sailed many ocean races including Fastnet UK, Brisbane to Noumea and Carribean race week. We are looking forward to have him and Shibumi come cruising with us as well as tapping into his extensive knowledge about sailing, racing and cruising when we meet both on and off the water.

Shibumi races at MHYC and you will all have seen her out and about with Brian and crew.



## **I NEVER REALISED THAT CANAL BOATS WENT SO FAST!!!**

Whilst in England on holiday, I had the chance to spend a day on a friend's very long, thin canal boat. It was a leisurely and slow passage through some lovely countryside and also an historic industrial site. These vessels were used mainly for slowly moving goods around England in the 1800's but are now relegated to recreational use. That is SLOW movement of goods and SLOW recreation. Well a select few were also very fast!!!

I just started reading my first Hornblower book by C.S.Forester and it start off within 1805 with Capt. Hornblower and his pregnant wife and small child needing to travel from Gloucester (on the West side of the country near Bristol) to London (on the East coast), all of 195 Km, as quickly and comfortably as possible. It was mid-winter. Considering the options, on both counts an EXPRESS canal boat, called a "passage boat" won over a stage coach! I'd never heard of passenger boats on the canals.



(Photo courtesy Black Prince Holidays)

This boat was the standard 70'x5' (21.3m x 1.5m) with limited headroom. The forward section was reserved for first class and the rest was taken up by farmers and local merchants taking their goods to the nearest market town. The boat was towed by two horses with a barge person riding the rear one with reins to the front one, and they cantered (between a trot and a gallop) along the adjacent tow path at about 9 mph (8 kts) for half an hour, at which time the horses were exchanged for fresh ones. At the same time, refreshments for the

passengers were available from the local pub. Rather like a motorway “service centre” now-a-days!

If it was too squeezey for the horses to get under some of the bridges, the barge master would cast off the tow lines whilst under way and proceeded under the bridge with the way the barge had and reconnect with the horses on the other side. If there was a tunnel en-route, the horses were cast off and the barge master lay on his back on top of the cabin and kept the barge moving by “walking” along the roof of the tunnel! These procedures continued day and night. Accordingly, they arrived in London before the stagecoach and in a much more comfortable fashion. I never knew that.

Glynne Attersall  
*SV Simply Irresistible*

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Make-A-Wish day is fast approaching. Currently we have a possible 10 boats (2 to be confirmed). More boats are always welcome but, if you want to sail, please let Dot know ASAP as we need to let the Make-A-Wish organisers know.

We still need help on the day. Families are expected to board at around 10 a.m. for a cruise down the harbour and return for a sausage sizzle about 1 p.m. We are seeking donations of food e.g. sausages, bread, onions or anything else needed for a sausage sizzle such as plates, serviettes, drinks and chips. If you are handy with a baking tin, cake would be appreciated or even fruit.

We have asked for a T head to be kept free for those boats which are not in a berth so help may be required to catch lines and moor. Once the boats return, BBQ assistance will be required.

Please contact Dot Theboom [theboom1@tpg.com.au](mailto:theboom1@tpg.com.au) or 0409030984.



## CHEF'S CORNER

### LEMON CREAM LINGUINI WITH CRAB

Ingredients (2 generous servings)



250gms linguine  
½ cup thickened cream  
1 small garlic clove peeled  
and left whole  
250gms crabmeat  
Zest of 1 lemon  
Juice of ½ lemon  
Pinch of chili flakes  
(optional)  
Fresh herbs or micro greens,  
for garnish  
Grated parmesan cheese  
Slices of lemon

1. Bring a saucepan of salted water to boil. Add pasta and cook until *al dente*. Reserve 1/2 cup of pasta water before draining.
2. While pasta is cooking, add cream and garlic to a large skillet and set over medium heat. Stir in lemon zest and juice and heat the cream until the edges start to bubble – but don't let it boil. Season with a pinch of salt, pepper, and the chilli flakes. Keep cream warm until the pasta is ready.
3. Remove and discard garlic clove and then add the cooked pasta to the cream mixture and toss well to combine, adding a few splashes of the pasta water to help form a creamy sauce
4. Keep tossing and stirring until the sauce thickens and coats the noodle well- this will take 3 minutes. If it seems too runny, keep stirring and increase the heat just slightly to help the extra moisture evaporate. Be patient it WILL thicken!
5. Stir the crab in and remove the pan from the heat. Toss gently to combine and warm through. Season with salt and pepper to taste.
6. Serve immediately, garnished with herbs, microgreens, shaved or grated parmesan cheese, and slices of lemon.

Kristin Kool-Clarke, *SV Kai Rani*

## CD QUIZ –SEPTEMBER 2022 BY PHIL DARLING

1. You are reviewing the radios on your yacht and your friend says “don’t bother about that old clunker. I will bring my hand held VHF along instead”. Is this a good idea?
2. Do you have to have a radio licence to use a marine VHF radio?
3. You have the radio on and can only hear one side of a conversation between two other vessels. Why is this so?
4. What is the difference between Simplex and Duplex radio channels?
5. Sounds complicated – why would we ever use Duplex channels?
6. You have just purchased a ketch-rigged boat and are looking for a new mizzen sail. Your friend offers their old dinghy sail which is just the right size. Is this a good idea?
7. What is a bob-stay?
8. On the same topic as question 7 – what is a “dolphin striker”?
9. You are sailing with a racer who insists on pointing the boat closer to the wind than you are comfortable with. When you comment that it makes the boat go slower through the water, they respond with “yes – but the VMG is better”. What is VMG?
10. How would you explain Apparent Wind to a non-sailor?

## TECH CORNER

“Folks, At our last meeting I asked around for the name of a Marine Electrician and received two suggestions. Both have a pipeline of work until the New Year but one gave me the name of a young bloke who has just gone out of his own – Travis Thorn of Fluid Electrical on 0435 040 234.

He works out of Mona Vale but is happy to come down to the harbour. His work is good and he certainly seems to know his stuff. I had previously made up a template for the new Fusion stereo system to cover the larger hole left from the previous system. Even then it needed a bit of adjustment to fit correctly and he had all the necessary carpentry type tools. I was impressed with his work and recommend him to you. [travis@fluidelectrical.com](mailto:travis@fluidelectrical.com)”

M McEvoy

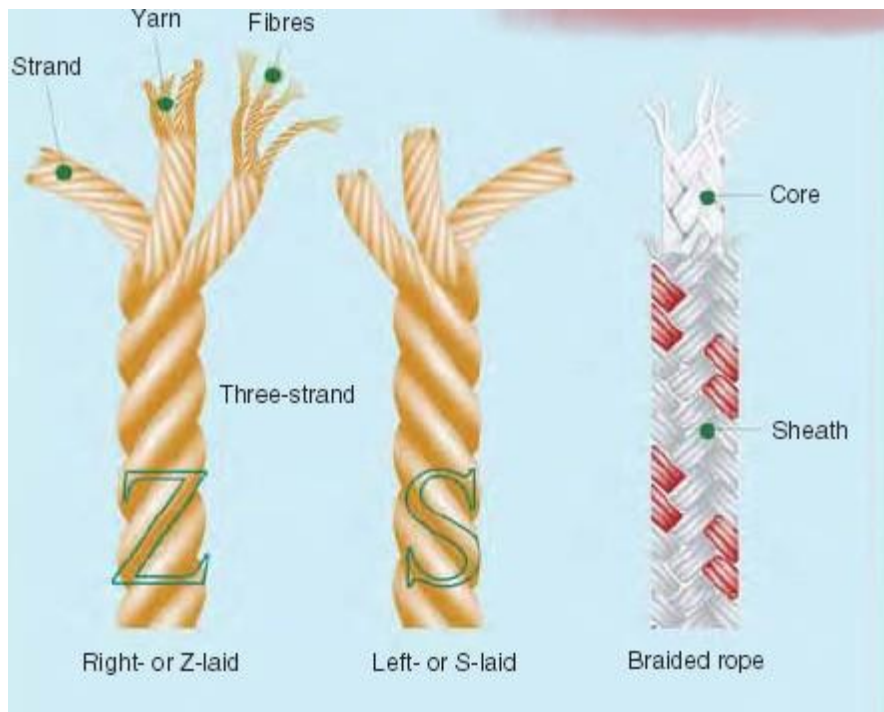
## WHAT IS THE BEST WAY TO COIL ROPE???

One of my bug-bears on SI is the jib furling line. It's a braided rope and I have tried various ways of coiling/storing it and one way in particular look very smart hanging from the top rail of the push pit. However, with this and every other method I have tried, as soon as I drop it on the deck and start feeding it out it kinks and jams the lead blocks somewhere along the side of the boat. Grrr!

But not now, not since I saw the U Tube video at the following link.

<https://youtu.be/vX4Zr0vdGHE> (sorry this isn't an active link)

And whilst on the topic of coiling ropes, with 3 strand twisted nylon anchor/mooring rope, I always forget whether to coil clockwise or anti-clockwise in order to avoid kinks when you come to use it. Well, my copy of "Australian Boating Manual" by the late Capt. Dick Gandy says right-handed laid ropes (which most of them are) should be coiled clockwise. And if you're wondering what a right-hand lay look like, looking at the rope leading away from you, the strands go from bottom left to top right i.e. diagonally along the length of rope. Just found this picture, courtesy of Google sources across the web.



Glynne Attersall  
*SV Simply Irresistible*

## ALEX'S ARCHIVES



I found this very old photo on the weekend it was taken in 1978 (I think). The story behind it is fascinating.

Back then a grandmother called Anna Gash circumnavigated the globe solo in her folkboat (a 26 footer). She was the first Australian woman to do so.

At the time I was the president of the Folkboat Association and found out from Bunny Rabbitts (like me another founding member of the association and the owner of the folkboat yacht "Jack Tar" (see the point score honour board at MHYC) that she was she was off the NSW coastline, about a couple of days sail from Sydney.

I immediately contacted the then MHYC commodore Tig Thomas (nicknamed "Radar") and requested him to arrange a reception flotilla from the MHYC membership to escort Anna from the heads to MHYC to which he agreed.

Tig was extremely supportive, and went further by arranging media, and publicity, as well as a welcome home lunch for Anna at the now defunct MHYC dining room on her arrival. The luncheon which followed her arrival that day was packed to the rafters with members, and guests.

In order to synchronise her arrival at MHYC with media and the luncheon guests, Anna was contacted by HF radio and asked to quietly slip into Pittwater on landfall and spend time there until the Saturday which was the day chosen for her Sydney Harbour arrival and gala reception. This she did, and set sail for Port Jackson very early that Saturday morning, arriving on time at the heads where she was greeted by the Folkboat division of MHYC (some 20 yachts) and countless other yachts. The flotilla then escorted Anna to the "Fuel Jetty" of MHYC to a huge gathering of yachties and the public.

Because her little yacht was without an engine she dropped sail at the last minute and “glided in towards the wharf ...in the photo you can see a young and trendy Bunny Rabbits who had jumped on board

To help out with the mooring lines (although I’m not in the photo I’m the one passing Anna a line).The Spit Bridge was in the open position.

The event made worldwide publicity, with the local media leading the charge.

During her stay at MHYC Anna Gash conducted a number of well attended speech nights where she recalled her experiences in sailing around the world.

I remember her telling us at one of those evenings, that during her crossing of the Pacific Ocean she had been on the same tack for about two weeks and noticed that her speed log was showing ever decreasing speed but when she went on the opposite tack, she immediately noticed she had picked up speed again!! Looking over the side of the hull that had been immersed in water for two weeks she saw that it was full of butterfly barnacles that had attached themselves to her yacht whilst sailing and were the “brake”.

This story does not have a happy ending ,about a year later Anna was sailing into Pittwater from ‘outside ‘and rounded Barrenjoey a wee bit too close and hit the reef just inside Barrenjoey(Pittwater) where the little yacht was totally destroyed.

MHYC hosted many similar yachting milestones in those days .

Alex Comino, SV “Bloodhound”



26 foot Folk boat

## PHOTO COMPETITION FOR 2022



September Winner.....Photo of the Month is by Kristin Kool-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 September is called "Shearwater Blasting up to Pittwater Queen's Birthday Long Weekend".

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.

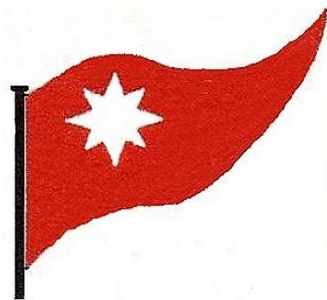
Hint .... Give your favourite photo a Title and Place taken. Submit your photo and only to [Darling.maralyn@ozemail.com.au](mailto:Darling.maralyn@ozemail.com.au). Good Shooting ...!! Maralyn.

## CD QUIZ – SEPTEMBER 2022 – ANSWERS

1. Not an easy answer to this one. The “old clunker” (if it is still in good condition) will most likely have a longer range than the handheld – but then again the hand held will probably be easier to use as it can stay in the cockpit and be most likely easier to use.
2. By law the requirement is that must be a licenced operator on board – so if unlicenced you can use the radio “under their supervision”. However, getting a licence is strongly recommended as you learn the correct procedures, channels to use, etc.
3. The most likely reason is that you are hearing the transmissions from the closer vessel, while the other vessel is too far away for you to hear their transmission. Other reasons may include that one vessel is transmitting on low power, or that they are using a duplex channel.
4. On a Simplex channel you both transmit and receive on the same frequency, while on a Duplex channel you transmit on one frequency and receive on a different frequency.
5. On a Simplex channel you cannot hear any other signal while you are transmitting, and may miss information from another station, while on a Duplex channel you may both hear and transmit at the same time – however that station must be transmitting on your “receive” frequency. In the Sydney region Marine Rescue use duplex channels regularly to talk to us – for example VHF Channel 19 where we (the ships) transmit on 156.96MHz and receive on 161.55MHz.
6. No. It is likely made of too light a material and – while it might fit – could blow out if you are using it in anything above light wind conditions.
7. A bobstay runs beneath the bowsprit back to the stem of the vessel. It counteracts the upward tension on the bowsprit when a job is set.
8. A Dolphin Striker is a spar projecting downwards from the bowsprit to the bobstay to allow it to change direction back to the stem of the vessel (sort of like the jockey pole we sometimes use for spinnaker braces ...).
9. Velocity Made Good to windward. It is actual that part of the speed which you are making directly upwind.
10. Apparent wind is the wind experienced by an observer in motion and is a product of the actual (or True) wind and your own motion. Can be hard to explain – I usually start by talking about the wind through a car window on a calm day (you might have a better analogy).



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



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

MHYC Cruising Division members invite a raft-up or cruise in company whenever they fly our pennant, which we refer to as 'the compass rose'. The Cruising Division newsletter is titled 'The Compass Rose Cruising Log' and is published monthly. The newsletter is also available through the MHYC web-site at [www.mhyc.com.au](http://www.mhyc.com.au).