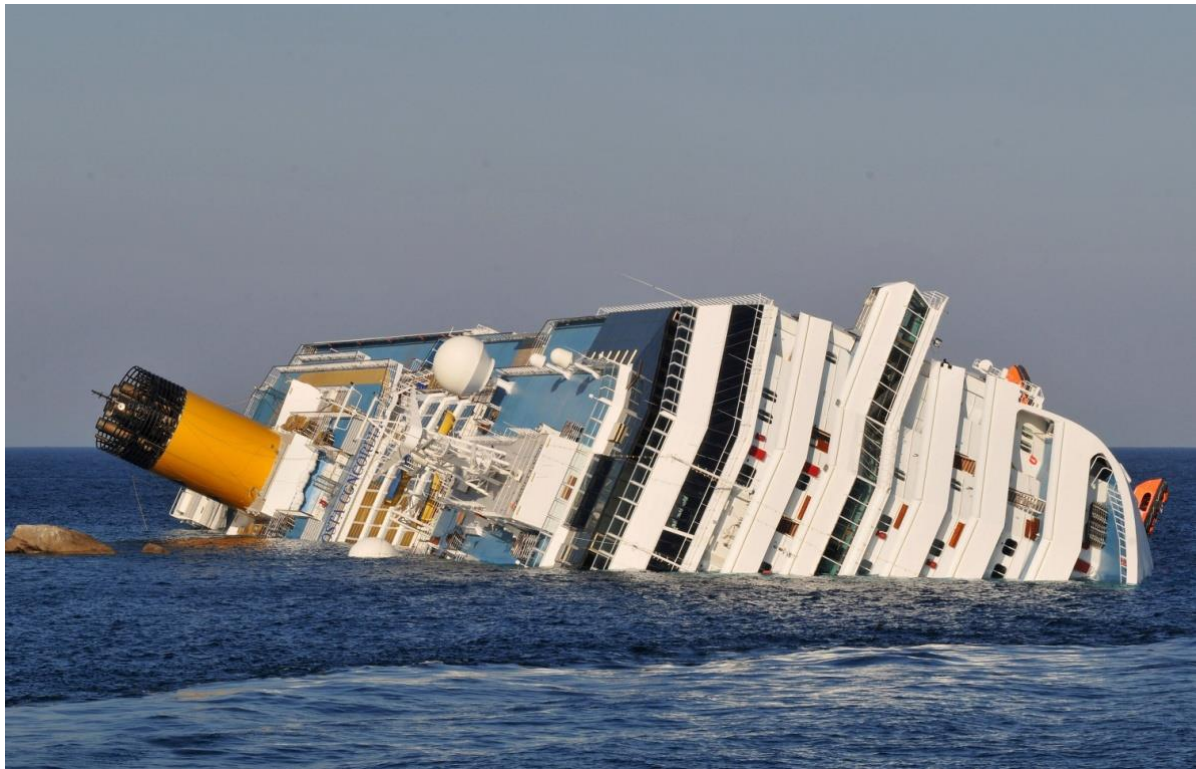




**MIDDLE HARBOUR YACHT CLUB**  
**THE COMPASS ROSE CRUISING LOG**

Volume No. 41 No. 7 August 2021

Editor: Dorothy Theeboom



**NEXT MEETING:** August 16<sup>th</sup> at 7.30pm. This will be a zoom meeting. Noel Phelan will give a presentation on the sinking and salvage of the Costa Concordia.

NEXT GUEST SPEAKER FOR AUGUST 16<sup>TH</sup> CRUISING DIVISION MEETING.

THE MEETING WILL BE HELD VIA ZOOM AND DETAILS WILL BE SENT OUT AND VISIBLE ON MHYC E-NEWS

NOEL PHELAN

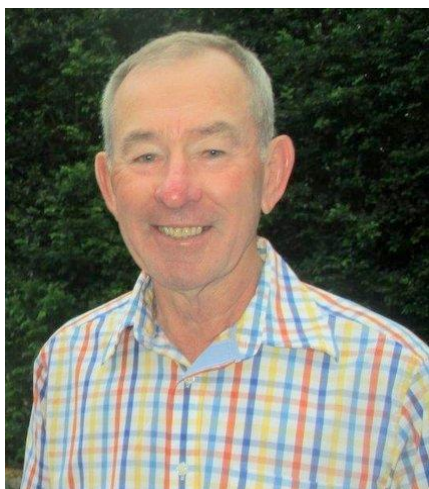
Noel Phelan's first career was as a science and mathematics teacher. He then moved into IT with IBM as a systems engineer and spent 25 years in various technical and management positions.

He has been a volunteer guide at the Maritime Museum for several years and enjoys showing visitors over HMAS Vampire, HMAS Advance, HMAS Onslow and First Lady. Noel is also the team leader for the museum speakers.

Noel is a Past President of the Northbridge Rotary club and he is an active volunteer in retirement with Sailability and sailing captain of his sailing club. Noel also served as a director of Taldumande – the organisation that looks after homeless and at risk young people north of the harbour. He also spent several years with Marine Rescue and the Rural Fire Service.

Noel has also organised a speakers program for the Navy Historical Society where the presentations are delivered by ZOOM to the 500 members around Australia.

He fulfilled a boyhood dream to fly a WW II fighter by flying a SPITFIRE at The Imperial War Museum at Duxford in the UK recently.



## MHYC CRUISING DIVISION PROGRAM 2021-2022

<b>August</b>	Monday 16 <sup>th</sup>	Cruising Division Meeting Noel Phelan – Costa Concordia Presentation
<b>September</b>	Monday 4 <sup>th</sup>	Opening Day MHYC
	Sunday 12 <sup>th</sup>	Sailing Sunday start at MHYC
	Sunday 19 <sup>th</sup>	Get Checked Day MHYC
	Monday 20 <sup>th</sup>	Cruising Division Meeting
	Sunday 26 <sup>th</sup>	Sunday Breakfast and Safety Training Workshop Sailing Sunday MHYC
<b>October</b>	Sat-Mon 2 <sup>nd</sup> -4 <sup>th</sup>	Long Weekend cruise to Pittwater
	Sunday 10 <sup>th</sup>	Sailing Sunday start at MHYC Women's sailing festival Trial Sail
	Monday 18 <sup>th</sup>	Cruising Division Meeting
	Sunday 24 <sup>th</sup>	Sunday Breakfast and Safety Training Workshop Sailing Sunday MHYC
	Sunday 31 <sup>st</sup>	Make A Wish MHYC
<b>November</b>	Sunday 7 <sup>th</sup>	Sailing Sunday start at MHYC
	Saturday 13 <sup>th</sup> - Sunday 14 <sup>th</sup>	Tapas Tie Up
	Monday 15 <sup>th</sup>	Cruising Division Meeting
	Sunday 28 <sup>th</sup>	Sunday Breakfast and Safety Training Workshop Sailing Sunday MHYC
<b>December</b>	Sunday 12 <sup>th</sup>	Sailing Sunday start at MHYC
	Friday 17 <sup>th</sup>	Xmas Party
<b>January</b>	1 <sup>st</sup> – 9 <sup>th</sup>	New Year's Cruise (TBC)
	Monday 17 <sup>th</sup>	CD BBQ (No Formal Meeting)
<b>February</b>	Monday 21 <sup>st</sup>	Cruising Division Meeting
<b>March</b>	Saturday 12 <sup>th</sup> – Sunday 13 <sup>th</sup>	Harbour Night Sail and Raft-Up
	Monday 21 <sup>st</sup>	Cruising Division Meeting
<b>April</b>	Friday 15 <sup>th</sup> – Monday 18 <sup>th</sup>	Easter Cruise (TBC)
	Monday 18 <sup>th</sup>	Cruising Division Meeting

## CRUISING DIVISION OFFICE BEARERS –2020 – 2021

<b><i>Cruising Captain</i></b>	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
Safety Coordinator	Phil Darling	0411 882 760
Sailing Committee	Dallas O'Brien, Phil Darling	0411 882 760
On Water Events Coordinators	Evan Hodge	0419 247 500
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Phil Darling, Evan Hodge, , Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theeboom, Niclas Westling , Sanna Westling, Jeremy Clarke	



### **Editor's note:**

**Deadline** for the next edition of the Compass Rose is 30/08/21

The **EDITOR** for the next Compass Rose is **Phil Darling**

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

## CAPTAIN'S COLUMN –AUGUST 2021



Well I really do wish Kelly & I had Dr Who's Tardis. It would be so great to go back or maybe forward to a time when we were not locked down. When that happens I think it is time to sail out the heads and turn left or right and get the heck out of Sydney.



For all our fellow CD members who have already made it to north Queensland, well done and have a smashing Covid free time. It is also a double-edged sword as some lucky cruisers had arrangements for crew to fly up from interstate which is now not happening. So, there are some very short-handed yachts sailing amongst the Qld islands.

I extend our thanks on behalf of the MHYC Cruising Division to Rob Daghish from Boatspec Marine Surveys for his talk about the trials and tribulations of buying/selling a vessel. I think there were some take away messages for all of us in what Rob had to say.

This month we will hear from Noel Phelan on the salvage of the Costa Concordia, the cruise ship that ran aground and capsized in the Mediterranean a few years ago. Should be quite a story.

Wow, how lucky were we in Sydney recently where we had a beautiful 24-degree Sunday with 8 – 14 knots of breeze for what felt like a brilliant spring sail. Can't wait for the temperature to stay 5 or 6 degrees warmer. Being able to go for a 2 handed sail around the harbour is really good for the head after being pretty much isolated indoors for the week.

The CD Long Lunch has been postponed again due to the lockdown and the club 'get checked' day has been pushed back to Sunday 19<sup>th</sup> September. We will keep you posted nearer the date.

Unfortunately, I do not have much else to say as the situation in Sydney continues to look uncertain. All I can do is keep planning for our next trip to Tasmania in Feb/March 2022 with the intention to go around to Port Davey and Bathurst Harbour again. If any CD or MHYC members are interested in cruising in company, please do not hesitate to drop me an email at [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au).

Meanwhile keep safe, keep exercising, keep sailing and we will see you out on the water from a Covid safe distance.

Evan Hodge  
Cruising Captain. *SV Sanctum*



## LET'S TALK ABOUT ANCHORING AGAIN WITH KAPTAIN CRANKY

Yes, I am well aware that, to some of you, I am an anchoring Nazi. My anchor is way too big according to most Sydney people and I just bang on about why people who sail in the wilds of Sydney Harbour lack a little well..... shall I say it?

Ok then but..... I am going to upset some people.

Most Sydney people can't deploy their anchors, so they stay in one spot. That's the whole reason why you anchor. To stay in the same general spot. It appears to me that Sydney people want to deploy their anchor and then wander all over the anchorage as if they are ploughing a field somewhere or trying to engrave their yacht's name on the seafloor.

This is a particularly big issue at night when you're sleeping especially for others who are anchored nearby and not moving around the anchorage as though they are drifting unattached to the sea floor.

That's right I am taking the gloves off. It's time to call a spade a spade. People from Sydney don't know how to use their anchors. Of course, I did not actually mean you! You're in the Cruising Division.

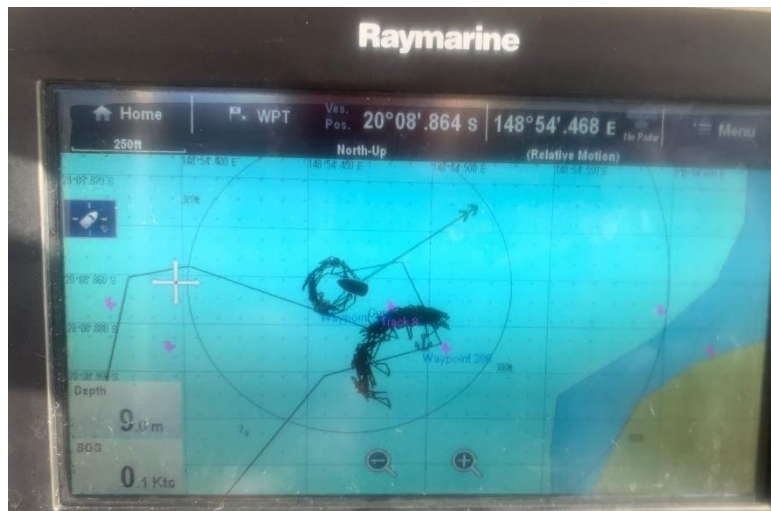
### **So here is what I do:**

I select a spot where I would like to attach myself to the sea floor and stay there. Anchored I think is the term and after considering wind, tide, depth etc and then using my track I draw a square or circle or some other shape on my electronic chart which gives me an area marked on my chart that I have visually seen and have driven around gauging depth and distance etc. Then I try and place my anchor in the middle of that shape I have drawn on my electronic chart. Now I am not going tell you to have a cup of tea before you motor back up on your anchor so that your anchor has time to bite in nor am I going to say have a least 3 times the depth of chain out and then add some more for good measure and then put your snubber on.

You know all that and if you put your toes on the chain and your anchor is dragging you can feel the anchor bouncing across the bottom. And I don't care if you're reversing up on your anchor at 2000 rpm or 2500 rpm to make certain that your anchor is fast. And that's after you have had your cup of tea.

What I really want you to see is that by using your track function on your electronic chart you can make pretty patterns.

This is a photo of one I have made of these pretty shapes that was made over two nights at Nara Inlet in the Whitsunday's in early July this year a few days apart.



As you can see on my electronic chart I have drawn with my boat one pretty half moon and a complete circle. You can even see where I dropped the anchor and where I had marked out my reference lines.

More importantly you can see where the boat is at night when it is dark in reference to what you saw

when it was light and before you anchored.

Leaving your instruments on at night enables you to know instantly where you are and is particularly usefully when you're in unfamiliar waters. So then once anchored and you're outside your reference area or your pretty pattern is not as expected you know that you are not attached to the sea floor as intended. Or put more simply YOU'RE DRAGGING.

Dragging at night is not good particularly if you don't fully understand that if you're dragging your anchor you could upset other people or more particularly me.

Recently I was anchored at Whitehaven Beach and minding my own business as usual. A strong South Easterly trade wind developed blowing in at around 20 knots and then there was a large bang about 10 pm on the front of my boat. I instantly knew that something had run into me. I rushed out and onto the deck to see a large white sailing vessel about 15 metres long (50 foot) sitting midships on my bowsprit.

My first thought was, holiday ruined, here we go another round of repairs and my second thought was..... No, I can't actually write that.

There it is, a yacht midships on my bowsprit. My anchor chain is happily scratching the gleaming white hull of this newish yacht while my bowsprit has munched one of its stanchions and now on a quest to munch another one. The captain, who shall remain nameless, was unable to get his instruments operational and thus was unwilling to be on his way. With my anchor now not only holding my boat in 20 knots plus of wind but now his boat as well at 90 degrees to the wind I took the opinion that he should be on his way sooner than later. Had my anchor not held both boats then there could have been a very different outcome.

I instructed him on what to do and made sure his crew fully understood what they had to do as well. I had to cut my snubber as my anchor chain was under enormous pressure, then played out my chain as quick as possible so that he could pull away hoping not to catch a keel or rudder in the process as my chain dropped away to the sea floor. He and his crew did exactly as requested and we were free. He motored off and re-anchored upwind of me. Oh f%#@K I thought.

I then jumped in my dingy after a quick big slurp of rum because I like rum and motored over to his yacht to ensure he had now anchored to MY satisfaction and make sure they were ok as they seemed a little stressed during our brief encounter.

Upon meeting the Captain of the said vessel in a less stressed environment and who's ship shall remain nameless, I ascertained that they did not know how to use the track function or how to set the anchor alarm on their electronic charts. He was only using an anchor alarm on his mobile phone but had managed to make the alarm inaudible while accessing other functions of the mobile phone.

And guess what, they were from Sydney and even worse members of the MHYC. Small world and I rest my case.

So, learn how to use the anchor alarm on your electronic chart and how to judge your distance at night by leaving your tracking on so that when your anchor drags (and it will and don't get me started on the size of your anchor) you will not wind up being embarrassed or worse running into me.

Safe anchoring.

Kaptain Cranky Out!



Please don't forget our sailing day on October 31<sup>st</sup>. Once again boats will be taking out families from Make-A-Wish for a sail on the harbour. If you can't help out by donating your boat and time, we are also seeking donations towards the BBQ and food service after the sail.

Please contact Dot Theeboom on [theeboom1@tpg.com.au](mailto:theeboom1@tpg.com.au) or on 0409030984 with any offers.

Thank you.



## BAR HOPPING ALONG AUSTRALIA'S EAST COAST

I gripped the steering wheel firmly and revved both engines to 3,000. Gotta love the Volvo Pentas – when they run, they do run, and this was one of those moments when you want lots of horsepower on your side to boost your confidence. We'd heard some hairy stories of bar crossings, and the Port Macquarie bar has a bit of a reputation.



*Port Macquarie bar turned out to be walk in the park. The decorated breakwater rocks by the harbour entrance showcase the talents of the locals.*

The previous night, we had crossed the Camden Haven/Laurieton bar comfortably near the top of the tide just after sun set, so our only challenge there was to navigate our way to a public mooring in the velvety black night. Our night vision corresponds to that of upper middle aged people's night vision, because that's what we are. Add to that Martyn's colour blindness and you get cruising without boredom.

We had planned to spend a day at Camden Haven but the forecast advised all boaters that a strong gale was on its way, so the next morning we decided we would head to Port Macquarie before the bad weather arrived. As we approached the entry channel, the swell felt powerful but there were no breaking waves and we felt confident we had chosen an optimal tidal window for crossing. That's the moment the wind picked up. I thought, oh no, the gale force westerly is going to make this a bar crossing to remember for all the bad reasons. Luckily, I'm only half the drama queen Martyn is, so with full engine power I ploughed in between the breakwater walls. The wind remained at around 15 knots while we navigated through the peculiarly narrow and winding harbour channel flanked by sandy shoals and boats on moorings. I was pleased our first entry to Port Macquarie occurred in daylight, and I was also pleased that Martyn took the wheel when it was time to moor up at the marina as the wind was blowing Flo off it rather than on to it.

Coffs Harbour offers a wonderfully safe and generous entrance, and despite the Yamba bar's reputation for being difficult at times, it too gave us a pleasant welcome at dusk and a calm farewell the following morning.



*Love it or hate it, the row of Gold Coast high rises greeting sailors on the approach to the Southport Seaway offers an interesting change of scenery.*

Feeling slightly stressed by a potential state border closure, we approached Southport only a few hours before parts of southeast Queensland went into a three-day lockdown. A pair of serious but friendly border police officers in a speedboat met us in the middle of the seaway to ask us where we'd come from and if we'd visited any NSW Covid19 hotspots in the past fortnight. They told us to email them our QLD border passes, then wished us welcome to the Gold Coast. All was well with our entry passes and the state of the seaway, and it was delightful to see a pair of friendly faces by our allocated pen at Southport Yacht Club. Thank you Gill and Glynne for helping us tie up.



*A Lovely cup of coffee and a chat with friends Gill and Glynne who kindly welcomed us at Southport yacht Club with mooring assistance*



Four days later we arrived at Mooloolaba, not knowing about the recent sandbank shifts and big dredging operation going on inside the entry channel and just outside of it. The marine rescue volunteer had told us over the radio to stay clear of the eastern rock wall, as it was shallow as well as hosting the big dredger boat. Stick to the western side where it's a bit deeper, he said. Only problem was the occasional breaking wave with its fast-moving white water would push us on to the western rock wall, leaving us with a choice between a rock and a hard place quite literally. We decided to ignore his advice because we're top decision makers and arrived at the marina in one piece.



*A shot from our walk to Maroochydore will have to illustrate the sea conditions, as we were too busy entering and exiting the Mooloolaba crossing to capture the occasions with a photo.*

The truly hairy experience was granted us upon leaving Mooloolaba two days later. The pre-dawn light was quite enough to discern the now even bigger sets of breaking waves right across the two breakwater walls, our exit. We hovered for a while inside the mouth to assess the sets, then concluded that the lulls were painfully short but in Volvo Penta we trust so with both engines at full throttle we launched into the sea. It was not until we were a few boat lengths out that an approaching wave was building a massive H<sub>2</sub>O wall on our starboard side. Martyn veered sharply into it, Flo's bow pointed steeply upwards, and our kettle fell off the stove and broke. The wave passed underneath us before breaking, which we considered to be rather fortuitous. Later that day, Martyn mended the broken kettle, so no harm done really.

Only the foolhardy would attempt two challenging bar crossings in one day, but our plan was to do just that. I had built up enough nervous energy to power a small aircraft, a process which sometimes spans more than one day and often includes hours of the night that should be spent getting some restorative sleep. As we had risen early to leave Mooloolaba, we were both sleep deprived and cranky, especially one crew

member who shall remain unnamed. We had good wind behind us and the gennaker was flying happily, which rubbed off on Martyn who was in his elements. I did what I had to do, which was to doze in the saloon and sulk a little.



*Our path into Wide Bay lagoon. Wouldn't want to do it at night, as the lagoon sandbanks are not shown on any charts, as far as we know.*

Advice upon logging our passage was to check in with Tin Can Bay Coastguard 5 miles before reaching Double Island Point to receive the latest on the state of Wide Bay Bar. Taking in the facts and recommendations given us over channel 80 instantly steered us in the Plan B direction, which was to try and seek overnight shelter at the very bottom of Wide Bay. This was apparently not an optimal day for crossing Wide Bay Bar and little did we know that our disrupted plan would introduce us to a hidden treasure which we now count as one of our favourite finds.

We jibed westward around Double Island Point in search of sheltered anchorage at the bottom of the vast Wide Bay. We saw lots of white masts in the distance, and as we came closer, it appeared all the boats were stranded on the beach. How strange. Could it be an optical illusion? Eventually we were close enough to realise the boats must be anchored in a lagoon inside a sandbar, but we still couldn't discern an entrance. You almost have to go past it to see it but entering the lagoon is pretty straight forward as long as it's not on the low tide and one does have to keep an eye on the depth. A few monohulls found their anchorages just outside the mouth of the lagoon.





*Locals told us the lagoon sandbanks were created about ten years ago, offering a secret safe haven from the ocean swell.*

The lagoon is every bit of paradise one can ask for, and not widely known to non-local sailors as it's not on the charts. We enjoyed two nights here, exploring the Double Island Point isthmus, watching daring surfers outside the lagoon who arrived either by catamaran or by 4WD from Noosa, swimming, relaxing and forgetting for a moment about our next bar crossing.



*Surfers' 4WD line-up along the outer sandbank. The area was a hive of activity with people fishing, kayaking, swimming, hiking and surfing.*





*A hike up the hill provided some much-needed exercise as well as an opportunity to capture the lagoon from a higher perspective.*





*At low tide, we discovered our depth gauge would display minus 0.3 without touching the sandy bottom of the lagoon.*

After two nights in the lagoon, we had checked the weather forecast, the tidal charts, and a website called Wave Rider Buoy showing the trend in wave height. We had

spoken to Coastguard Tin Can Bay who gave us fresh waypoints to put on our chart plotter, and to a variety of other boaties who like us were awaiting the right time to attempt crossing the notorious bar. We had also listened in on VHF sign-offs with the Coastguard from those brave enough to choose earlier tidal opportunities and we heard it had been challenging (there were mentions of soiled underpants as well as the need to have a big pair of testicles...) but luckily no serious issues.



*To our surprise, a couple of vessels cut some waypoint corners and hurried past us.*

When the time came to cast off and sail towards the first waypoint located a couple of hours away from our safe and comfortable lagoon, we noticed the three other boats who allegedly were planning to cross the bar with us, weren't moving. But as soon as we left, they all quickly upped anchor and followed.

It was a cloudy, grey day so we didn't spot the breakers until we reached the entrance to the bar. Another catamaran decided to cut the first corner and get in front of us before the first waypoint, which felt a bit reckless as we thought a bit of distance between vessels would be prudent in light of the frightening YouTube clips we'd seen of boats involuntarily surfing down breaking waves. Soon, a motorboat decided to overtake both catamarans to add to the general excitement. Martyn and I shared the helming experience and took turns at filming the breaking waves flanking our path.



*The Fraser Island ferry in calm waters at Inskip Point was a welcome sight.*

The Wide Bay Bar obviously requires some research and preparation. The crossing is an exercise in prolonged heightened alertness, and we were relieved to finally see the Fraser Island ferry ahead as it went about its normal, mundane task of transporting carloads between Fraser and Inskip Point. A mackerel sunset sky provided a spectacular backdrop to our anchoring at Pelican Bay, marking the grand finale to our varied bar crossing adventure. We both agreed the Mooloolaba exit had been the scariest, then opened Flo's on-board bar and congratulated each other on a job well done.



By Anna Alvsdotter



## BUY, SELL OR SWAP



**These rugby type tops are available for order.**

Please contact Jeremy Clark at [jeremyjc@tpg.com.au](mailto:jeremyjc@tpg.com.au) for further information.



## CHEF'S CORNER

### PORK FILET, Asian style

This works very well on the boat (but due to lock down photos are from home). Pork fillet is often sold in a vacuum pack which makes it great to take on board. Freeze it and it will last for a while on the boat. I would probably prepare the day before heading to the boat for a weekend cruise. The meat can be marinated at home as well as the sauce and then cooked onboard.



#### Ingredients:

4-500 gr pork fillet  
1/4 cup sesame seeds  
Noodles of choice  
Cocktail tomatoes

#### Marinade:

2 tbsp honey  
2 tbsp soy sauce  
2 cloves of garlic, crushed

#### Sauce:

1/3 cup soy sauce  
1 tbsp white wine vinegar  
2 tbsp honey  
2 tbsp brown sugar (or any sugar)  
2 cloves of garlic, crushed  
3 tbsp peanut butter, smooth

Mix the marinade and let the meat marinate for up to 24 hours.

Mix all the ingredients for the sauce in a saucepan and heat on low heat and stir. Let chill.

Roast the sesame seeds in a pan, 3-5 min until golden.

Cook the meet in a pan or on the BBQ.

Cut in slices when cooked and serve with noodles of choice and tomatoes.

Sanna on RaRa

## CD Quiz –August2021 by Phil Darling

1. Where on a boat do you find the roach?
2. Now that we have identified that our boat has a large roach – we notice it is flapping excessively. What can we do to stop this?
3. You are invited onto a gaff rig yacht and notice that the mainsail appears to have two halyards (not one as you are used to). What are they called and which one should you hoist first?
4. In the past week there was a newspaper report of a number of boats (oil tankers I believe) in the Persian Gulf who changed their AIS representation to “Not Under Command” in response to a threat (which was not specified). What shapes should they hoist in the daytime, and what lights would they show at night?
5. What does “not under command” mean in relation to a vessel?
6. You hear a radio forecast “Securite Securite Securite Strong Wind Warning”. What would you expect the wind strength to get up to at a maximum?
7. You are in the southern end of Lake Macquarie. A big southerly change is expected soon, but in the meantime a strong north westerly is blowing. You are looking for shelter, and notice that the depths close to shore are greater than the chart says. It is a wise move to take advantage of this to move closer in to shore?
8. In navigation – what term describes the effect of the wind blowing the boat sideways?
9. You are plotting a course to steer and wish to allow for the effect in the last question. How do you work out how much to allow?
10. Who should you register your 406MHz EPIRB with in Australia?

~~~~~

## TECH CORNER

### Snubber hooks

**Martyn Colebrook SV Flo**

Flo's continuing journey north has given us multiple opportunities to perfect anchoring, the main remaining fear being swinging room, which we are slowly overcoming. We don't want to swing into other boats or nearby rocks.

Another issue, which I have now resolved, is the anchor snubber 'hook'. I didn't know I needed an anchor snubber until I bought Flo. I guess the windlass on Slac N Off was fortunate in that not much anchoring was done, preferring to find mooring buoys. So far, 2 hooks have failed.

The encapsulating pin disappeared after a few weeks from the Wichard hook that originally came with Flo. This was replaced with another Wichard hook. The hook bent, as did the encapsulating pin after little use.



The hook was replaced by a shackle, which did the trick and is very reliable. However it is fiddly and not something which will release quickly in the event of a need for a quick departure from an anchorage.



The shackle was about to be replaced by a claw hook, which I spotted in the chandlers in Rosslyn Bay Marina. The manager, who used to operate commercial vessels explained that the claw can be jam on an anchor roller as the chain is being pulled winched in on the windlass.



Finally, the answer. The marina manager read an article written by intrepid round the world sailors who came up with a perfect solution. I adopted his suggestion and it has proven to be fool proof so far. The dynema rope is fed through the appropriate link in the chain and the knuckle passed through the eye in the

dynema. Quick and simple. The rope can jam in a chain link when trying to release the 'knuckle', so reduce the tension on the chain by moving the boat forward and it will free easily.

I think the Wichard hooks bent as they passed over the anchor roller. On Flo it is not possible to detach the hook in front of the roller as windlass and anchor locker is set back behind the trampoline rendering it inaccessible.

## PHOTO COMPETITION for 2021

August Winner .....Photo of the Month is Valerie Orton

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 August is called 'Balmoral Dawn'  
and was taken by Valerie Orton

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.

## CD Quiz – August2021 – Answers

1. On a sail. It is the curved area on the leech outside of a straight line from the head to the clew
2. We can try to pull down the boom to tighten the leech -but possibly the only solution is a trip to the sailmaker to get some leech battens put in our sail to support it.
3. The Throat Halyard is attached to the forward end of the gaff and bears the main weight of the sail. You should hoist it first. The other halyard is the Peak Halyard and you use it to tension up the leech of the sail. Tighten it second but do make sure that it does not tangle on the way up.
4. Not Under Command requires day shapes of two black balls in a vertical line (ie one above the other). At night these are replaced by two red all-round lights in a vertical line. If they are under way they also show red/green side lights and a white stern light – but no steaming light.
5. Not Under Command means that the vessel can not steer to avoid a collision, and that all other craft should avoid it. The vessel may be under way, stationary or drifting depending on it's particular circumstances.
6. Strong Wind Warnings are issued when the average wind is expected to be between 25kts and 31kts – however the standard warning is “Wind and wave forecasts are averages and wind gusts can be 40 percent stronger than the forecast, and stronger still in squalls and thunderstorms”. Taking the 40 percent figure – gusts could easily be up to 40% more than 31kts – so say up to about 43kts.
7. No – the strong northerly winds have heaped water up near the southern shore – hence the greater depths than expected. When the southerly winds arrive they will blow the water back north and you may very well be in less depth than the chart indicates (and maybe aground?)
8. Leeway
9. The best way is to look over the stern and estimate how much the wake deviates from a straight line astern of the vessel. If you are not underway, however – most people allow 5 to ten degrees depending on experience with their particular boat.
10. AMSA (Australian Maritime Safety Authority) – go to their website at [beacons.amsa.gov.au](http://beacons.amsa.gov.au)

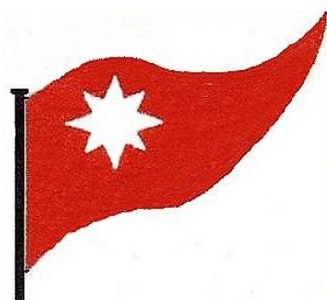


**Middle Harbour Yacht Club - Cruising Division  
Treasurer's Report on 1 August 2021**

|                                               |                   |
|-----------------------------------------------|-------------------|
| <b>Cash at Bank on 01.07.2021</b>             | <b>\$1,995.69</b> |
| <i>Plus Receipts</i>                          |                   |
| Membership payment C. Kelleway<br>"Dreamaway" | <b>\$50.00</b>    |
| <i>Less Payments</i>                          |                   |
|                                               | <b>-\$0.00</b>    |
| <b>Cash at Bank on 31.07.2021</b>             | <b>\$1,995.69</b> |
| <i>Outstanding Receipts</i>                   | <b>\$0.00</b>     |
| <i>Outstanding Payments</i>                   | <b>\$0.00</b>     |
| <b>Account Balance</b>                        | <b>\$1,995.69</b> |

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 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).