



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 41 No. 8 September 2021

Editor: Phil Darling

Next Meeting: Monday September 20th 7:30 p.m.
On line by Zoom – details and link to follow.

Speaker: Julie Hodder -
“Neptune Regatta on the Equator”



As Free as the Breeze – Bill Humel’s “Boat 4”

MHYC CRUISING DIVISION PROGRAM 2021-2022

September	Thursday 16 th	Annual Skippers Briefing 7pm – by Zoom
	Monday 20 th	Cruising Division Meeting 7.30pm – by Zoom
	Sunday 26 th	Sunday Breakfast and Safety Training Workshop - COVID Permitting Sailing Sunday MHYC - COVID Permitting
October	Sat-Mon 2 nd -4 th	Long Weekend cruise to Pittwater - COVID Permitting
	Sunday 10 th	Sailing Sunday MHYC Women's sailing festival Trial Sail
	Monday 18 th	Cruising Division Meeting
	Sunday 24 th	Sunday Breakfast and Safety Training Workshop Sailing Sunday MHYC
	Sunday 31 st	Make A Wish MHYC
November	Sunday 7 th	Sailing Sunday start at MHYC
	Saturday 13 th - Sunday 14 th	Tapas Tie Up
	Monday 15 th	Cruising Division Meeting
	Sunday 28 th	Sunday Breakfast and Safety Training Workshop Sailing Sunday MHYC
December	Sunday 12 th	Sailing Sunday start at MHYC
	Friday 17 th	Xmas Party
January	1 st – 9 th	New Year's Cruise (TBC)
	Monday 17 th	CD BBQ (No Formal Meeting)
February	Monday 21 st	Cruising Division Meeting
March	Saturday 12 th – Sunday 13 th	Harbour Night Sail and Raft-Up
	Monday 21 st	Cruising Division Meeting
April	Friday 15 th – Monday 18 th	Easter Cruise (TBC)
	Monday 18 th	Cruising Division Meeting
	Saturday 23 rd -Monday 25 th	Anzac Day Weekend Cruise (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 (Susanna) Westling	0476-152-799
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
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 **30th September 2021**

The **EDITOR** for the next Compass Rose is **Evan Hodge**

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 – September 2021



Hello all and still the lockdown goes on. Obviously the club opening should have happened but like all things at the moment it will need to wait until better times.



The last few weeks we have seen a few more CD members out and about going for their exercise sail and doing preventative maintenance on the vessels. Paddle boards are being pumped up as the days are getting warmer and the water will only turn one a little bit blue.

Speaking of blue, Kelly and I were paddle boarding and walking over at Store Beach and while standing at the waters edge had the privilege of seeing a school of juvenile blue fin tuna doing laps back and forth along the length of the beach. They were only about 3 meters from the shore in about 1.5 metres of water. They are very fast and must have been chasing their smaller prey. There were about 20 of them about 25-30cm long and they did about 10 laps of the beach before they departed. It was a really special moment.

A big thanks goes out to Noel Phelan and his talk on the salvage of the Costa Concordia, the cruise ship that ran aground and capsized in the Mediterranean a few years ago. If you missed the talk it is available on the Cruising Division via the MHYC site and provides a reminder of one's duty of care whatever the size of the craft.

September's Zoom speaker is Julie Hodder one of our clubs stalwarts. Better known for racing Julie is a very experienced navigator and is going to tell us about one of the more interesting regattas she has participated in. Nongsa Neptune Regatta, a family friendly race and convoy boating event to the Equator and back. All are welcome I will be sending out the link in the coming days and you are welcome to share it around to other club members and interested parties.

The CD Long Lunch has been postponed again due to the lockdown.

The club get checked day has been yet again postponed. The current safety audits validity have been pushed out till 31st December 2021.

As the weather gets warmer I hope to see more of you out exercising on this beautiful harbour of ours. Keep in mind to follow the Covid rules. Check-in and wear masks if you do happen to pass through the club.

Evan Hodge
Cruising Captain. SV Sanctum

Next Meeting: Monday September 20th at 7:30 p.m.

As the club (and all Sydney) will still be locked down – our meeting will be on line via Zoom.

The link for the meeting will be in the club e-news – or by email – or contact cruising@mhyc.com.au

While we are waiting for sailing to restart – why not go for a swim and keep fit? At least it is in (not on) the water ...



“Balmoral at Dawn” – picture Valerie Orton

September Speaker: Julie Hodder - "Neptune Regatta on the Equator"

From Julie:

"Now this was also a race series, but had lots of cruisers.

We stayed in tents, raced 12 miles to the equator, where we stopped, had a swim, did the king Neptune thing and raced back again.

They had whirlpools between Islands and we also visit local island where only visitors go once a year (for this Regatta). Also possibly the most interesting."

From the website:

"The Nongsa Neptune Regatta takes place entirely in Indonesian waters with a start and finish at Nongsa Point Marina (N01°11'.90 E104°05'.80). Nongsa Point Marina is the yachting gateway to Indonesia and is only 11 nautical miles from Singapore & Johor.

The islands south of Batam & Bintan are a wonderful sailing ground. With volcanic peaks rising in the distance on the larger islands, which rest behind a multitude of tropical islands smaller in sizes and shapes leading to the jump off point for the equator, Pulau Sikeling (N0°08'.00 E104°13'.98), offering protected anchorages and stunning white coral beaches.

Passage Races through tropical beauty, clear green waters, sailing past breath-taking panoramas, combined with a sprint race over the equator, makes for the Nongsa Neptune Regatta a yachting event unmatched in the sailing calendar."

September Cheese Platter

Here it is - enjoy!



Cruising Division Safety Notices



Safety Audit Validity extended

With the current restrictions due to Covid, the planned Get Checked Day on the 13th September has been postponed – new date to be announced when the situation is a little clearer.

Current Safety Audits (last year's ones) have been extended and will remain valid until Dec 31st 2021 for categories 4 to 7.

Restriction on Sailing eased (slightly)

From the 13 September some restrictions ease a little, allowing those outside the LGAs of concern the opportunity to go sailing in groups of up to 5 if all adults can prove they are fully vaccinated. All other rules remain the same.

Annual Skippers Briefing 16 September via Zoom

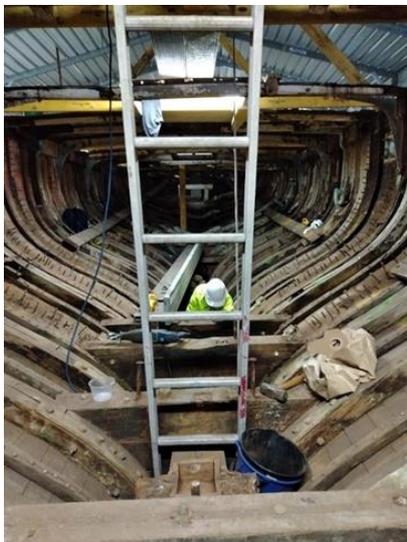
The Annual Skipper's Briefing will be held via Zoom Teleconference this year on Thursday evening 16 September at 7pm. If you are planning to race (even twilights) then at least one [person from your boat must attend – otherwise I would recommend it as a good reminder. Please register with the club and they will send you the link for the night.

Stay safe!

Phil Darling - SV eXpresso

My work experience with Noakes

Just before the COVID lockdown hit Sydney again I had the opportunity to do work experience for a week with Noakes shipwright and boat repair shop. A little information about Noakes, they are responsible for all maintenance and repairs of police vessels in NSW and located in Berry's Bay. This was pretty convenient as it was a 5-minute walk from my house, and I got to work on a boat yard for a week.

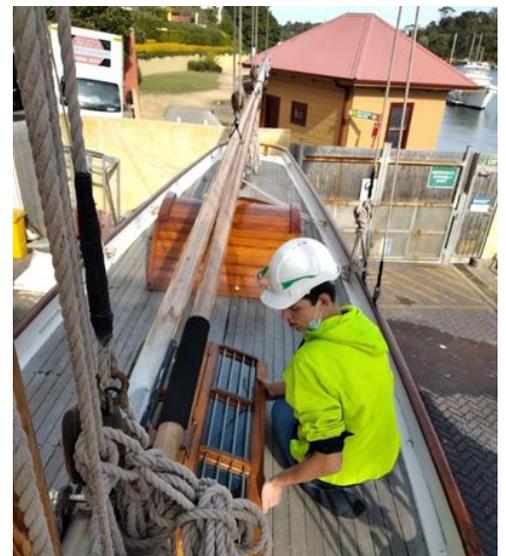


Day 1:

On the first day of work experience on the shipyard me and one of my mates from school started the workday early at 7 am and ran through a Noakes safety incursion followed by joining the morning briefing and getting ID assigned allowing us to work on the shipyard. After introduction we started working doing the 'shit' jobs first. Scraping barnacles off a boat. We started our work experience scraping and cleaning the hull of 50 ft aluminium Catamaran called Oceanographer. That about sums up the rest of the duration of the first day until we finished at 3:30 pm.

Day 2:

From the second day onwards, I started my mornings at Noakes at 7:15 am with a morning briefing and spent the workday spread across a couple different boats. At the start of Tuesday, we continued the scraping and sanding of the hull of Oceanographer to prep it for antifouling. For the last bit of the second day, we started cleaning out an old boat, or the remnants of one at least. It was an old wooden boat that was the best racer in the Sydney to Hobart before Wild Oats. We also watched the boat Akarana come onto the hard at the end of the day.



Day 3:

After the morning briefing, we continued to clean out the ruins of the boat from the second day, picking up bits of timber, sawdust and bits of rusted nails and disposing of them.

Then after a scheduled break we started working on the new boat that came onto the hard the day before, Akarana. Akarana, we learned was a very small boat in great condition stored at the Maritime Museum that was built in 1888. For Akarana our job was to scrape off a few barnacles but wet sanding the whole underbody of the hull and prepping it for antifoul.

After we prepped it for antifouling we went back to work on the other old boat, but that one was falling apart. We slowly and carefully hammered out the rivets of hull while trying to avoid ripping the wood out with it. This was hard work, which took us to the end of the third day.



Day 4:

The fourth day was a particularly exciting and memorable day out of the five and basically the whole day was spent working on Akarana. We continued our work from yesterday sanding off any spots we missed on the hull, then, very exciting, we got to apply



and paint the antifoul onto Akarana (We were getting a bit tired of prepping boats for antifouling but not getting to finish the job). We spent the good first half of the day painting the boat and after a short lunch break, we were finished with painting the boat. But it got better. They said we could help transport the boat back to Maritime Museum. We drove it

cross the harbour back to Darling harbour and to the Maritime Museum. We also did a boat pick up after the delivery of Akarana. I think after this we just spent the last hour of the day cleaning the deck of some little sailing boat.

I give this day a 10/10.

Day 5:

Our final day at Noakes working on the yard. We started the morning by splicing some rigging for the little sailing boat we were cleaning yesterday and cleaned out the inside, which was covered in black mold (The bathroom was unrecognisable). After setting up a lazy jack rigging on the boat, we went out for a few boat deliveries and a boat pick up and after that we kinda ran out of work to do on the yard. We just floated around, emptying bins and cleaning boat decks. A slow way to end the week with not much work to do.



After our 38-hour work week with Noakes I was feeling quite fulfilled with the experience and I would greatly recommend this experience to anyone who's looking for work experience for school.

Oli/RaRa

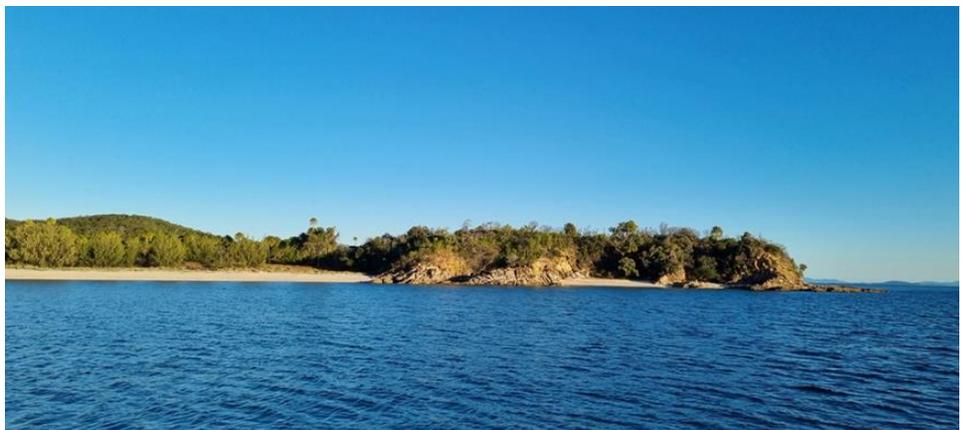
CALAMITY CORNER An Unpleasant incident off Pleasant Island.



Imagine waking up in a beautiful anchorage on a desert island with pristine sand beaches, the occasional palm tree in the back ground and She Oaks lining the shore with their fronds wafting in the wind. A zephyr whisks across the water creating silver tipped ripples.

It is one of those dreamy early morning starts, which every sailor loves. The sun is just above the horizon so the vision is clear and the there is another yacht in the near distance. The race is on, but not for long.

An almighty bang followed by a second brings us to full alert, or shock horror in my case. My right hand delves into the depths of my shallow right pocket searching for the several thousand dollars that this, latest calamity, was going to cost. Next thought was what caused this moment of extreme anxiety.





Although not necessarily at the height of our alertness we had studiously surveyed the chart plotter before departure, expanding the screen to its highest resolution. There were partially uncovered rocks depicted to port, but they were way off. We left Pleasant Island, and the islet just north of that, a clear margin to starboard, so what could it be?

Whilst I dived down inside the hulls to check the bilges for any signs of holes Anna spotted the offending rocks, which we had just hopped over. No holes. I knew what the damage was from a previous rock encounter in Manly Harbour (the Queensland one). The first thump was one thousand dollars of stub keel being shaved and the second was three and a half thousand dollars of rudder being dissected. The damage was confirmed when we reached Port Clinton, when I felt able to make an underwater survey. Meanwhile, we had the checked the rudderstock, cables, bilges, etc.

The stub keels on the Nautitech are sacrificial so had we had an even mightier impact on the rocks the keel would have ripped off without leaving a hole in the hull. The lower half of the rudder is also sacrificial. It is designed to snap on impact, rather than destroy the rudder stock (post) and the area of hull through which it is fitted. We had enough rudder remaining so as not to affect Flo's steerage.

We continued our journey stopping off at old favourite islands and finding new favourites. Mackay was to be a port of call for re provisioning so arrangements were made for the lift out and repairs.



We arrived on Monday afternoon to a very busy boatyard but they squeezed us in for the lift out on Wednesday morning. The shipwrights were also booked out for weeks but one of them agreed to help and the rudder was off almost as

soon as Flo was in the air. We stayed on the boat in the yard for a couple of nights before friends arrived from Airlie to take us back to their place for a few days whilst the repairs were carried out.

Back at the yard Brad and Chris from BlueLine Boat Builders had done a beautiful job. The rudder looked like new. I had also had a polish from Matt, the young boat polisher. Flo, looking like new again, was photographed as she was lifted and photos sent to the 'would be' Hamilton Island Race Week crew. Eagle eyed Jeff responded whilst we were en route to our next stop, to question the rudder repair. Closer inspection of the photo and subsequent underwater inspection revealed that the rudder had indeed been rebuilt back to front.



The leading edge being at the rear Brad had taken a template from the sound, starboard, rudder, and forget to 'hand' it. An embarrassed Brad agrees to put it right on our return journey. Despite this I would still recommend him for repair work.

Mackay is a nice town but we didn't want to return and hang around any longer, besides which it is a 20 minute bus ride away from the marina, which has adequate but limited offering in terms of culinary delights.

Moral of the story. Keep a good look out when passing narrow gaps between islands, check paper charts, 'blow up' the scale on the chart plotter to its full extent. Captain Cook and his followers did a sterling job charting the ocean but do not expect every rock to be marked.

I should also mention another issue to do with bedeviled Volvo Penta D1-30 engines. The starboard engine wouldn't start after Flo had been lowered into the water, following the repairs. Maneuvering a 6.95m metre wide catamaran, with one engine, in a tight spot is not fun. I had an idea of the cause, from previous experiences, so took out the 15amp fuse from the MDI unit (the electronic control box), which is attached to the engine, and checked it. All was fine, as suspected, so I popped it back in and the engine fired immediately. Back to a temporary berth the phone call was made to Fenquins, the NSW Volvo distributor, and after some discussion, THIS time they agreed the unit should be replaced under warranty. (The port engine MDI unit failed just before leaving for Queensland and Volvo were disputing it was a warranty claim). Unfortunately the nearest part was in Airlie Beach.

This will be the subject of yet another Calamity. Watch this space...

Martyn Colebrook, Catamaran Flo

DISCOVERING LOVELY WATERWAYS WHEN LAND LOCKED

With winter and lockdown we have been doing some longer walks in the neighbourhood. As most of us who live in this beautiful city with water and nature just around the corner we are lucky to not have to venture far for some amazing walks.

We often walk around Balls Head Reserve and BP park around Berrys Bay. When walks become more frequent it is nice to take the lesser path, which leads us to new views and outlooks.



On one of these walks recently we found Berry Island, a lovely little island just off Waverton. Walking from Waverton, down Balls head road, down the stairs past the HMS Waterhen and heading north towards Berry Island we continued across the Wondakai estate and took a path around the headland. As the tide was high we walked back to the larger path and down the road towards Berry Island. We walked passed the grassed isthmus and onto the rocks by the water. Even though the water was high we managed to make our way across to the steps at the far end of the water's edge before heading back around the island on the bigger path.

Being cruisers we are always on the lookout for new anchorages and it looked lovely just east of the island. The charts show shallow anchorage closer to the beach, but good depth in the middle. The day we walked there it was blowing a strong westerly but the bay to the east was completely protected. This bay would be protected from most wind direction except Southerlies.

The anchorage will also lend oneself to being able to have land lubbers come on board for a sundowner and dinner and be easily picked up and dropped off in the dinghy.

On the west side of the island there is a large aboriginal engraving on the rocks complete with a lovely viewing platform and signs which explain the site.

Looking forward to being able to come here and have a cruising get together when lock down permits.



History of the Island and surrounds:



The island held great cultural significance to their occupants, the Cadigal and Wangal tribes, as evidenced by a vast sea creature carved into a flat grey ceremonial rock. The carving of a whale, with a boomerang-shaped carving, a waterhole and grinding grooves alongside it is today almost as faded as the dreamtime stories it evokes, of victories for the Cammeraygal people whose culture was decimated soon after the arrival of European settlers in 1788.

In the early 1800s Edward Wollstonecraft attached the small island to the mainland by constructing a stone causeway over the mud flats. The island was later joined to the mainland by a stone causeway over the mudflats.

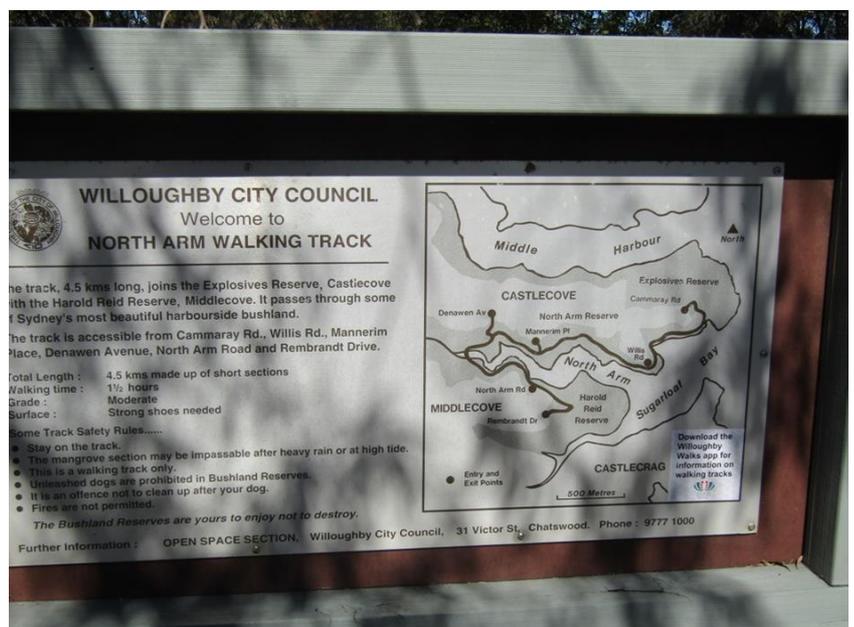
In the late 1800s the waters around the island were popular among fishermen, and had become an official breaking up ground for derelict ships. Many skeletons of ships still rest in the deep water surrounding the island.

During the 1960s, the mudflats between the island and the mainland was reclaimed and made into a grassed area. This is now a popular recreation area.

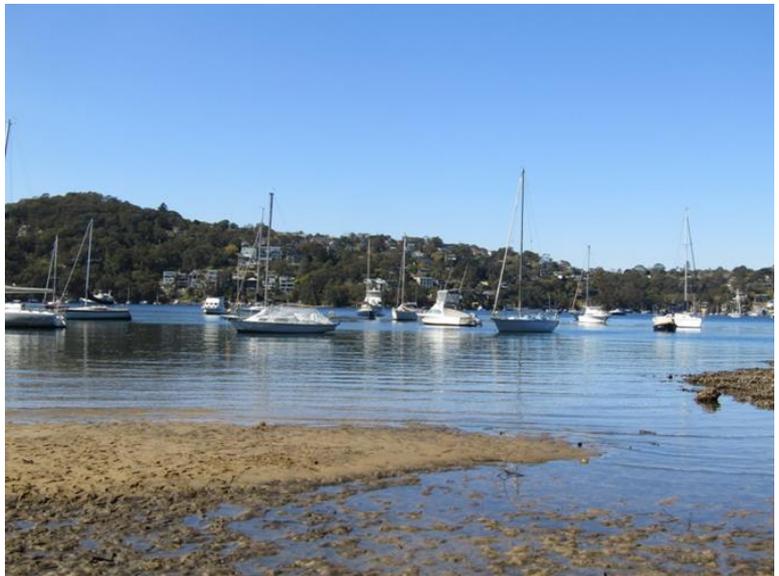
Sanna from RaRa

A different way to see Sugarloaf Bay.

The North Arm Walking track is a pleasant way to while away a few hours. It goes through bushland surrounding North Arm from Harold Reid reserve in Middle Cove to the edge of Explosives Reserve. If you want to do the whole walk on one day, it might be a good idea to organise a car shuffle so that you don't have to walk back again.



I am able to access the track from the Denawen Avenue entrance. It is a slope down to the track. Be careful when choosing which way to go or you might end up at Harold Reid reserve and have to walk back. Not a good idea on a hot February day.



From Denawen Avenue the track to Explosive Reserve is relatively flat. At times you don't believe that you are in Sydney as the bush surrounds you and there is no evidence of civilization.

One has a wonderful view of Sugarloaf Bay from above the northern side rather than at sea level.

If you leave the track here walking up the steep hill will take you past the castle after which Castle Cove is named. The last piece of the track takes you to Explosives Reserve. It's another steep climb back to Cammeray Rd.



If you decide to walk towards Harold Reid reserve there are quite a few steps up and down. To reach the reserve you must walk along North Arm Rd to reach the reserve.

Do not walk this track after rain as it can be quite slippery. The track map can be downloaded from the Willoughby Council website.

Dorothy Theeboom

CD Quiz – A Bumper Edition

We have been publishing the monthly quiz for many years now. Feedback has been varied – some appreciative, some (just occasionally) questioning the answers, but also some from time to time asking for a “simpler” set of questions.

For those who have been challenging themselves over time – congratulations and well done!

For those who want a “simpler” quiz – your requests have been heard (at least while we are still in lockdown and have the time).

CD Quiz (Boat Licence version) – September 2021 by Phil Darling

This quiz is based on the NSW Boating Handbook.

If you don't get the answers I recommend you look them up!

1. When do you need a boat licence in NSW?
2. Which vessels need to be registered in NSW?
3. Do you need a marine radio on the harbour?
4. What VHF radio channel would you use in an emergency?
5. Name three emergency signals you could use to call for help if you are in distress on the harbour?
6. What does a “north cardinal marker” look like?
7. What does a “north cardinal marker” mean?
8. A ferry is approaching and gives one hoot on it's horn. What does this mean?
9. The ferry then gives 5 short blasts on it's horn. What now?
10. You get into your tender. Do you need to wear a lifejacket?

CD Quiz (Yachtmaster version) – September 2021 by Phil Darling

A more difficult set of questions for a more experienced audience

1. You are sailing on a starboard tack and notice the starboard cap shroud bottle screw is almost undone. What is the first thing you should do?
2. What does chart 5011 look like, and what information would you find in it?
3. How many sides does a gaff mainsail have, and what are their names?
4. On a vessel, what is the meaning of three black balls in a vertical line? What should you do if you sight this on another vessel??
5. At night – you see a vessel with two all round lights – top one red and lower one white. It also has a white all round light out to one side. What does this mean?
6. The moon is in the third quarter. Would you expect spring or neap tides?
7. In astro navigation – what do the letters LHA stand for and what does this mean?
8. Your radio has a “DSC” button. What does this stand for and what does it do?
9. You wish to take out paying passengers on your 40ft yacht. What do you need to have to do this?
10. You have a riding turn on a winch and wish to take the strain off it by gripping the fouled line with a rope to another winch. What knot would you use?





PART 2 - Some Memories over 74 years of "Sailing"

Bill Humel "As Free as The Breeze"

In Part 1, in the June Compass Rose, I mentioned launching in 1964, my first offshore yacht, Yacht No.1, an Allan Payne designed 39 foot lightweight yacht. Although I had increased the mast height by 6 feet, the boat was easy to control beam reaching and surfing downwind in a swell. Sailing upwind required constant helming. Obviously I had altered the balance.

I met my future wife Helen shortly after and we were married 18 months later. I was also racing offshore as crew on a 50 footer, before and after we were married. We cruised in this yacht up and down the coast.

After renting flats it was time to obtain our own home. Yacht No.1 was sold. We chose a block of land in Forestville and sub-contract built the house. It was half way between work and the beach. After 3 years we sold and bought a little weatherboard house at Fairy Bower right on the waterfront. I bought a Gwen 12, (12 feet long) to return to sailing.

With good weather forecasts (onshore winds and smooth seas, I sailed this boat from Fairy Bower to Queenscliff or Freshwater and return. Generally there is little or no current in this Bight, so if the boat was disabled, you could just drift towards the shore using a paddle for some guidance in an onshore wind.

Time for another yacht. I bought the fibreglass hull of a trailer-sailer, a Sonata 23 in 1975. I modified the design and employed Peter Ulrich a young shipwright to raise the topsides and add a deck and cabin to provide headroom and also do the fit out inside. Peter did a wonderful job. I put the same rig and sail plan on top, so it had the same hull shape and rig as designed. Peter went on to form his own company called, I think, Boat-Speed at Gosford, where he built the "Brindabella" and Ellen Macarther's world record braking Trimaran and many more.

We called this yacht no. 2, "Salty". Our 3 small children had many happy stays of 3-5 nights on this little boat. During the building of "Salty", I had observed a Hood 23 off the RPAYC, under outboard, struggling to make headway in a Southerly Buster. I checked the size of the outboard next day and it was 6 hp. So "Salty" had a 9.9 hp outboard. We sailed "Salty" many times to Broken Bay and back. On one occasion my crewmate did not finish work early on a Friday afternoon and arrived about 4.00



pm, to leave for Broken Bay. We rounded North Head about 5.00pm and off Bluefish hail hit us followed by a strong southerly. I mentioned to my crewmate that I would get out the storm sails. The reply was "no - get the gear off and get us into Shelley Beach and shelter". On second thought I agreed. We were near Queenscliff by the time we had the sails down and secure. The 9.9 hp outboard took some time grinding us back to the shelter of Shelly Beach in Cabbage Tree Cove. We anchored and backed into shallow water, disembarked took the stern anchor ashore and buried it and gave plenty of slack. The boat drifted out some. We went to my home 400 metres away and set out next morning in a moderate southerly.

About 1980 the same crew mate, another Phil, sailed with me on our trailer-sailer, "Salty" to Broken Bay, next day Lake Macquarie, then Newcastle, where we tied up in the Water Police Base overnight, then onto Port Stephens and up through the Myall Lakes and back to Port Stephens. We returned by sailing in nor-easters from Port Stephens to Lake Macquarie and then to Sydney.

Following this successful cruise, we set out from Sydney for Jervis Bay. We entered Botany Bay for calm water, to change the spark plugs in the stuttering outboard, which seemed to fix the problem.

So, we sailed on to Port Hacking and anchored off Jibbon Beach. Next day we sailed to Wollongong, where we stayed overnight. Early the next morning we headed south for Crookhaven Heads in light winds, which became a light nor-easter in the afternoon of only about 12 knots. With the Genoa Poled out, only 4 to 5 knots was possible down wind. I intended to sail into Shell Harbour, which is only accessible to small runabouts, (and trailer sailers) but because we were sailing slowly we kept heading south. Kiama Harbour is too small to anchor in and open to swell, so I have always avoided it.

We reached Crookhaven Heads near 7pm over 2 hours later than planned with the wind finally freshening. The sun was low and the tide was now running out. The entrance had breaking waves, white water, but little swell so with motor on we headed in. I had told Phil to hang on, because we could get knocked around some. I took a centre channel line in case we were pushed off course, instead of close to the eastern breakwater wall, as recommended by Lucas. We crashed our way through the white water into flat water and then ran aground. By lifting the keel and rudder a little we moved over to near the eastern breakwater and deeper water. We anchored in this inlet off Greenwell Point and walked up the street to a service station to get more fuel. The next morning, we left very early on the top of the tide and had a beautiful sail across to Beecroft Head and past Point Perpendicular and into Jarvis Bay. We anchored in Currambene Creek at Huskisson. Next day we sailed in a fresh nor-easter across the bay heading for



Greenpatch. About a half mile from the shore the wind lifted off and we were becalmed in a big wind chop. We motored in, anchored and swam in through a mini surf. Very strange. We motored back out to the fresh wind and with main only motor sailed in a bash to windward back to Huskisson.

My respect for the weather in this area rose in the 1960's. We were sailing north across the Shoalhaven Bight one morning, after a Sydney Jervis Bay Race, in a light nor-wester, with full sail up. The owner/skipper had left his two 15 year old nephews to sail the yacht home. I decided to stay in the cockpit and dozed off. The rest of the crew were resting down below. I woke up wet up to the chest in water in the cockpit. I was disorientated. I had a horizontal view of the sea. We had been flattened, laid down by a southerly buster. The deck was almost vertical and it was difficult to get to the mast to release the halyard winch brakes, to begin lowering the sails. This Southerly Buster came in from the south west. Most of the water in the cockpit went down below, over a ton, because there was no upturn at the front of the cockpit and no wash boards in place. The crew scrambled and crawled up into the cockpit, when the water poured down below. When we regained control of the yacht, I quietly asked the young twins, "did you see the white horses coming? Yes, we thought they would go past". "Well now you know what happens when white horses go past you."

Within a few hours steep seas built up to around 4 metres, caused by the east coast current against this southerly gale. Fortunately the swell had not built up yet. Looking aft, the large very steep seas had grey green tops you could almost see through and some were breaking over our stern.

On Salty at Huskisson the next day a Southerly came through, so we waited that day and decided to head north the next morning on the tail of the southerly. As we rounded Point Perpendicular, a Naval vessel caught up to us and slowed down to our speed. We had this escort until we cleared Beecroft Head and into less disturbed seas and swell across the Shoalhaven Bight. No other boat was out there, not a good sign. I pulled out my note book and made some notes. My crew mate asked what I was writing down. A bigger boat, an in board diesel engine, a fixed keel and rudder, (the centerboard was banging from side to side in the swells) We reached Wollongong in the reducing wind and sea. The next day to Port Hacking and another day home to Sydney. My friend Phil's comments at the end of this cruise were "I saw Shell Harbour from near 2 miles out, through the Binoculars, three pine trees. No more of that white knuckle stuff entering Crookhaven Heads thanks and I have got gunnel bum". Most unappreciated!

We started racing "Salty" (really a trailerable motor sailer) and after 7 races we finally won the race and then stopped racing, so we could say she won her last race.

By 1985 I bought yacht No.3 a second hand Adams 31 centre cockpit yacht only 18 months old. This was the previous owner's second Adams 31 and he had increased the height of the rig, which was to my liking. We raced this boat for a season without much success. I discovered the Genoa in the No.1 bag was actually a No.2, so I had a 160%

No.1 made, really cleaned the bottom and fitted a folding prop. Going to windward previously we could only achieve 5 knots, but now 5.5 knots, half a knot faster. Not much you might say, but it is 10% faster. In 1988 we won a Series at MHYC and the prize was air fares for 2 to Airlie Beach and a 1 week charter of a Carter 30.



We also cruised the Adams 31 north overnight some times to Lake Macquarie, Newcastle and Port Stephens. Returning on one occasion with our 17 year old son, we were off Terrigal mid-afternoon, when hit by a Southerly Buster that arrived about 4 hours early. With all sail down and motoring into the wind and rising seas we were achieving 4 knots down the back of the waves and zero climbing the face of the waves averaging about 2 knots. With at least 12 miles to go to Broken Bay, we could take 6 hours. I decided to run into Terrigal Bay and protection from the south. We picked up a substantial vacant mooring, but were ordered off it by Volunteer Coastal Patrol, because the fishing boat may return to its mooring at any time. We were told to take the Visitors mooring. We hung on this mooring all night in the blow and next morning, while we were having breakfast

in the cockpit, we were adrift. Contacting VCP again, the new person on duty told us to take the mooring we had first picked up because it belonged to the large VCP Rescue Vessel, which was on the slips beside the VCP building. When I inspected our end of the Visitor Mooring chain, where it had fractured was only about a match stick thick of shiny steel. We had slept all night in a blow on this un-serviced fragile chain with the surf to leeward. Allan Lucas has said your own anchor maybe safer than an unknown mooring. Also, I could have pulled the mooring up to check it, which I have done since, when pickling up any public mooring.

Crewing on the 50 footer (15 metres) in the 1960s, we raced offshore against "Mercedes 3" a 40 footer. This yacht was a top racer. Taking this design as a basis in 1967 I commenced designing what I considered was my Ideal offshore yacht. By 1989, still owning the Adams 31, I thought I was in a position to have it built and my wife agreed!

Experience told me to go to a good yacht designer. Peter Ulrich recommended Scot Jutson and a sailmaker also recommended him. So I took my drawings to Scot in 1989 and asked him to design the fastest 40 footer (12 metres) he could with a light weight complete fit-out and tell me if my fit-out drawings would fit inside his lines. I had a fin keel with a torpedo on the bottom and 1.82 metre draft. His bow half and mine were very similar to max beam at 12 foot 6 inches, (3.78 metres) but his stern was 11 feet wide. (3.35 metres) The Bow was vertical and the stern was straight across and vertical and no spring or sheer from bow to stern, just straight and a draft of 8.5 feet. (2.75 metres) He said torpedos cause pitching by a pendulum action. My comments were she

might be fast but she is ugly. I like to push row to my yacht, so I can look at it as I approach. This design I would have to row towards it conventionally, because it will be so ugly. So Scot grudgingly agreed to slope the bow, and lose 0.1 of a knot, slope the stern slightly and curve it and lose another 0.1 of a knot. The maximum speed to windward would now be only 7.4 knots. I wanted to be able to get into Lake Macquarie and 1.82 metres draft is about maximum. Well you will have to have a torpedo on your keel was Scot's reply. He gave up when I pursued some spring in the sheer and told me, here is the height of the stem and stern, you do what you want in between. So a sweet sheer was calibrated, making sure it all sloped down to the stern to avoid ponding and topside staining. The cabin and cockpit and deck layout were to my design and the internal fit out.

Six yacht builders were approached and all but one would only price the hull, with an hourly rate to finish. The one I chose gave me a fixed price. My working life was in the construction, the first 19 years in Architecture, planning, supervising or inspecting and administering multi- million dollar Building Contracts, then 30 years as an architect builder on sites. Hourly rates with no budget was unacceptable. The yacht construction



started in October 1990, in a factory in Forster. This yacht was for a 50 year old and has been and still is fast and comfortable. Construction was estimated to take 9 months. It took 20 months. In just over a year the Boat builder was broke. The boat was not finished so to salvage the situation, I paid him a wage, the factory rent and bought the remaining materials and fittings to finish the yacht. The result was around 35% over the contract price. So much for Boat Contacts.

However to his credit he continued to do an excellent job, with no shortcuts. He said under such difficult conditions we never had a fallout. My reply was the yacht has been finished to a higher standard than I expected. I was quietly relieved he stayed on and finished the Boat. The yacht was launched in September 1992 and mast installed.

Our yacht No.4.

We made two sea trials out of Forster and early in October 1992, in a firm southerly, the builder his wife and I sailed south on the delivery trip, for Sydney and home. "The Breeze" slammed at times in the swell and wind chop, until a way was found to snake through the seas. Rounding Sargarloaf Point and Seal Rocks, the sheets were sprung and we ploughed on at 9 knots. I decided to unroll the one reef in the main, against the builder's advice, to see what she could really do. He felt she was comfortable at 9 knots.

We heeled over more and slowed down to 8 knots. So back to one reef, with the knowledge, the boat is faster not overloaded with sail.

We raced "The Breeze" until 2009. In one of our most memorable MHYC first division races, 26 yachts started, in heavy weather, only two yachts finished the rest retired and we won the race. Also of course we have cruised "The Breeze" from Batemans Bay south to the Whitsundays north and Coastal cruising is what I really enjoy, plus the four waterways in our area, Port Hacking, Botany Bay, Sydney and Broken Bay-Cowan waters. In 1994 I discovered the Cruising Division in MHYC and joined shortly after.

In 2001 our eldest son Ben and I bought Yacht No.5, from Curly Corlett at Sailing Scene. It was an Elliot 7.8 metre Sport Rigged lightweight yacht, with vertical lifting Keel and rudder. It had only been sailed twice. The buyer took his family out and frightened them. Curly asked us if we knew we were buying a ballasted skiff. I told him I had learnt to sail in 12 foot skiffs.

We bought it to race and to sail on east coast lakes. We hung it up on the Gantry at Davis Marina. No anti-fouling, so the bottom was absolutely smooth. With an asymmetrical Kite on a long carbon fibre pole the planning speed downwind was surprising. We passed a Manly Ferry heading in the same direction one day. We must have done well over 14 knots. Our greatest victory racing was in a very light wind of 1 to 3 knots for half the race. The tidal current charts for Sydney Harbour show up to 1.1 knots in certain areas. So if you are doing 2 knots against a 1 knot current your speed is halved. We avoided the current areas as much as possible and sailed from wind patch to wind patch at times considerably longer than the shortest route. Starting as scratch boat in second division 1 minute behind the first division scratch boat, by Middle Head we had passed this first division scratch boat. We won that race by 19 minutes. Not smart, because we were then handicapped so hard we never won again, only a few second places.



It was a young man's race boat and by 2009 our "dad's army" crew decided to retire from racing. The accommodation for cruising on lakes was Spartan. Ben was too busy in business and family to use it. So we sold it.

In 2017 a fishing boat I had on our mooring was also sold. It was time to obtain a Lake Yacht with vertically lifting keel and lifting rudder. The boat I wanted to buy was a Farr Binks 30 with vertically lifting Keel and diesel inboard, for sale in Queensland. Due to

distance and virus restrictions it sold before I was able to buy. About 25 years ago I saw a Jutson 8 trailer sailer at the Sydney Boat Show. A beautifully built little yacht as I remember. One came up for sale in late 2017 so I bought it and became a fleet owner again. Yacht No.6. occupied the mooring.

Unfortunately I was then diagnosed for Open Heart Surgery, which was carried out the following February. After rehab and a few short cruises my dad's army crew and I found it to be a great little yacht, but for younger crew. We were spoilt by having "The Breeze" as an alternative. So Yacht No.6 is for sale and we are considering Yacht No.7.

CD Quiz (Boat Licence version) – September 2021 – Answers

1. If driving a boat under power for recreation on NSW waterways at a speed of 10 knots or greater.
2. Any vessel which meets one or more of the following criteria: has an engine of 4kw (approx. 5hp) or more; is 5.5m or longer; is kept on a marina or mooring; or is a PWC.
3. No (only required if you go more than 2nm to sea) – however it is a good idea and is required by the club and the cruising division!
4. VHF channel 16 (you should leave your radio tuned to this frequency anyway).
5. Any three of: red flare; orange smoke flare; mayday call on VHF16; hold arms out sideways and raise up and down; V-sheet; maybe call 000 on your phone (plus several others not listed in the boating handbook)
6. A North Cardinal Marker is a navigation marker which can be either floating or on a fixed pole. It has 2 black cones on top which both point up and it is coloured black on top and yellow below.
7. It signifies that safe water is to the north of the marker (best to check your chart though to see if it is really safe for you!).
8. Officially it means that the ferry is changing it's course to starboard.
9. Someone is too close to the ferry (hopefully not you). The signal means "I am unsure of your intentions and doubt whether you are taking sufficient action to avoid a collision".
- 10.** It is probably a good idea anyway – but by NSW law you need to wear a lifejacket in tenders less than 4.8m long at night or when you are alone or only with children under 12.

Yachts in the Cruising Division: Simply Irresistible – a Jarkan 10

Editors Note: We have all known and loved Simply Irresistible for many years now as a regular at CD on-water events. This is part 1 of 2 – to be continued in next month's Compass Rose.



Buying Simply Irresistible at the 1988 Sydney Boat Show was a snap decision. We'd gone to the boat show to buy a specific mainsheet system for our eldest son's Flying 11, which we did, but then we couldn't resist the temptation of wandering along the floating marina with its array of amazing yachts, dreaming of when we might be able to afford one.

Then we spotted a broker we knew and he invited us aboard to inspect the first Jarkan 10, a locally designed and built yacht, and to meet the builder, Kanga Birtles. We'd only been on board ten minutes, when Gill said, "we'll take it!" Not the way you'd normally arrive at such a major decision, however, it came after years of not being able to afford a bigger boat but at the same time compiling and refining a list of the "must have" features, that our previous boats had taught us were essential in order to use the boat in the way we wanted.

In the UK, we had been dinghy sailors racing a Heron and sailing in GP's, Fireflies, Hornets and Cadets on the marine lake at West Kirby, Cheshire, or in large four man dinghies called Liverpool Bay Falcons out on the River Dee Estuary. More than once we also cruised the 11' 9" Heron the five miles over the river to a favourite pub in Wales, so cruising was in our blood from very early.

Arriving in Sydney in 1968, Gill got a job straight away but there was a stuff-up in my prearranged job, so I got involved in many lengthy interviews and tests. In between these I went touring this amazing harbour we have in Sydney, particularly the marinas and that's where I fell in love with Allambie a wooden 23' Bluebird with a difference. It had been built with a self-draining cockpit, it had a standard coach roof instead of a rounded hump which gave it a bit more headroom below and it had an inboard petrol engine. Once a friend of a friend went guarantor for us on our loan we had our first little yacht, which taught us a lot. Things like crossing bars at Port Macquarie (Oops!), loosing the bolt-on keel on what it is now called Dennis Connor Rock off Shark Island (we found the rock years before he did!). Hence seaworthiness for big waves on bars, fibreglass as opposed to time consuming wood, diesel not petrol and integrated keels that don't fall off or leak began our list of the "perfect yacht".

After some great racing at MHYC in Division 3, an interstate transfer saw a heart

wrenching sale of Allambie, which was replaced as soon as we got back to Sydney by a purpose built brand new fibreglass Hutton 24 Quarter Tonner, which we called Coinda. Like other JOG boats of the era it was your typical “squashed orange” with copious amounts of tumbleholm and hence buoyancy amidships. Still a little light for cruising as it jumped around a bit in a seaway and at night-time it was a bit disconcerting to be able to see through the cockpit bullhead whenever someone down below turned a torch on! But she was fast around the racecourse and other boats seemed to stay away from us, particularly on a windy run. This was because as we got to planing speed and she started to roll from side to side, that extra buoyancy amidships lifted us in the water to such an extent that the rudder came out of the water as well and we broached! She did have a cockpit that drained well, but the tiller took up most of the space and after one particular broach the tiller became very loose as the spade rudder had sheared off!

So, to our “perfect yacht” list was added skeg hung rudder, wheel steering, minimal tumbleholm and thick, strong fibreglass construction. There was no heartbreak when we had to sell Coinda to accommodate another interstate transfer.

Back in Sydney we bought a temporary boat just to get us back out racing and cruising. Welcome Hoodwink, a Hood 23 of some years of age, but with new sails and a respray gave us some of our best racing ever. The handicap system was an arbitrary one but gave us the closest finishes in the division that you could hope for. State Championships were hotly contested even to the point of one boat having to put bricks on board to compensate for the inbuilt toilet they had removed. We even got protested in one race because we had one too many crew. Gill stood on the side, picked up our two year old and offered him to join the crew of the complaining boat, who did not proceed with the protest!



We were very happy with the Hood, although wishing we had more room and safety for the growing family and a better cruising range. However, it did teach us to add to the “perfect yacht” list decks that are rigid and do not bounce. In addition we had also added sleeping room for the four of us with- out cluttering up the main saloon.

So off to the boat show we went.

To our dismay the builder told Gill she couldn't have the boat, because they had sold more than 10 at the show and the next production slot was 18 months away! Retreat ashore for a coffee and think.

On returning, we discovered three people actually owned the boat. The broker, the builder and an investor. In the end we bought each out over the next 12 months. Firstly the broker who needed the money to invest in the demo boat for the next boat show, then the builder who needed the working capital to build those that he had sold and finally the investor, as soon as he got use of the next boat show demo boat.

To help keep the kids involved in the process, they got to name the boat, hence the name that is so difficult to relay to MRNSW during radio position reports, Simply Irresistible! I think the popular Bob Palmer song of the time with the same title had something to do with it and the words are certainly appropriate..."she's so fine you'll never know where the money went"!

At this stage the only problem was, being a snap decision, we had yet to arrange our money! However, an enormous additional motivator was that my three months long service leave was due next year and the boys were at an ideal age to take them out of school for a while and a trip to the Reef in the new boat would be perfect. As a fall back strategy, we could always sell the boat when we got back, but unfortunately, or otherwise, the "bottom had dropped out of the secondhand boat market" when we got back and so we had to hang onto the boat.....and still have it 33 years later!!!

Glynne and Gill Attersall - To be continued next month

CD Quiz (Yachtmaster version) – September 2021 – Answers

1. Tack to take the pressure off the shroud.
2. It is a book, containing the symbols and abbreviations used on charts.
3. 4 sides – luff, head, foot and leech.
4. The vessel is aground. Stay well clear!
5. It is a fishing vessel (not a trawler) with fishing gear extended out the side of the separate white light.
6. Neap tides.
7. Local Hour Angle - the angle between our assumed boat meridian position and the meridian of the sun. In other words the difference between our longitude and the sun's GHA (Greenwich Hour Angle).
8. Digital Select Calling – it sends out an emergency signal to all other radios with DSC function (including – we hope – all emergency services).
9. The skipper needs to have a Certificate of Competence - the appropriate one for this yacht is a Coxswain. In addition the vessel needs to have a Certificate of Operation (used to be called "being in Commercial Survey"). Quite a process!
- 10.**Rolling hitch.

CHEF'S CORNER

Banana Pancakes

I have never made Banana Pancakes before and wow are they are Yummmmy!!! I had to share this recipe. No need to add sugar as the bananas make them sweet enough.

Pancakes are super easy to make onboard. They are the perfect comfort food when you need some soft, warm cuddles.



Ingredients

- 1 cup all-purpose flour
- 2 teaspoons baking powder
- 1/4 teaspoon salt
- cinnamon (a wee bit)
- 1 egg
- 1 cup milk
- 2 tablespoons vegetable oil
- 2 bananas (nice and ripe, mashed)
- 1/2 teaspoon vanilla extract

Instructions

1. Combine the dry ingredients, flour, baking powder, cinnamon and salt.
2. In a separate bowl, mix together egg, milk, vegetable oil, vanilla and mashed bananas.
3. Stir flour mixture into banana mixture; batter will be slightly lumpy.
4. Heat a lightly oiled frying pan over medium high heat. Pour or scoop the batter onto the griddle, using approximately 1/3 cup for each pancake. Cook until pancakes are golden brown on both sides; serve hot.

Kelly Nunn-Clark, SV Sanctum

PHOTO COMPETITION for 2021

September 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 September is called 'A Winter sail on Sydney Harbour' 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@ozemail.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 Flo, 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.

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 gotten very lucky and sourced a limited supply of Ocean Blankets made in Tasmania. There are about 280 left and that will be the end. The price is crazy cheap so get in and buy one before they are gone.

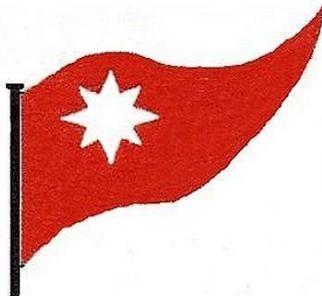
\$57 a cushion and that includes freight from Tasmania to you. The price gets a bit cheaper if you purchase 2 or more. Contact Kelly at cruising@mhy.com.au or 0457 007 554



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

Cash at Bank on 01.08.2021	\$1,995.69
<u>Plus Receipts</u>	\$300.00
Income from shirt sales (6x)	
<u>Less Payments</u>	
Cost of shirts expensed by J.Clarke	-\$548.41
Cash at Bank on 31.08.2021	\$1,747.28
<u>Outstanding Receipts</u>	\$0.00
<u>Outstanding Payments</u>	\$0.00
Account Balance	\$1,747.28
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.