



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

Volume No. 42 No. 1 February 2021

Editors: Evan Hodge & Kelly Nunn-Clark

**NEXT MEETING:**

**MONDAY FEBRUARY 15TH 7:30 P.M.  
B.Y.O. BBQ 6:30 P.M.**



*East Boyd Bay - Eden NSW – Jump off spot for those heading south waiting for Southerly Winds to ease*

MHYC CRUISING DIVISION PROGRAM 2019		
Mar	Sat & Sun, 12 – 14	Harbour Night Sail and Raft-up
	15 <sup>th</sup>	Cruising Division Meeting
Apr	Fri - Mon, 2-5	Easter Cruise to Pittwater
	Mon, 19	Cruising Division Meeting
	19 - 25	Sail Port Stephens
May	9	On-Land Event (TBC) Mother's Day

**NEXT MEETING:** MONDAY FEBRUARY 15<sup>TH</sup> 7:30 P.M.  
B.Y.O. BBQ 6:30 P.M.

**SPEAKER:** MATT HAYES – ARC ACROSS THE ATLANTIC

Matt is an ex Olympian (Atlanta 1996) and founder of Sydney by Sail yacht charters. He recently took 2 ½ years off to circumnavigate the world in a 54ft yacht including the ARC rally.

**MARCH MEETING SPEAKER:** KEVIN ENRIGHT – TIN TIN

A member of MHYC CD in early 2000's, who said he and his partner were going to buy a boat and sail around the world and did. Well as far as the UK when Covid interrupted.



Cartoon by Alex Comino

## CRUISING DIVISION OFFICE BEARERS –2020– 2021

<b>Cruising Captain</b>	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Mike McEvoy	9968-1777
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Mike McEvoy & Kimberley Pratt	9968-1777
Compass Rose Coordinator.	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Dallas O'Brien, Phil Darling	0411-882-760
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge	Phil 0411-882-760
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Phil Darling, Evan Hodge, Mike McEvoy, Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theeboom, Dallas O'Brien, Sanna Westling, Jeremy Clarke	



### Editor's note:

**Deadline** for the next edition of the Compass Rose is **3rd March 2021**

The **EDITOR** for the next Compass Rose is **Martyn Colebrook**

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 – FEBRUARY 2021



Welcome to the new year 2021. I am sure it is going to be much smoother sailing than the bumpy Covid riddled year just gone.



The Cruising Division kicked off the year with our traditional January BBQ with about 30 members and visitors attending, including the lovely Stella Polaris Clan. It was a great evening with Dallas having spread the word amongst some of the racing members as well. It was great to catch up with everyone face to face after almost a year of Zooming.

So now to this year. As I am writing this Sanctum is sitting in Twofold Bay in Eden on our way to Tasmania. Kelly, Frank Taylor (Bundeena) and I look like jumping from Eden in a few hours time. Being our first long passage in Sanctum we thought it prudent to have a 3<sup>rd</sup> crew member aboard so picked up Frank in Jervis Bay, had dinner on board and continued to Eden. We had a wild north easterly wind to push us south and saw gusts to 44+ knots. With just a small, reefed headsail Sanctum behaved brilliantly. We will bore you more over the coming months with tales of our voyage.

While we are away Phil Darling and Mike McEvoy will take the helm of the CD and other members have volunteered to assist.

First up, next meeting on Monday 15<sup>th</sup> February, will be Matt Hayes speaking of his voyage across the Atlantic with the ARC rally. It should be fascinating. Remember the BYO food BBQ starts at 6.30pm and the meeting at 7.30pm.

At the March meeting, Kevin Enright (Tin Tin) former members of the CD will regale us with their highs and lows of attempting to sail around the world.

Meanwhile back at MHYC we need to get going and get out on our yachts. The committee has started putting together a calendar of events. When it's ready please review and come along and join in the fun. It is not serious sailing but a chance to have some sailing, fun, learning and relaxation al, rolled into one.

Keep safe, keep sailing and enjoy the remaining summer days.

Evan Hodge  
Cruising Captain. *SV Sanctum*

## **Wednesday Non Spinnaker Series Looking for Smaller or Slower Cruising Boats**

Wednesday racing at Middle Harbour Yacht Club is one of Sydney's best kept secrets in Sydney Harbour. Whilst we have quite a big fleet, we are looking for smaller or slower cruising type boat to form a Division 3.

The Wednesday Sailing Instructions have already been modified to incorporate this division, with shorter course ranging from 6.6nm to 12nm for more windy days. Racing on Wednesdays occurs on most Wednesdays in the year (except Public Holidays), and starts at 1pm in Winter and 1:30pm in Summer off the clubhouse. A very sociable group turns up each week to participate in this more relaxed, but fun series.

There are prizes each week for each division and our handicap system ensures that during a series everyone is a winner. Very shortly we will start our sausage sizzle, meat raffle and yachting quiz again after we beat this COVID nuisance. The money that we raise from the raffle goes towards our huge end of year Seafood Extravaganza which is always a huge hit.

So if you would love to break up your week and come racing with us, please let the sailing office know and we will help you get started. Remember, Wednesday racing is more about getting out of the water with great mates and enjoying our beautiful Harbour.

Julie Hodder  
Wednesday Sailing Representative





## Sailing RaRa North, Port Stephens Part 1, 26 Dec 2020–4 Jan 2021

**Sanna on RaRa** (more details about our adventures can be found on our blog <https://westlingfamily.com/rara>)



This time around we gave ourselves 16 days to make a new attempt to sail north with RaRa. The goal was Port Stephens. We set off on the 26th of December and headed north towards Broken Bay. Had a lovely sail up to Iron Ladder beach which was our first anchorage.

The following day we ventured into Brisbane waters and had lunch in Hardys Bay. Passing through the channel past Ettalong beach was a new and exciting experience with plenty of tide flowing through the narrow and shallow channel.



On the 28th we set off early in the morning and sailed up to Port Stephens. The Southerly winds were predicted for the afternoon but did not get as strong as predicted. It did bring the haze over land and sea but we were lucky to sail in a clear bubble of sunshine from the Entrance to just south of Port Stephens where we entered a wall of fog. Overall a great sail and the crew all had a good time.

First anchorage in Port Stephens was in Salamander Bay. It was windy but fairly sheltered and we enjoyed a lovely sun down.

The next day we motored further west past Soldiers Point and into the bay and anchored in Tanilba Bay. Only 3 m deep and fairly protected from the Southerly. Happy to have got a motor for the dinghy, we went ashore the following day to walk around the Koala habitat in Tanilba, though we did not find any 'at home'. On the way back to the boat we saw a pod of dolphins between us and RaRa.

In the afternoon we left and went across the bay to the North and found a guest mooring in Fame Cove. This is a very calm and quiet cove. We explored the little river that runs out into the cove with its lovely mangroves.

New Year's Eve was spent relaxing in Fame Cove. Resident dolphins came and visited in the dark of the night, we could only hear them coming up to breath next to the boat. Fresh oysters, from a cluster picked in the bay, were shucked sitting on the transom in the late afternoon.

The new year started off with plenty of rain and we left the cove to go over to Soldiers Point marina for some freshwater top up. A day where the in-fill in the cockpit stayed on to ensure we did not get completely drenched. Our wet weather jackets got a good workout.

After a wonderful lunch at the Points Restaurant, we went to check out the bay south of Lemon Tree Passage but it did not look great for anchorage on this windy and wet afternoon so we went back north across the bay and stayed in North Arm Cove. This was again a shallow cove, around 3-4 m and well protected from the SE winds that where blowing. Planning when to head back, taking the wind predictions into account, we decided that the next few days were best to sail back south. Started with a nice afternoon outside Jimmys beach, which got a bit too roly for a night anchorage, and hence moved over to Shoal bay on the South side, where we found good hold.



The next morning, we headed back south. Next stop was Newcastle Marina. We sailed all the way in through the channel. It got very choppy as the NE swell was high and met the outgoing tide.

When we had moored up the rain hit as we walked over the Yacht club for dinner. The sun then decided to shine and we were treated to a magnificent rainbow.

Met the crew from Delphin at Newcastle.

....the rest of the trip to follow .....Sailing Lake Macquarie - Its great to have a shallow draft (nothing we planned when buying the boat).

## How to be a Good Crew Member

### Captain Frank of "Bundeena"



Well often I think to myself that the MHYC Cruising Division (CD) really should be named the lunching and swimming division. Why? Because it seems that so few of the CD actually leave the safe and social cruising grounds of Port Jackson.

Yes, I hear you saying "but RaRa went to Botany Bay and Eternity to Pittwater" but rarely do you see a mass exodus of cruising members escaping too far out past the heads. But you can also say to me "you never leave Jervis Bay so you're just as bad".

I spring to my defense saying that I never seem to get bored watching boats from Sydney dragging their

anchors in Jervis Bay.

But alas, I am penning this article at the behest of the CD captain sitting on his boat in Eden enroute to Kettering, Tasmania. So, I think I need to give some tips on how to be an excellent crew member on someone else's boat.

So here are my top ten tips:

- 1) Don't ridicule their club about not leaving Port Jackson.
- 2) Be respectful and courteous even if it goes against everything I stand for.
- 3) Assist the Captain by writing an article for the Compass Rose
- 4) Don't ask how to spell a tricky word with an American onboard.

- 5) Always respect their personal space but, if they move, grab that comfy spot and pillow.
- 6) Help out with the little jobs and avoid giving advice on how you would do the job.
- 7) If asked, cook a meal, but don't let them advise you on what is in your favorite recipe.
- 8) Clean your teeth, but don't leave them on the sink bench.
- 9) Shower.
- 10) Be yourself. Remember they invited you on their boat so clearly they like you with all your flaws and personality defects. (Ed. Or, no one else would volunteer) So really they are stuck with you!!

Enjoy your cruising on someone else's boat. You're not paying for the antifoul, fuel, food or liquid refreshments.

Moreover, invite some of your cruising friends, who you have sailed with before to help lighten the wine cellar and discuss the photo of 'his' speed log, sent to you, doing 18 knots while on route. (Ed. Frank is referring to Uncle Martin on "Kiss" the yellow trimaran on the cover photo).

So, I hope you have learnt something on how to be a good crew member. As for me I am about to cop another flogging if I don't get this braided eye splice done by lunch time.

Remember it is a "free" ride to Tassie even if they keep you up all night. Enjoy your next cruise on someone else's boat.



Cartoon by Alex Comino

## CALAMITY CORNER/TECHNICAL CORNER:

### SNUBBING

***Martyn Colebrook, Admiral of the fleet Flo & Slac-N-Off***

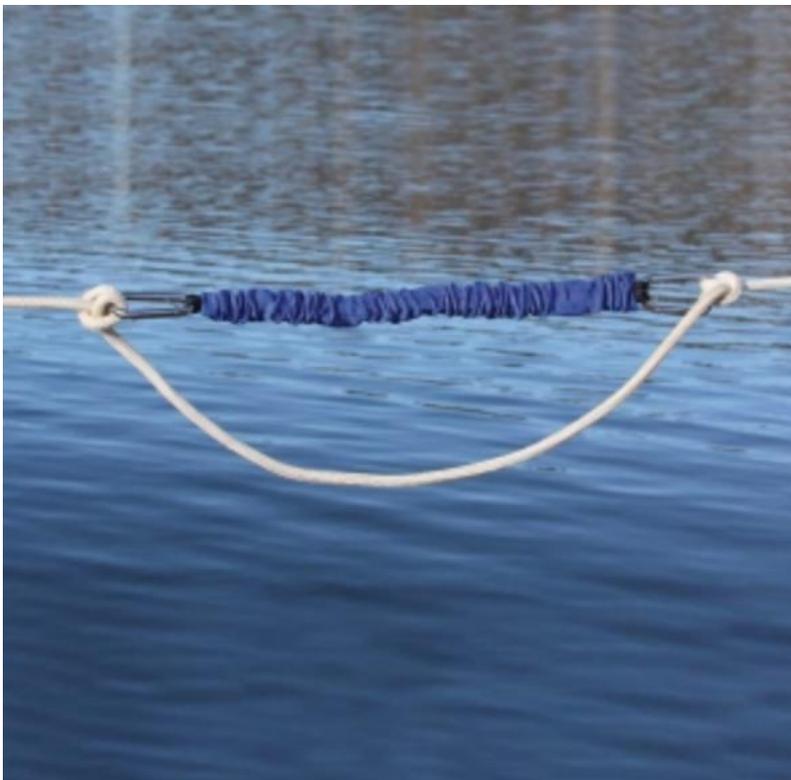
The English language is peculiar and complex. So many different meanings for the same word. Have you ever had someone walk past you whilst inspecting you if not looking at you directly in the eye. The immediate polite reaction is to say “hello” as an acknowledgement of their interest. Should they continue on their path ignoring the greeting the action is called snubbing. They are rude and are known as snubbers.

This has nothing at all to do with one of Flo's latest calamities. Calamity is probably too strong a description, but the cost of rectification would be called calamitous had the damage not been fixed under warranty.

Berthing on A arm at MHYC has its advantages. It is easy to egress, and easy to ingress as long as it is not too windy, when it can be a real challenge, especially for the less experienced.

The views are the best, looking west towards the open ocean through the Middle Heads via the magnificent Clontarf, Castle Rock and Chinaman's beaches.

Berthing on A arm is at its worst in the southerly 'busters'. Busters is an appropriate description on account of all the stuff that can be broken. In my case it was the starboard stern cleat which bust during the November blow. I had a spiders web of lines securing the boat including the use of the two mooring blocks in front of the



bows. Yet, the rear cleat managed to work its way loose and half tear itself free from the transom.

Whilst being repaired, the cause was explained to me and that lead me to 'googling' for explanation of the nice kind of snubber and their usefulness. I was familiar with the use of an anchor snubber on Flo. A line is taken from the bow of each hull and led to the anchor chain via a hook once the anchor has been set. More chain is released until the strain is taken up by the

snubber lines thus relieving the anchor chain of its preliminary duty, as well as the windlass, which is most important.

The snubber line has built-in elasticity which absorbs the shock load. I have seen various snubbers on mooring lines, usually lengths of rubber with a hole at both ends through which the mooring line is fed. The line is wrapped round the length of the rubber a few times which allows the rubber snubber absorb the shock loads of any gusts.

I purchased a couple of 'strap on' snubbers. These are basically lengths of reinforced rubber with clips at each end. The clips are attached to short lengths of dynema which are wrapped around a mooring line. Ample play in the mooring line is left between both attachment points allowing the rubber snubber to absorb shock loads. I like this method because they can be attached after the mooring lines have been secured and the lines under most strain can be observed. This does change of course, as the wind changes direction, but it is the southerlies which seem to cause most damage on A arm. If they weren't so expensive I would probably use snubbers on all the mooring lines, maybe even use the mooring lines with additional elasticity at one end. However, clearly they are a worthwhile investment and do save undo strain on the cleats so I will gradually add to my inventory.

The reason my cleat started to rip out was that I hadn't used snubbers and the massive shock loads caused by the southerly gusts were too much for it. Flo has high top sides so is doubly vulnerable. Hopefully, with my new found knowledge it won't happen again.

If you see me walking past, don't walk on by, say hello and I promise I won't snub you.

[OOPS!](#)

***Jeremy Clarke, Buggalugs***

It was Sunday after the Chaos and Bedlam cup. Dallas said he would like to practice the spinnaker pole deployment. Great to hear that from a crew member who wanted to be more help around the boat!

Kristin, Selena, Caroline, Dallas and I set off from MHYC 'T' head to Balmoral and then to do some pole dancing before lunch. We motored off towards Balmoral and as we were coming into the bay the motor stopped. I realised we were out of fuel as I was running it low for racing. I suggested we get the heady out ASAP as we needed steerage and control, we pulled the heady out and tacked around towards the club. Called the club to see if there were any spots on the 'T' head available. It was suggested we

anchor and they will pick us up, I thought this process would take time and the anchor might not set as we had no reverse, nothing.

I made the decision to sail to the 'T' head under sail and dock. Like sailing up to a mooring but a lot more solid and not a lot of room for mistakes. The marriage saver came into play. We had three fenders out and the bow and stern lines out ready to go. The T head was clear for me, we proceeded past it to have a look. I then turned in towards the T head and furled the heady away to slow us right down and came to parallel to the dock at a slow controlled speed allowing Kristin to hook the marriage saver into the dockside cleat stopping the boat. Kristin nailed it first go.

We tied the bow and stern with springers off. After getting some fuel from D'Albora I proceeded to prime\bleed the fuel system. The fuel tank is just as low as the filter so gravity was not in play, so I lightly pressured the fuel tank with the bleeders open to get rid of air in the system. Starting from the CAV, then the motor fuel filter and finally the injectors. This process took some time to rid the air of the fuel system, thanks Dallas for your help. Once done Buggalugs was purring like a kitten. We then sailed to a bay where we had lunch and a swim, afterwards we were able to practice the spinnaker gybing which went well in light conditions.

### **Lessons**

- 1) don't run your fuel too low
- 2) practice sailing up to a mooring or do more MOB practice
- 3) don't stress there is always another option
- 4) take your time and plan the event
- 5) I could have heaved too to buy time and set up

It was unexpected and was a good outcome for us. MOB exercise was a great help for sail and speed control when you don't have a choice.

## SAILING IN STOCKHOLM, SWEDEN – BOATS COMING UP ON THE HARD FOR WINTER

*Sanna on RaRa*

This follows on from the article published in Compass Rose Dec 2020.

Most sailing boats are moored at smaller marinas which have space for winter haul up for the boats that belong to the marina. Normally this space will be used for parking cars in the summer and the boats in the winter. The haul out would normally happen over a few weekends in the autumn and then back in the water in spring. As a member of the marina you would be expected to come along and help with taking the boats out of the water and parking them.

Here are some photos from one such club in Stockholm.



## CD QUIZ – FEBRUARY 2021 BY PHIL DARLING

1. What is meant by the term “in irons”?
2. If someone tells you “keep a cable off the rocks” – how far is this?
3. Two vessels are approaching each other under sail and look to be at risk of collision. One is on port tack and the other on starboard tack. Does either vessel have right of way?
4. When making way in fog you hear the following on a siren forward of the beam: one short blast, one long blast, one short blast. What does this mean and what action should you take?
5. We are motoring up the Hawksbury River near Dangar Island and find a Tidal Stream arrow near our position saying “3-4kt”. It is near Neaps, and almost 2 hrs before high tide. What current would we expect?
6. You check the engine oil before setting out, and notice it has turned a brown colour. What does this mean, and what should you do?
7. Should you use old sheets or halyards as docking lines?
8. Where would you be if you were subject to the CEVNI regulations?
9. Using the “Rule of Twelfths”, what fraction of the tidal range should the water rise in the 3<sup>rd</sup> hour after low water?
10. What is the “dangerous quadrant” relative to a southern hemisphere Tropical Revolving Storm (or Tropical Cyclone, as we know them)?

## **ETIQUETTE (THIS WAS AN EXCERPT FROM AN ARTICLE WRITTEN IN OCT 2016 BUT SEEMED WORTH REPEATING)**

Over the years quite a culture has been developed within the Cruising Division to provide assistance and guidance in situations where personal sensitivities could be damaged. For instance, in the Cruising Division Handbook, Chapter 5 on Rafting Up and Chapter 6 on Flag Etiquette both contain helpful tips on etiquette in these situations, which have proved helpful in the past.

However, there are many other situations where the existing culture, or etiquette, has not been documented (to our knowledge). In order to maintain and develop these practices further, we feel it may be an idea to also get them documented. Therefore, we hope the notes below form the beginning of a discussion in these pages on the way we like to do things in our group. Of course, if you are meeting old friends it's up to you what you both decide to do.

### **Housework first:**

When invited onto another boat, especially when cruising away from your home port, please take enough 'nibbles' (at least as much as you and your crew would eat), which you will share with the host boat and other guests, so they do not need to delve too deeply into their own cruising store. Take your own cutlery, plates and glasses (we mark ours with the boats name), as the hosts might only have in circulation two of everything. Unless they insist on washing up, pop your things back into a plastic bag for washing up back on your own boat. Also take your empty wine bottles, beer cans and rubbish, so they don't have to store extra rubbish on their boat to have to cart to a bin ashore.

### **Arriving in a remote bay:**

When entering a bay and finding only one other boat in it, wave if you would like to meet them, and wait to be either asked over or you are given the impression they also wish for new company. However, if they have that "rats we thought we had the place to ourselves" look on their faces, wave and moor as far away as possible to give them their privacy.

### **Rafting Up:**

If you would like to raft up, and there is a hesitation on the other boat, quickly suggest you drop your own anchor. Maybe they know something about a possible change in the weather, or it's just a problem that the combined weight of both boats seems a bit much for their size of anchor for holding ability, or maybe they have just painted their topsides, or they want to be off early in the morning without a fuss, or they just want a good night's sleep without two boats rubbing together. If they are happy for you to raft up make sure you are well prepared. AND.....what else occurs to you...

## CHEF'S CORNER.....BY LEE LAURIE

### CHICKEN AND CREAMED CORN SOUP

What do you do with that extra bit of left over roast chicken that you couldn't quite eat?

Easy..... make chicken soup.

Here is a super easy and tasty chicken soup that can be made anywhere in a flash. Especially enjoyable on a late night shift when it's your turn on the helm.



### INGREDIENTS

1. 1 litre of Chicken Stock (at a minimum)
2. Shredded Chicken (up to half a roast chicken)
3. 1 can creamed corn
4. Shallots – roughly cut up, about a handful
5. 1 or 2 eggs, slightly beaten
6. Pepper and salt to taste

### WHAT TO DO

Put the chicken stock and chicken in a saucepan and bring to a gentle simmer.  
Add the creamed corn and shallots.  
Add the eggs to the simmering pot where it will instantly turn white.  
Add a good grind of salt and pepper to taste.

THAT'S IT!! Super easy.

Get out a nice baguette and a glass of Vino.....&

## CD QUIZ – FEBRUARY 2021 – ANSWERS

1. A sailing vessel is in irons when it is head to the wind and unable to pay off on either tack.
2. One tenth of a nautical mile – ie 185 metres.
3. Under the Collregs there is no such thing as a right of way. One vessel (the starboard tack vessel) is the “stand on” vessel and has a responsibility to hold course and allow the other vessel time to give way. The other vessel (the port tack vessel) is the “give way” vessel and must take early and decisive action. If it becomes obvious that the give way vessel is not taking sufficient action and that a collision is possible, then the stand on vessel then has a responsibility to take whatever action is necessary to avoid the collision.
4. This is a vessel at anchor. Slow down and navigate with caution.
5. It is near Neaps, so the peak current is approximately half that stated – so (say) 2kts. We remember from the “Rule of Twelfths” that the peak current is 3/12ths at mid tide, and an hour either side is 2/12ths. We would thus expect 2/3 of the peak current – so approximately 1-1.5kts.
6. This means that the oil is breaking down – either because it is a long time since you changed it (we hope not!), or maybe because it has been overheated. You should, of course, change the oil immediately to protect the engine – then look for the reason it may have overheated.
7. No – modern sheets and halyards use non-stretch material. You need nice “stretchy” lines such as nylon or silver rope to absorb movement and prevent damage to your vessel when docked.
8. In the inland waters of continental Europe.
9. One quarter of the range between low and high tide (ie 3 twelfths).
10. The “Dangerous Quadrant” is the area in front of and to the left of the approaching cyclonic low – in this area you need to head into wind and waves to avoid the centre of the storm.

## PHOTO COMPETITION for 2021

February Winner .....Photo of the Month **Susanna 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 February is called  
'Swansea Bridge' and was taken by Sanna Westling

Only one photo per month (as a JPG / JPEG) to be submitted. Remember ... to be in the running to win the prize you must be in it. Hint .... Give your favourite photo a Title and Place taken. Submit your photo and only to [Darling.maralyn@ozemail.com.au](mailto:Darling.maralyn@ozemail.com.au). Good Shooting ...!!  
Maralyn.

## Middle Harbour Yacht Club - Cruising Division

### Treasurer's Report As at 1 February 2021

**Cash at Bank as at 01.12.2020** **\$2,137.69**

Plus Receipts

Membership

*Interest 31 Dec 2020 & 31 Jan* **\$0.00**

*2021* **\$0.00**

Less Payments

16/12 Phil Darling – Photo Comp.

18/12 Dorothy Theeboom – **\$100.00**

Repayt **\$42.00**

**Cash at Bank as at 31.01.2021** **\$1,995.69**

Outstanding Receipts **\$0.00**

Outstanding Payments **\$0.00**

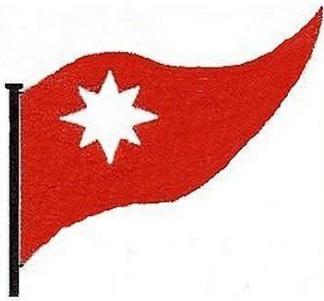
**Account Balance** **\$1,995.69**

Signed as a true record

Mike McEvoy

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).