



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

Volume No. 41 No. 10 November 2020

Editor: Dorothy Theeboom



**NEXT MEETING: MONDAY NOVEMBER 16TH 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.**

CHEESE PLATE: BYO

MHYC Flare Practice on the Beach – November 16th Meeting

What better time to learn how these essential safety items work – much better than in the middle of the night during some disaster!

As usual we will notify all authorities and the plan is (weather and fire bans permitting) to hold the practice on the beach prior to the meeting.

Please join us for the usual BBQ at 6.30 pm to be followed by flare practice commencing at 7.30pm after the BBQ concludes. Bring your own flares and let them off on the beach in front of the Clubhouse.

Gloves, long sleeves/trousers and eye protection are recommended.

NO PARACHUTE ROCKETS ARE PERMITTED

These are a fire hazard to our neighbours.

We recommend in-date flares. If you must bring old (out-of-date) flares then you do so at your own risk – and please check them carefully for signs of damage or deterioration prior to igniting them. **Definitely no flares over 10 years of age.**

This exercise is highly recommended for all skippers and crew members who have never ignited a flare in an emergency. Flares are an essential (and required) safety feature on all boats and, if you really need them then best not to be fumbling around trying to read their instructions at the time (in the dark? can't find your glasses? Crew are panicking?) Learn how to use them safely and effectively in a controlled situation.

MHYC CRUISING DIVISION PROGRAM 2019		
Nov	7-8th	Safety exercise –Man Overboard then picnic
	19th	Cruising Division Meeting& Flare night
Dec	TBC	MHYC Christmas Party
Jan	2 nd -10th	New Year Cruise – destination to be decided
	18 th	BBQ – no meeting
	23 rd – 26th	Australia Day Holiday Weekend
Feb	15 th	Cruising Division Meeting

CRUISING DIVISION OFFICE BEARERS –2020– 2021

Cruising Captain	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 30/11/20

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

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 –NOVEMBER 2020



What an unusual year this continues to be. I was looking forward to spring with warmer weather but these southerlies keep reminding us that 2020 is no ordinary year.



But slowly we are returning to a new normal. With the increase in numbers allowed in the Harbourview to 40 persons we had over 30 attendees at the October Cruising Division meeting which was great to see. Thanks you to Glynne (Simply Irresistable) and Martyn (Flo, Slac-n-Off) for leading their discussions on lightning and man-over-board. Thanks to Kerry Burke (Rhumba) for coming along and sharing his scary encounters with lightning.

As I write this column the second part of the Man-Over-Board, a practical weekend using various methods of retrieval is set for this weekend 7/8 Nov but the dreaded southerly winds are not being kind. Look for a report in next month's Compass Rose.

This weekend just gone had Frank Taylor and I sailing Bundeena back to Jervis Bay overnight on Friday. We had a small window of supposedly, mostly easterly winds to get us down the coast. What eventuated were south easterly winds which were great while they were 12-14 knots. Bundeena was flying along to windward on a bright moonlit night with no wind waves and a very gentle swell. Truly a glorious sail until about Gerringong when the wind died enough to have us motor sail the rest of the way. But it was the smoothest passage to JB either of us had experienced. No whales were sighted but some dolphin visited us a few times along the way. Just as we were nearing the mooring in JB the rain started and continued on and off Saturday morning. Then the thunder storms, rain and strong SW to S winds returned for the rest of the weekend and are continuing this week.

If this is what the cruising season is going to be like make sure to pick your weather windows carefully and don't be afraid to use the iron mainsail and keep passage times well within the window.

Remember this month's CD meeting on Monday 16th Nov is flare practice night. It is open to ALL MHYC members who want to come along and remind themselves how to set off flares (excluding parachute rockets which are NOT permitted). Remember if you do get in an extremely stressful and dangerous situation you should be able to set off flares easily without having to read the instructions.

Till next month stay safe, avoid the foul weather and enjoy the warmer sailing weather when it finally arrives. Keep cruising.

Evan Hodge
Cruising Captain. *SV Sanctum*

VALE

Farewell to Ex Commodore, Doctor Donald Richards



We were remiss in not reporting the farewell to one of our great ex Commodores, Don Richards who died last year, aged 97. Don was Vice Commodore from 1971 to 1973, Commodore of MHYC from 1973 to 1976, founding member of the Cruising Division and Cruising Chairman 78 to 79. His contribution to the development of our club needs to be recognised, so I am recalling a bit of his history from our archives.

Our current clubhouse was built in the early 70's and officially opened on December 18, 1971. Doug Sturrock was Commodore during the early planning years and Charles Middleton Commodore. Don Richardson was Vice Commodore at the time of the Opening. With the new commitment to supporting a larger clubhouse, it was not surprising that the financial strain became obvious. However when Don Richards succeeded Charles Middleton as Commodore, with great care and tight control of finances, under Don's leadership the club saw a return to profits with a surplus of \$30,550 This went to repaying the \$30,000 long term debt. In his time, the Club grew rapidly, and it is a credit to his ability to manage a diverse, and sometimes fractious, membership that the Club was able to achieve significant upgrades to facilities that are still in place today.

In the **June 1973 MHYC Log**, Don was profiled in "Who's Who in the Club". It covered the 13 years of his sailing life, a period of gradual transition from landlubber to Club Commodore. This is a replication of this report:

*It seems perfectly feasible to play golf in the winter and take the family out sailing in summer, so to this end, Don bought Peter Fletcher's much travelled **Daydream** and became a "teach yourself" sailor. "I had never sailed a boat before" Don recalls. "We even bent the mainsheet around the headsail winches as we could see no other use for them."*

*After the initial trial and error period, Don gradually came to grips with the fundamentals and in 1962 joined the MHYC to improve his boat handling skills by racing in the 4th Division. With Tony Cohen and son Jeffrey as crew, they raced with increasing success until 1966. By that time golf had taken second place to sailing and Don felt the time had come to upgrade into a Clansman. And so **Gamelyn**, one of the earliest of the Class to be built, came into being and the Richards family sailed her ever possible weekend throughout the years until the beginning of this year when Barry Wetzler became her new owner.*

***Gamelyn** as truly a family boat. With two sons and a daughter – all keen sailors – as crew, Don raced and cruised inshore and offshore, even venturing as far afield as Lord Howe Island for one Christmas holiday. "That trip really*

*put us to the test,' Don recalls. "The boat went without a hitch, but we had to slog for four hard days. Balls Pyramid was a welcome sight to us."**

***Gamelyn** became the fastest boat in the Club's No. 2 Division and won the State Clansman Championships on Lake Macquarie in 1970.*

Looking to the future – and that envisages physical cruising comforts and space for grandchildren – Don has ordered a Duncanson 35. It will be launched later in the year much to the joy of elder son Jeffery who sailed in the Aegean and Ionian Rallies last year, and younger son Andrew who is currently champion of Seaforth Moth Club.

*In the meantime, the sailing Richards keep their hands in on **Zoe**, the Thunderbird, and plan to do more ocean racing and cruising when the Duncanson arrives.*

Speaking of his recent years as an office bearer in the Club, Don says: "It has been gratifying to the Committees to see how much has been accomplished and our social and sailing affairs have developed so successfully. Now, as Commodore, I look forward to a very active period of Committee work and Club representation with the rewarding prospect of still great achievements for our Club."

* As an aside, former son-in-law Brian Lees (owner of the Adams 10 **Contentious**) says "I was on the 6 day voyage on the Clansman in a 30k NE to Lord Howe. The main halyard broke on night 1, everyone was seasick, we only ate apples and chocolate, no inboard just an outboard, we had no GPS, it was cloudy so it was luck that we found Balls Pyramid then the island. I learnt, always go home to a dry bed at night. This was my first and last overnight sail"

As an avid and accomplished cruiser, Don made three passages to Antarctica. The first passage, as Mate and Radio Officer to the Skipper David Lewis, was in 1980-81 on The Dick Smith Explorer with The Oceanic Research Foundation to embark on scientific counting of icebergs, seas, penguins, etc. That was his first trip, as a radio operator, and led directly to his assisting Dick Smith on his round the world helicopter trip, with mid-ocean refuelling on the deck of a precisely located small ship in pre GPS days.

In 1984-85, as Skipper and Radio Officer of The Dick Smith Explorer, he made a return passage to determine the feasibility of preserving Mawson's Hut.

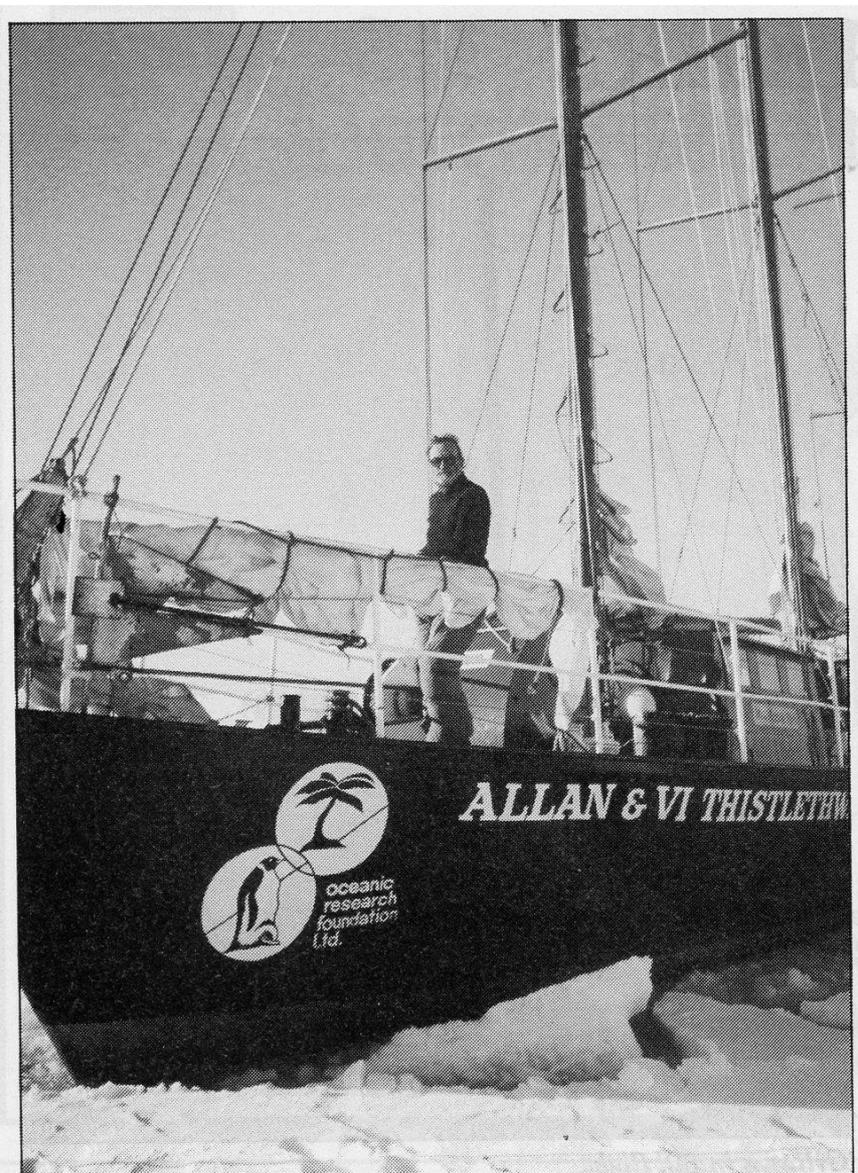
In 1988, as Skipper of Allan & VI Thistlethwayte – a 19m steel schooner – Don sailed to the Ross Sea where clubbers, travelling with him, traversed inland to Mt. Minto. On this voyage he sailed further south than any yacht had ever ventured.

His son Jeff writes "While most would regard leading a small team in a sailing boat to Antarctica and back several times as a significant personal achievement, Dad regarded his most important accomplishment from that time to be the naming of an area offshore from Boat Harbour in Commonwealth Bay as 'Explorer Shoals'. Navigating the bureaucratic procedures of the Australian place naming authority

might not be fraught with the same physical perils as the Southern Ocean, but he nonetheless regarded it as an equivalent challenge. I am sure that the effort he put into getting this naming approved was his acknowledgement of the support he had received from his fellow expeditioners.”

Born in 1922, Don experienced great changes in our world. Born 8 years before the start of commercial radio, he was a pioneer in electronic and electrical engineering. Our sympathies go to his family, however after 97 years, he lived a remarkable life and made a remarkable contribution to the development of our club. You must be proud of him.

Julie Hodder



Don Richards, Skipper of The Allan & VI Thistlethwayte, stuck in ice at the entrance to the Ross Sea, Antarctica in January 1988.

Man Overboard? Or.....

HAT OVERBOARD!!!!

The Scene:

25-30 knots NE, blue skies, moderate swell. The combined crew of Slac-n-off and Bug-a-lugs cross the starter's line for a MHYC Saturday afternoon Cruising Division race. Experience abounds. Fun day on the water ahead.



The wind strengthens, clouds darken and lightning evident across the Harbour. The Gods have been disturbed.

Disaster strikes. A strong gust rips the much-loved MHYC hat from the head of a crew member. "Hat Overboard "is loudly proclaimed. The skipper commands MOB procedures be immediately implemented. Crew allocated appropriate roles. The forward crew locate and point to the hat and remain focused on maintaining visual contact. Headie released to reduce speed, boat hook in hand, the crew are prepared for MOB procedures.

Further disaster. The Manly Fast Ferry appears and like Jonah and the Whale it devours the hat. All hope is lost. But the hat will not succumb. Out of the depths of the waters it re-appears, the crew again maintain visual contact with the hat and the skipper announces the plan. Boat speed is again reduced, numerous granny tacks and gybes required, crew co-ordination is crucial.

"Hat Retrieval" is announced!! The skipper congratulates his crew.

Moral of the Story"

All those damn MOB exercises to which we have been subjected are certainly worth it. Next time it may truly be MOB.

Pauline Dooley
Bug-a-Lugs

Editor's Note: Here is the first of what we hope will be a series of reports on Sydney Harbour Spots. Thanks to Simon for suggesting it. If you want to tell us about your favourite spot, email it to the editor at the address above.

SYDNEY HARBOUR SPOTS:

WOOLWICH DOCK

By Simon Pratt, SV Delphin

Between Greenwich and Drummoyne on one of the harbours many peninsula's sits Woolwich Dock; an impressive cutting through Sydney harbour sandstone that was built as a dry dock back in 1898.



Woolwich Docks under construction, early 1900s

85,000 cubic metres of stone was cut out of the headland by the Morts Dock & Engineering Company creating a dry dock 188 metres long and 27 wide; at the time, the largest in Australia. It was used for repairs and fitting out of the sail and steamships that were the lifeline of the new nation. Once a ship tied up inside,

a cofferdam (that can be seen in the foreground of the colour photo) was sunk at the docks mouth and the water pumped out to allow access to the hull.

During WWI, business boomed with liners converted to troopships, and the dock was extended to its present 260 metres long. To give an idea of the scale of that, three *James Craig's* would fit in it with room to spare! In 1917, 1500 people worked at the site, many housed in workers' cottages in the now flash suburbs of Woolwich and Hunters Hill, and watering at the adjacent Woolwich Pier Hotel (dating from 1885).

WWII was also a busy time for the dock, with repairs on damaged ships from the battles to the north. Post war, work declined and Mort's closed in 1958, the dock lying empty until being acquired for the Army watercraft squadron in

1963. For many years their noisy, squat khaki landing craft plodded to and fro around the harbour, before they were relocated to Townsville in 1997.

Hungry developers nearly got their hands on the site after this, but horrified local residents successfully blocked that and the site was incorporated into the Sydney Harbour Federation Trust (which includes Cockatoo Island, Middle Head, North Head, Chowder Bay among others) who manage it currently.

The site is leased to Woolwich Dock which continues the maritime works theme. They have a 100-tonne travel lift and a large hardstand which allows owners to work on their boat without blocking slip access. *Delphin* was recently lifted out there for \$600 plus \$285 for a day of hardstand space. A shipwright, riggers and painters are available dockside, as well as a café.

If you're lucky you can overnight at the dock, and as the day fades away, listen for the old sounds of steam engines and rivets being hammered, of painters whistling away as they slapped on primer. And winches creaking as riggers lifted new yards up the towering masts of sleek clippers, while they dreamt about schooners..... at the Pier Hotel.



Delphin being lifted at Woolwich, 2020

DRIFTWOOD



Here are some terms in common use which originated in sailing:

By Dot Theeboom

At a loose end – unoccupied. Nautically, loose ends are unattached ones which are not doing their job. “Tying up loose ends” is used to mean finalising details of a matter as a sailor makes fast the loose ends to ensure the boat is shipshape.

Between the devil and the deep blue sea – faced with two dangerous alternatives. The derivation seems obscure, but try this one. The “devil” is the seam between the deck planking and the top plank of the ship’s side. It would have to be watertight and would need filling or caulking regularly, which would require a sailor to stand on the very edge of the deck or even be suspended over the side. A dangerous place to be.

Chock a block – crammed tightly together to prevent movement. Chocks are wedges used to secure moving objects and a block and tackle is a pulley system used on sailing ships to hoist the sails. A possible derivation is that when two blocks of rigging tackle were so close together they couldn’t be tightened further, it was said they were “chock-a-block”.

Fathom out – to deduce something from the facts. A fathom is a unit of measurement – the distance from finger tip to fingertip with arms outstretched. In 14th century, “fathoming” meant embracing someone, so to “fathom out” may have just been a way of measuring with outstretched arms.

Let the cat out of the bag – disclose a secret. This refers to the cat o’ nine tails, a whip made of rope with nine unbraided strands at the end, used to flog sailors. The “cat” refers to the scratches and wounds the sailors would incur from the flogging. The “cat” was kept in a bag and when it was brought out there was obviously going to be trouble ahead.

No room to swing a cat – a very confined space. When a sailor was punished by flogging with the “cat o’ nine tails”, the whole ship’s company was required to witness it. The deck became very crowded and there was sometimes “no room to swing a cat”.

Over a barrel – to be in a situation where one cannot change one’s mind. The most common form of punishment for sailors was flogging. The culprit was tied either to a grating, the mast, or over a barrel. “Kissing the gunners daughter” was being tied to the barrel of a deck cannon while it was fired.

Slush Fund – money put aside to bribe or influence. In 18th century “slush” or “slosh” was the fat or grease skimmed off by the cook when boiling up salted beef. This “slush” was a perk for the ship’s cook who sold it when the ship reached port. The money derived in this way was known as the “slush fund”.

Pipe down - a request for silence. The boatswain’s pipe was used to give signals to the crew of sailing ships. “Piping down the hammocks” was the last signal of the day, to go below decks and retire for the night. Also when an officer was “piped down” he was dismissed.

Three sheets to the wind – very drunk. In sailors’ language, a sheet is a rope. If three sheets are not attached to the sails as they ought to be, the sail will flap and the boat will lurch around in a drunken fashion. Sailors had a sliding scale of drunkenness. Tipsy was “one sheet”, whereas falling over was “three sheets”.

TECH CORNER

REPLACING A LEAD-ACID HOUSE (SHIP) BATTERY WITH A LITHIUM BATTERY Part 2/2

We finished off last month with attempting to put together some selection criteria for lithium batteries which in a sense is akin to doing a test on screwdrivers! On the face of it there is little difference. I remember early technician days many years ago when the first thing we did with a new piece of equipment was to pull it apart to see how it worked. These days with ‘black box’ technology so prevalent it’s not that simple, but, I have to say there’s still nothing like having it in your hands to check it out, and that’s what I have – a brand new lithium box of electricity to play with, test, install. By the way, I’m by no means Robinson Crusoe on this project because many of you have already done this; it’s just my take on the event.

First to return to the pre purchase advice I had received that it was better to use a mains battery charger profiled for lithium. Also I was advised that it was better



to use a DC to DC charger to deal with the alternator output (also profiled for lithium). To be fair the distributor/manufacturer of iTech batteries does say in its advertised publicity that “it can be used with any standard lead acid charger”. It’s the “better to use” bit that was putting doubt in my mind – why better? Longevity? No answer, just better. Well let’s find out!

Research and practice tells us that a lead acid battery charger is ‘profiled’ roughly to provide a constant voltage source. The ‘sales pitch’ and research combine to tell us that a lithium battery requires charging with a constant current, then a titch of constant voltage to finish it off. Now I know the following is a tiny bit techo, but it’s important to understand that Ohm’s Law basically says that if you have constant voltage feeding a constant load you have **constant current!** With a lithium battery, unlike a lead acid battery it does in fact provide a constant load for 80 odd % of its charging cycle. Which means a lot of the blurb about profiles is a little deceitful.

So let’s discharge this new box of electrons and charge it with a constant voltage charger – that’s the lead acid battery charger - and see if the theory stands up. As supplied it took a while to discharge at 5.1 amps but provided a surprise when it got to 12.1 volts, it dropped very quickly (about ½ an hour) to 10.5v. So that was a useful indicator and lesson in itself on ischarge characteristics.

Of the two options for safety’s sake, I set the mains charger on ‘gel’ as opposed to ‘flooded’ and away it went, initially at 25A (charger’s maximum) for a while until it settled to about 12A for the rest of the charge and only dropped a fraction to 8A right at the end until it reached the ‘gel’ setting of 14.2v (and the charger automatically went to ‘float’) it then virtually stopped with only .1A going in. Another top indicator. When I changed the charger’s setting to ‘flooded’ allowing the charger to go to 14.6v, very little extra went in. It virtually said it was full up. Mr. Georg Ohm was bang on.



Bright new battery, installed, tested and working perfectly

The only thing to be aware of is that lithium batteries have virtually zero self discharge so don't need a float charge and apparently don't like it much either. So the only slight draw back on using an AB profiled charging device is to not leave it on float for days or weeks on end – that's easy to achieve. If the float charge is 13.8v, which it normally is, close to zero current will go in anyway but it's still worthwhile being vigilant.

On a full discharge at 5.1A from this point down to 11v I obtained 105Ahrs which is the advertised useful capacity of the iTech120x. Of interest was that it was discharged into a resistive load (a filament globe) which would normally draw varying amounts from a LA battery, but in the case of the lithium unit the voltage remained so constant that the current did too. Good old Georg Ohm again.

Now to the first question raised last month –why do the distributors say a lithium battery can't be used as a cranking battery? The main reason is that the type (around 100Ahrs) assembled as a deep cycle battery are protected from over discharge with a controller in most cases that switches the output off, depending upon brand, at between 50A and 150A discharge: twice that for a 5 second burst. Some brands specify a 5 minute rate that is a little higher. Simply put, if you tried to start your engine the battery would just switch off. Depending on brand you would need a 12v source to switch it back on.

As far as I can determine so far, the limitation is in the type of cell used and assemblers being cautious about over discharge causing cell damage.

If you have a large capacity bank in the order of over 400Ahrs there would be sufficient cranking capacity. On the other hand specialised lithium cranking batteries have recently been released. The overall characteristic of lithium batteries is that they take far higher charge rates than we are used to but they are not so forgiving when it comes to high discharge rates. With purchasing a lithium battery it is therefore imperative to know whether or not it is one capable of cranking your motor.

The conclusion is that yes it weighs less than half as much as a lead acid battery for twice the useable capacity – a four to one benefit in power to weight ratio. Most importantly lead acid profiled charging devices can be used. A late additional test was with a solar panel charging through a lead acid profiled regulator and that was fine as well. The sellers of these batteries also sell lithium profiled chargers; it just goes these days with anything new, it often comes with a plethora of extras that you have to work out whether or not you need

CD Quiz –November2020 by Phil Darling

1. You see a navigation marker painted with two coloured bands - from the top down black, then yellow. What is it, and what lights would it show if lit at night?
2. You then notice a rather strange set of buoys. They are coloured vertically in fluoro yellow and blue stripes, and exhibit (even in daylight) flashing yellow and blue. What does this mean?
3. What is the name given to a line rigged from the main boom forward to a strong point to prevent an accidental gybe?
4. Sailing around the harbour, you notice the following two flags flying from a construction crane. What does this mean?



5. You are going up a river and cannot find any secondary port data; however, a nearby Standard Port has the same height and timing as the river entrance. Would you expect the tides a mile upstream to be earlier or later than at the entrance?
6. Same location as in the last question – would you expect the tidal heights and range to be greater or lesser upstream?
7. How far off the coast can you discharge unprocessed (unpulverised) garbage?
8. What if you “pulverise” garbage? What does this mean?
9. Can you discharge all items of garbage?
10. One of your crew members wakes you in a disturbed state: “Captain the rams horn at the goose neck is adrift”. Is he talking gibberish, or could there be a real problem?

CHEFS CORNER

EASY, ONE POT – Spinach, sweet potato & lentil dhal



Ingredients

- 1 tbsp sesame oil
- 1 [red onion](#), finely chopped
- 1 [garlic clove](#), crushed
- thumb-sized piece [ginger](#), peeled and finely chopped
- 1 [red chilli](#), finely chopped
- 1½ tsp [ground turmeric](#)
- 1½ tsp [ground cumin](#)
- 2 [sweet potatoes](#) (about 400g/14oz), cut into even chunks
- 250g [red split lentils](#)
- 600ml vegetable stock
- 80g [bag of spinach](#)
- 4 [spring onions](#), sliced on the diagonal, to serve
- ½ small pack of [Thai basil](#), leaves torn, to serve

Method

1. Heat 1 tbsp sesame oil in a wide-based [pan](#) with a tight-fitting lid.
2. Add 1 finely chopped red onion and cook over a low heat for 10 mins, stirring occasionally, until softened.
3. Add 1 crushed [garlic](#) clove, a finely chopped thumb-sized piece of ginger and 1 finely chopped red chilli, cook for 1 min, then add 1½ tsp ground turmeric and 1½ tsp ground cumin and cook for 1 min more.
4. Turn up the heat to medium, add 2 sweet potatoes, cut into even chunks, and stir everything together so the potato is coated in the spice mixture.
5. Tip in 250g red split lentils, 600ml vegetable stock and some seasoning.
6. Bring the liquid to the boil, then reduce the heat, cover and cook for 20 mins until the lentils are tender and the potato is just holding its shape.
7. Taste and adjust the seasoning, then gently stir in the 80g spinach. Once wilted, top with the 4 diagonally sliced spring onions and ½ small pack torn basil leaves to serve.

CD Quiz – November 2020 – Answers

1. This is a North Cardinal Mark. At night, if lit, it will display a continuous flashing white light.
2. These are temporary wreck markers. They indicate that a recent wreck dangerous to shipping lies within the area indicated.
3. A Preventer, sometimes called a Gybe Preventer.
4. These flags are Romeo over Yankee which means “you should proceed at low speed when passing me”. This is often used around repair or construction work.
5. Later – it is going to take time to push the tide upstream.
6. Not so simple this one – usually you would expect the tidal range to be less upstream – however sometimes there are some funny effects from resonance of water flows and shape of the channel. Best to ask a local.
7. Under MARPOL regulations this is 12 nautical miles from the nearest land.
8. If you “pulverise” garbage (ie break it up into items of less than 25mm size) you can discharge it if further than 3 nautical miles from the coast.
9. No – plastics must not be discharged at any time or in any place.
10. The rams horns (sometimes called cow horns, or just the reefing horns) are situated at the end of the boom, just next to the connection to the mast (called the goose neck). They are used in slab reefing to secure the reefing cringle which becomes the new tack of the sail after reefing. I would definitely get up and have a look.

PHOTO COMPETITION for 2020

November WinnerPhoto of the Month is Susanna Westling

Send your photos to **Maralyn Miller** to enter into the 2020 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 2020.



RaRa moored off Iron Ladder Beach

Swansea Channel Dredging ePetition

We have received this from the Lake Macquarie Yacht Club and the MHYC Cruising Division Committee has agreed we should send it to all our members to gather support. It is a great cruising ground and we have been unable to go there for quite some time.

With a bit of luck we can help get the lake accessible once again.

Cheers Evan

You may already know about the problem of Swansea Channel repeatedly silting up. This regularly occurs to the point that keeled yachts and many power boats are unable to enter or exit the beautiful waterway of Lake Macquarie, without risk of damage.

An ePetition has now been organised to ask the government for a permanent dredging solution. The details are contained within the document you "sign". The ePetition was originally organised by a member of Women Who Sail Lake Macquarie group, and you may have already seen links to the ePetition in various places.

I would like to ask you to pass this information and this link on to all your members, requesting their consideration of this matter. After signing it, they might also like to pass the link on to others. The only requirement for signing is being a resident of NSW

The link is:

<https://www.parliament.nsw.gov.au/la/Pages/ePetition-details.aspx?q=602za91mohnCxqAXYwOOBg%3D%3D&fbclid=IwAR10knYdghJ6XiI91V-REB-9r7dpjR7rcwQv0uSLCw25gxHaUexpHYwcJs>

Kind regards

Trudi Butler

LMYC CD secretary

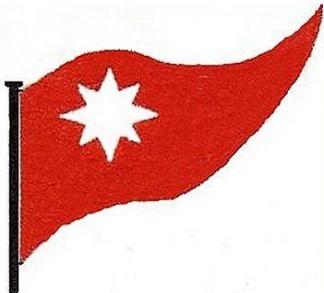
trudibutler@hotmail.com

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 1 November 2020**

Cash at Bank as at 01.10.2020	\$2,137.44
<i>Plus Receipts</i>	
Membership	\$0.00
Interest 30 October 2020	\$0.17
<i>Less Payments</i>	
	\$
Cash at Bank as at 30.10.2020	\$2,137.61
<i>Outstanding Receipts</i>	\$0.00
<i>Outstanding Payments</i>	\$0.00
Account Balance	\$2,137.61

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 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.