MIDDLE HARBOUR YACHT CLUB

THE COMPASS ROSE CRUISING LOG

Volume No. 43 No. 2 March 2021

Editor: Martyn Colebrook

Next Meeting: Monday MARCH 15th 7:30 p.m.
B.Y.O. BBQ 6:30 p.m.

Australia Day fireworks from Flo, anchored in Farm Cove

MHYC CRUISING DIVISION ANNUAL PROGRAM 2020-2021	
Sat & Sun, 13-14 March 2021	Harbour Night Sail and Raft-up. Cancelled. Not enough interest
Monday, 15 March 2021	Cruising Division Meeting
Monday, 19 April 2021	Cruising Division Meeting
Fri – Mon, 2 - 5 April 2021	Easter Cruise to Pittwater, TBC
April 19 to 25th	Sail Port Stephens
Sunday, 2 May 2021	On-Land Event (TBC) May Day
Monday, 17 May 2021	Cruising Division Meeting
Sat- Mon, 6 – 8 June 2021	Queen's Birthday Weekend (TBC)
Monday, 21 June 2021	Cruising Division Meeting
Sat & Sun, 19-20 June 2021	Get Set Safety Checks and Raft-Up
Sunday, 4 July 2021	Cruising Division Long Lunch
Monday, 19 July 2021	Cruising Division Meeting
Sunday, 8 August 2021	On-Land Event (TBC)
October	Make a wish
November	Tapas Tie up
December	Xmas Party

March Speaker: Kevin and JAQUI Enright – Tin Tin

About eight years ago, a new couple, Jacqui and Kevin Enright, joined the Cruising Division and announced that they were going to buy a yacht and sail around the world! Great we thought, but we had our doubts when Jacqui said she had not done much sailing since childhood and Kevin was ex Navy, but more familiar with helicopters than boats! Well they did and they have! They did a shake down cruise up the east coast and left Australia three years ago and sailed via the Indian Ocean, South Atlantic and Caribbean to the UK. Currently the boat is COVID bound, moored in the Dart River in England, whilst they catchup with family inAustralia and come and share the highs and lows of their voyage with us. Be prepared for a slightly longer presentation than normal. They have a lot to tell!

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 Coordinators	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	
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 April 2021**

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

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 – March 2021

Hi from Kettering, Tasmania where Sanctum is high and dry for some TLC. Kelly, Max (the dog), Frank Taylor and I had a whirlwind ride to Hobart with only 2 nights in Eden. Luckily we took advantage of the small weather window we had as the weather went mostly southerly for the next week and a half.

It is interesting to be in Tasmania during Covid times as it was at least a day before we spotted our first face mask! Whether cruising by land or sea Tasmania really is a compact destination to get around. Frank and Jan Banks long time MHYC CD members welcomed us with fresh produce from their southern home garden here in Kettering.

I am told that the February meeting was well attended to hear Matt Hayes talk about his passage around the world. What a relief we can now have the meetings at the club and meet and greet each other in person rather than on a little screen.

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.

The Cruising Division Committee has been using our collective thoughts to put together an events Calendar with something for most people. Please review the calendar of events and come along and join the fun. All are welcome.

I really have run out of things to say as it has been an extremely busy time for Kelly and I with work getting in the way of a holiday. Luckily work and time on the hardstand can co-exist in Tassie although the holiday part goes out the window.

Keep safe, keep sailing and enjoy the autumn days on board.

Evan Hodge
Cruising Captain. *SV Sanctum*

Still looking .....

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

One Leg at a Time: The Next Leg

Okay where to start……. I have been wanting to update our blog, 'onelegatatime' almost daily but it takes time to organise photos and write. We have been so busy with work and working on the boat that there seems to be not a lot of free time.

I will start at the beginning……..

We bought a new boat! Yes, we did. A Catalina 445 from a good friend of ours. We were not in the market to buy a boat but 'COVID year 2020' did weird and wonderful things for many people. Evan was working on Sanctum (that is her name) to help our friend (Jean) get it ready to sell. In short, we fell in love with her and Jean gave us the time needed to make it work. This included getting our boat Nashira sold. This all happened so quickly. No sooner was Nashira cleaned up and an ad placed she was sold! The universe seemed to be on our side to make this happen.

From May 2020 onwards we spent a lot of time on Sanctum. Making repairs where needed and sailing locally to make sure everything was seaworthy. I want to point out that for us buying a new boat was like starting over. We had to learn how to sail all over again. Nashira was a centre cockpit whereas Sanctum is not. The configuration of everything is different and one of the biggest changes is our in-mast furling main. We previously had a leisure furl boom on Nashira which we loved and swore that we would NEVER have an in-mast system. Oh well, never say never, the world has a habit of keeping us on our toes. I want to shout out a big THANK YOU to all of our friends who have helped us with learning how to sail and work out how to use the in-mast furling. I love all our friends at MHYC, what a fantastic club.

We wanted to learn our new boat and, well, making repairs is a great way to learn. We fixed the generator, power inverter, bilge pump, steering adjusted, sheets were replaced, lights repaired among other things. Sanctum had a new nose job, as the entire metal frame that holds the anchor was lifted up along with the gel coat one day while flying the spinnaker. These are part and parcel with taking on a new boat.

One of the decisions we made was to sail down to Tasmania and take Sanctum out of the water in Kettering to do the antifouling ourselves and fix a couple of through hull fittings and have a bit of a holiday. The plan was for February as this is mid Tassie summer.

As the time drew near, I was a little nervous thinking about sailing to Tassie as we had not yet sailed at night or in bad weather. I find being nervous is a BAD precursor to getting seasick.

Frank of Bundeena offered to come with us. Yay!! three people to do shifts, cook etc. would greatly reduce the workload, increase sleep and my confidence, as three heads are better than two. Especially if the 3rd head is experienced.

The date finally arrived; Evan and I left Sydney at 3am on Friday morning the 5th of February and 13 hours later sailed into Long Beach in Jervis bay where Frank was waiting for us to rescue him from the beach. We had dinner and set off for Eden.

The overnight to Eden was brisk to say the least with trailing winds and a following sea. We saw 44+ knots on the dial and to our dismay found the front hatch and one chain plate leaks. Overall though Sanctum handled very well, the auto pilot managed better than Nashira ever did. We had Max (the dog) with us, and he also managed very well. He was set up below in his travel carrier (the best purchase ever for the little bloke).

We arrived in Eden Saturday afternoon, tied up at the wharf and organised fuel for the following Monday and walked into town to buy a few groceries. We met a friend of Franks, Martin on his Trimaran called KISS, who was also heading to Tassie. We spent two nights holed up waiting for a weather window on Monday to make the jump. While waiting we registered with Tas Marine Radio and got a transit number so we could be in communication once in Tassie waters.

Because of all of the kafuffle around the Corona virus there was a series of things we needed to complete to enter Tasmania.

1. **Have a valid G2G pass authorising entry to Tasmania:**

   This is done no more than 3 days before you arrive. We were leaving on the Monday evening so we had to declare we would arrive by Thursday. I expect if the weather does not permit that they would be okay with this too. Luckily, we were in low-risk area for the 2 weeks before arriving as this was a prerequisite.

2. **Report our pending arrival to Biosecurity Tasmania.**

   This is done 24 hours before you arrive at a designated port. We were in contact a couple times to ask questions and they were easy, helpful and nice to talk to. We were directed to email them our QR codes that we received doing step #1 above. We were also asked to dispose of all fruits and vegetables.

3. **Enter Tasmania through a designated port of arrival**

   Hobart was our designated port of arrival. We arrived Thursday afternoon.

4. **Have an inspection from a Biosecurity Officer.**

   Didn't happen, apparently this step was not needed as our QR codes were passed and we were deemed low risk.

Okay so, Monday at Eden, we fuelled up and by early evening we departed for Tassie.
We had a fabulous weather window with 3 days of SE swinging east becoming a strong NE before a strong Westerly rolls in. Our plan was to take off and if the weather holds then perhaps stop in Schouten Passage for a break and possibly Fortescue Bay to hide if needed.

What we ended up doing, was a straight shot, non-stop to Hobart.
A couple of the trip highlights were:
1) Passing Maria island in the middle of the night with seven Squid boats to our seaside lighting up the night sky with their 5000 watts each. It is an incredible sight and you almost need sunglasses just to pass by.
2) Passing through the channel at Tasmin island and the mainland at sunrise. We were greeted with many dolphins and as we crossed storm bay there were seals and dolphin aplenty who were curious to come and check us out.
The weather was decent all the way down the east coast the wind stayed SE and finally shifted to NE but it was never as strong as forecast and we beat the forecasted strong westerly and arrived just outside of Constitution dock on Thursday afternoon Feb 11th.

SIDE NOTE: I did manage to procure the best case of sea sickness that I have ever had to date. This started on the ride to Jervis Bay and accompanied me full force to Eden and eased off gradually until we reached Fortescue bay at the bottom of the east coast of tassie. I am seriously considering trying different drugs to help out next time. Being seasick is awful. I love sailing unless I am seasick, then sailing is hell. I am proud to say that I did manage to do all my shifts, but I did not eat and physically getting about on the rougher sections of the trip was a real chore. On the bright side it was a good but not recommended way to lose COVID kilos!

We stayed the weekend right in the middle of Hobart. Constitution dock, usually busy this time of year with the wooden boat festival, was as quiet as can be. We were given permission to park on the MAST marina for a few nights free of charge. BIO security spoke to us via phone and let us know that they were not going to come down and do an inspection and that we

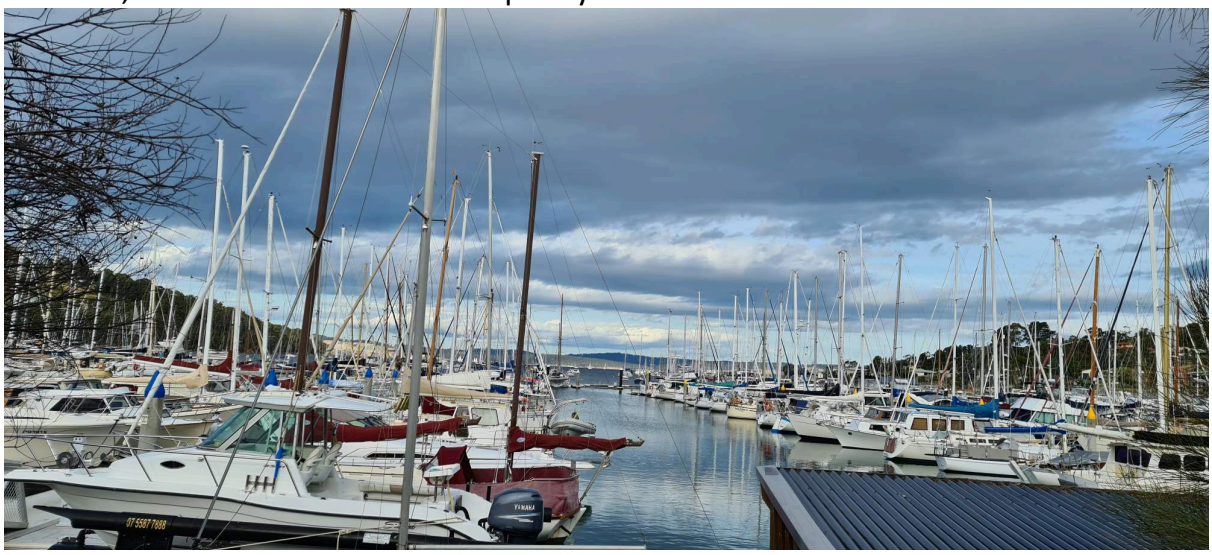
were okay to come ashore.

“Welcome to Tasmania.”

It is good to be here, good to get off the boat and walk around the busy city, good to feel good again. We contacted Kettering marina and organised to lift Sanctum onto the hard stand on Monday the 22nd. We spent a lovely weekend visiting Salamanca markets and the organic farmers market in town to replenish all of the fruits and vegies that we threw away.

Sunday the 14th of February, we had the most glorious sail down to Kettering, we had done a lot of motor sailing, on and off, from Sydney to pick up Frank at Jervis Bay and then to race down to Hobart with our 3-day weather window. This was our first chance to enjoy sailing with no time restraints. It was magnificent.

Arriving in Kettering was like coming home. This is our third time coming here and a very pleasant place to lift a boat out on the hard. Here we can take the time needed to do repairs and antifouling properly. I must say that one does need an appreciation of cooler weather, but this seems to suite us pretty well.



Well, we have a week before we are pulled out of the water. Frank fly’s back to the North island on Wednesday and we have some sorting to do to work out what supplies we need for antifouling and other jobs. Unfortunately, the holiday part of the trip is on hold as Evan must continue to work full time and I part time. We will hopefully take weekends as our own to do some exploring. Let’s see what the days bring.

Stay tuned for part two.

Kelly Nunn-Clark of SV Sanctum.

A brush with the Law by Martyn Colebrook

My Dad was a policeman. He was very strict. I grew up in a little village in the midst of farming land in Kent, UK. He was the village bobby and so I had to be a good boy at all times, which I was, but was always being told off for something or other. He used to wait outside the red telephone box by the village club. It was too small for a pub. The telephone box was at a good vantage point, being at the cross roads a hundred meters off the main Maidstone to Tonbridge road, at the junction with Church road. Church Road led to the church, and then on to the gates of Barham Court, which was the stately home of Sir Albert and Lady Stern. If there was any trouble when the boys and girls were walking up the hill, after being dropped off by the local bus, my Dad, the only bobby in the village, would be there to stop it. There was a river, the River Medway, across the main road, and down the hill a bit, past the railway crossing. I was not allowed to go there until I had my fifty metre swimming certificate. It took a long time to achieve that because Mrs Horsfall the swimming teacher wasn't a very good teacher and she was a bully so we were all scared of her. The pool was in one of those ancient Victorian, chlorine infused bath house type places with changing rooms around the edge. The bottoms of the timber doors were rotting due to lack of maintenance. The original Aussies amongst us don't realise how good they have it. My first car, a 1960 mini was bought for £17 ($30) from my girlfriend's next door neighbour. It was £17 for a reason and by the time I finished making it roadworthy ish it became as much a police magnet as a babe magnet.

The reason why I am writing about this is so to provide an understanding about my police phobia. I should have got over this by now, I know, but there you go…… So, there we were put putting in the little rib, known as Stefan, so called because that is the name of the manufacturer. Don't buy one they are PVC rubbish, and hole if you rub them with your finger nail. We were negotiating Spit Bridge at a sedate 4 knots when I spotted the water bobby (boating safety office) on the far side of the passage by D'Albora marina. I had the usual reaction. My heart started beating faster. Please don't come this way. Our aim was to collect Slac N Off from her Seaforth Bluff mooring and motor back in time for the 1415 bridge and the Twilight race. Time was not on or side, but, we were adhering to the speed limit, although I am not saying I don't sometimes push it a bit on other occasions, in times of emergency. Stefan has a 15hp outboard, which I bought as I like long distance exploring when we are on an extended cruise and a bit of speed helps. The Maritime boat man (safety officer) decides to ruin the day of one pensioner and one middle aged, very nice lady, wearing bright life jackets, motoring at a mere 4 knots. Stefan develops a bit more wake than a rib with a 5HP motor as it is heavier and the stern sits lower in the water giving it the appearance of it going faster than it is, at slow speeds. Once on the plane, the wake is minimal.

The nice boating safety officer asks us if we know what the speed limit is, which we do of course. He tells us 4 knots is slower than we think it is. We were travelling at no

more than 4 knots but I have learnt not to answer back to 'policemen'. He introduces himself as Jesse, our new patrol man. Meanwhile, I am wondering why he is bothering with us and not chasing the lunatics in the stink boats charging along at crazy speeds doing untold damage to other boats and the harbour banks and sea walls, including mine. I don't ask. The conversation goes something like this: Name? Martyn ……Address? 107 Seaforth……. Licence? No. (I forgot I had a digital version on my mobile phone). Glad to see you are wearing life jackets. Do you have a whistle? No. I have some which you can have. Oh, thank you very much. Do you have a bailer? Yes. Two. Torch? No. It is daytime. I have portable navigation lights which I bring when I am out at night. You need a dolphjn waterproof torch at all times. Ok. Do you have an anchor? Yes.
Registration? No. I plead ignorance. Stefan is a tender for my catamaran. You need a registration document. The motor is over 5HP. Either register it or change the engine. Ok. I am going to give a warning. You have 21days to register the boat. Telephone me when you have done it, or you will be fined.

What did I learn?
Ok. Hands up. I should have registered the boat. It doesn't cost that much, just another piece of red tape and three visits to Brookvale Roads and Maritime on account of their inefficiency, although they were very nice.
Carry a waterproof torch at all times. Carry a whistle. I guess a horn would also do the job.
Also. Carry a boat licence, anchor, bailer, and wear a kill switch (make sure you use it). Wear lifejackets. Always be scared of policemen, however old and wise you think you may be.

Addendum
Guess what happened today? (Last Thursday) I collected the boat from its mooring, tied the dinghy on the back. I have been tying dinghies on to my boat for years and know what I am doing, so don't understand why Anna has to tell me how to do it everytime she is with me. Today I am solo, so I do it my way.
I head for the bridge and am a couple of minutes early so start the process of readying the yacht for berthing. I don't notice how strong the tide is. I think I have time to tie the bow line, look up and see I am about to be washed into the bridge, so run back along the deck to the wheel and put the throttle in reverse as hard as I can. I was inches from running into one of those oyster encrusted concrete buttresses . The dinghy, which I am towing, is now flat against the stern being pushed sideways.
I hope the painter doesn't foul the propeller.
I make it through the bridge unscathed. Relieved, I tie up at MHYC. I tidy things up and then go to untie the dinghy.

No dinghy! I look everywhere. I head to the marina office for help. They have a tender so we can go and look for it. It can't be far away. My phone rings. It is the water police. Someone has reported a lost dinghy and they have dragged it onto Elliots Landing beach. I am very lucky.

What I didn't mention was that I left it rather late too collect the the rib and I hadn't applied the registration numbers. Jesse the water safety officer phoned me the day before to ask whether I had registered the boat. His parting words were " have you put the registration numbers on the boat?". I said not yet because I hadn't used the boat. Make sure you do before you use it. I was going to take a chance and do it later but as fortune would have it I saw the police boat motor past so had 5 minutes to stick the numbers on the boat, otherwise I miss the bridge opening. Am I glad I did, because it meant it could easily be identified when lost. When I collected the boat from the beach the other side of Spit bridge the painter was intact. Maybe I should have listened to Anna, and put an extra turn on the cleat but as she wasn't there she needn't know.

Chills and thrills on icy seas by Anna Alvsdotter

High-performance sailing is what many of us aspire to. The dream is to go faster than the wind, but unless you're on an America's Cup AC75, or as in this story – an iceboat - the dream might not be so easily achieved.

Being a Sydney sailor, maybe you mourn the loss of Twilight racing during the winter months, even though we're lucky we can sail all year round. Spare a thought for sailors in the north of Europe, as most of them put their yachts on dry land to avoid ice related problems. I have spoken to an avid sailor who doesn't let winter get in the way of a good time.

Filip Silfverhielm lives in Sweden's west coast archipelago in the picturesque seaside town of Marstrand. Come autumn he switches from his R12 Northern Lights to his DN class iceboat.
The first prototypes of the International DN (Detroit News) class of iceboats were built in 1936. Unfortunately, they all broke during the first winter of test sailing. After some modifications, a second lot of stronger iceboats hit the ice in 1938 featuring a single-person cockpit, three steel blades in tricycle formation and a 16 foot mast (4.9m). The DN class iceboat is 12 feet long, weighing only 45kg and its sail area measures 60 square feet (5.6 m^2).

Iceboat sailing is not for the faint-hearted, with speeds up to five times that of the prevailing wind. Filip Silverhielm, 38, says the challenges are many. He sailed optimists and European Dinghy as a child, and later on the 2-krona and a variety of keel boats. He was on the Swedish America's Cup challenger Victory Challenge tryout team on Jan Stenbeck's Mumm 36 Färsköl, and he sailed Dragon class for many years.

Filip has skippered various Hallberg Rassy 55-64ft boats commercially and participated in the Cutty Sark Tall ships races on a schooner. The avid sailor regularly races his R12 Northern Lights, and this European summer he'll compete on a dragon in the Marstrand Gold Cup.

"The high speed", says Filip in response to my question about the challenges and differences encountered on an iceboat. "It's a completely incomparable experience when the iceboat speeds up and accelerates like a Tesla entirely without friction. The difficulties are several; the ice conditions for example, as cracks in the ice constitute a danger comparable to getting your bike wheel jammed in tram tracks. Thin ice and open holes, the proximity to other boats and obstacles, and the contrast in speed upwind and downwind are other challenges", says Filip.
"But for a regular yacht sailor like myself, the biggest challenge is that you can't read the wind like you do on the water. You won't spot gusts and can't tell the wind direction by observing the surface you're racing on. Instead, you have to rely more on feeling, and be constantly aware of pressure differences on the rig and sail. As the iceboat reaches speeds up to five times the true wind speed, a windex is

meaningless. Apparent wind speed (AWS) and angle (AWA) are more important.”
Filip usually sails his DN on the ocean ice where he lives, but also on the many lakes in Sweden. This winter past was an unusually cold one, and Swedes delighted in the rare opportunity to ice skate along the coastal edges, on frozen lakes and canals even further south.
Spring is in the air around Filip’s archipelago, so the ocean ice is no longer reliable if existent.

But the lakes are still providing enough ice for Filip’s winter passion. The season for sailing on ice is between November and March depending on where in the country you live. I, for one, am impressed by the skill and nerve required to fly across the natural ice, and I’m reminded of the Swedish saying ‘to have ice in one’s belly’, meaning to remain calm, cool and chilled.

Sailing RaRa Part 2 North, Lake Macquarie, 4 Jan - 9 Jan 2021

In New Castle, we looked ahead at the weather forecast for the following week and decided to go to Swansea and attempt getting into Lake Macquarie. We spoke to Marine rescue and decided to give this a try, not being ready to return to Sydney yet.

The entrance out of Newcastle was a lot smoother and the 12 nm trip to Swansea was nice. Navigating through the first part of the Swansea channel towards the bridge was in beautiful clear waters with that great green colour we had been hoping for in Port Stephens (but the weather had other ideas). Lunch on the pinky before heading through the booked bridge. Interesting to go through the open bridge, feels very narrow at the bottom and the top, especially with the current running through.

On the other side of the bridge the channel is a little shallow in places as it has been sometime since the last dredge. We draw only 1.4 meters which was lucky as we made it through. Keeping an eye on the depth and navigating the current through the buoys was challenging, especially as the sand was probably only 5-10 cm under the keel at one stage - but we made it through.

The first stop was at Lake Macquarie Yacht Club - moored up on the outside of the marina, where they have plenty of space for guests. Met by the local dolphin as we arrived.
Lucky to be in the marina when the thunder storm hit the region. We got lots of wind and rain but hardly any thunder - the main part of the lightning strikes where between the Entrance and Broken bay.

Sailing on the Lake was a great experience, reminded us a lot about the archipelago in Stockholm, especially some of the open and flat waters (compared to Sydney and Pittwater) as well as the navigating.
The weather was not far off a Swedish summer either (….just a lot warmer).

After four days on the lake, where we stayed at a new anchorage each night, we decided it was time to head back to Sydney. Looking closely at the tides and weather and speaking to Marine Rescue on a daily basis, we booked the bridge opening at Swansea for 08.00 on the Saturday. Left the mooring outside Wangi, crossed the lake and made it through the channel, which had been made narrower but was not as shallow this time and in time for the bridge. Got hit by rain just before going through and then we were treated to a lovely rainbow as we left the Lake.

Winds SE with 15-20 knots to start with on our way back towards Sydney. It if fascinating that you can see Sydney CBD in the distance as you pass the Entrance and then all the way until just outside of Pittwater. Had a great day on the ocean and arrived back to MHYC in the evening in time for dinner.

Highlights of the trip:
Eating fresh oysters in Fame Cove, meeting dolphins, being able to sail Lake Macquarie and staying on RaRa for 16 days together. Enjoying spending time together, reading, playing board games and sailing.

Sanna on RaRa
more details about our adventures can be found on our blog
https://westlingfamily.com/rara

THE FORGOTTEN NAVIGATOR, LUIS TORRES. By Simon Pratt

Mares Pacifici by Ortellius from 1579, the first map to show the Pacific Ocean.

In primary school I was taught that 'Captain Cook discovered Australia'. Even if you ignore the aborigines (who walked here), that is unfortunately quite wrong. By the time Cook's *Endeavour* sighted Point Hicks in 1770, the Dutch and Spanish had already discovered and mapped the great majority of the Australian coastline.

What Cook is now credited with discovering was the east coast. But even this is arguable, because Spaniard Luis Torres who was the first to navigate the Strait that now bears his name, and passed through Torres and Endeavour Straits 164 years before Cook, must have sighted Cape York, which of course, is one end of the east coast. Not to detract from Cook, who was a great navigator, but he was in possession of maps made by others, including Torres, that made his journey that much easier. Torres, by comparison, has been almost forgotten by history.

Torres Left Callao in Peru in December 1605 skippering the *San Pedrico* with two other ships under the overall command of Quiros. His ship was about 40 tons (which would make her smaller than the *Duyfken*, the replica of which is now sailing on Sydney Harbour, and a tenth of the size of the rather small *Endeavour*), crewed by 40 men and carried four square sails on two masts, a jib on her bowsprit and a lateen on her mizzen.

They were headed for the Solomon Islands which had been discovered in 1565, but were unable to find it in the vast Pacific, ending up at nearby Vanuatu instead. It had taken half a year to make the 7000 nm crossing, at an average speed of just under two knots. Here, they were separated from the flagship, and Torres took command and opened his orders. Discover the Southland, they read!!

Until 1615, the Spanish owned the Pacific, interrupted only by the English pirate Francis Drake in 1579. In order to survey potential bases for other such pirates, the Spanish in the latter part of that century conducted many voyages of exploration across the Pacific, putting the Solomon, Gilbert, Caroline, Marshall, Cook and Admiralty Islands, among others on their maps. But only their maps, naturally; they weren't about sharing such trade secrets. Of course, they had already colonised the Philippines, and it was the silver-loaded Manilla Galleon that sailed from Acapulco to Manilla that was the target of the pirates.

Torres headed south-west as instructed and came to 190 nm off Rockhampton, where, following his orders, he turned north. One more day's sail and he would have hit the Great Barrier Reef, possibly fatally. As an indication of how close to the wind such a square rigger could sail, he was then unable to clear the eastern edge of New Guinea in the east/ south-east trade winds, and therefore had to indeed hope that a Strait did exist.

At the time, Spanish navigators knew the northern coast of New Guinea very well. And they suspected a landmass–Terra Australis–to the south. The problem was, as they were also familiar with the trade winds, which for eight or nine months of the year blow in this area from east/ south-east, if there was no Strait between New Guinea and Terra Australis, a square rigger would never make headway out of the great gulf that they suspected was there. So now, Torres had to find a Strait or his bones would still be there today.

He tracked along the southern coast of New Guinea, gingerly picking his way through reefs and shallows. As it was new, undiscovered water, navigating was unimportant, which was just as well, because his navigational tools were pretty limited. There were no telescopes, no log, no chronometer, no sextant. He shot the sun at noon each day with an astrolabe and compared the readings to tables from the other side of the world. Sighting from a rolling ship, each day he was up to 20 miles out. In the voyage from Peru, the variance of the brace of navigators charting daily dead-reckonings was over 1500 sea miles!

When they came to the area of Cape York, they had to steer south of the New Guinea coast (just 80 nm apart here) due to the shallows and reefs. Sailing only in daylight, they had to put out several anchors every night and sometimes during the day also as they waited for the tides. Only by sailing with wind and tide together could they make forward progress. This only occurred for a few daylight hours each day. It must have been nerve wracking stuff. Any mistake was certain death for all aboard. One consolation was that with such strong tides, they had to suspect there was a way through.

Finally, after more than a month threading their way through reef strewn water never deeper than nine fathoms, they traversed Endeavour Strait (still the main shipping channel), found the western end, and deep water. Eventually, they made Manilla. Though they clearly would have sighted Cape York, they never recognised it as the north tip of a great continent, as Dutchman Janzoon in the *Duyfken* a few months earlier, standing well out from the reefs, had not realised he'd passed a Strait.

We know nothing about Torres apart from the record of this journey. Probably Galician, we don't know his birthdate, anything else about his career or where or when he died. After Manilla he is never heard from by history again. His charts were kept under lock and key in Manilla until the British occupied it in 1765, when a copy of them was given to Joseph Banks, who accompanied Cook. It must have been a godsend for Cook, because after grounding off Cooktown, if there was no

Strait, he would never have made it out of the great gulf against the trade winds either.
Like Cook, Torres never lost a man from his crew to sickness during that whole incredible voyage from Peru to Manilla. Unlike Cook (or Gavin), he never touched bottom. He traversed some of the most dangerous waters in the world, without anyone else's charts. He navigated across the world's biggest ocean with primitive equipment in a tiny square rigger. It's fitting that his immortality is assured by that stunningly beautiful and terrifying Strait that bears his name.

Cape York today

Calamity Corner

Sheets overboard

We all know boating is an expensive past time. The first time a spinnaker sheet was lost over board I didn't worry too much until I was charged $330 for a piece of 'rope'. Returning to the finishing line at the end of the Chaos and Bedlam Cup earlier this year another sheet was lost overboard. It was my mistake this time. There was a choice of who was to be last after a very long six hours battling up and down the harbour. Elysium or Slac N Off. The final outcome would be resolved along the final Middle Harbour strait . We were just ahead, meters from the finishing line, then a slight wind change put us in 'airs'. Despite the protestations of all the crew I turned the to starboard, instead of port. I was confused. The wind gusted, it picked up, then 'backed' the jib and we performed a neat pirouette to starboard, narrowly avoiding the stern of the hitherto unmoved, neatly repainted, Beneteau 47.7 moored on the edge of the Clontarf Channel. The timekeepers in the start line box were confused too. “What are they doing out there?” Actually they probably weren’t as confused as they sometimes are when we are not in vision, way after the allotted finishing time. “Are you still racing?” would be the call over Channel 72. One time they were so cheeky they said don’t worry we will bring the Committee boat to you and finish you there!

We are currently recruiting…….if you know what a tell tail is, and what it is for, you are in!

We were very being quite adventurous in the Chaos and Bedlam Cup because it was decided it was about time we flew the hitherto, rarely used, but very attractive, blue and white spinnaker. We had enlisted the able hands of Lyn and Royce and we became quite accomplished, although there was only one leg where the spinnaker could be put to use, and that was at the far end of the course. We still managed a few gybes though.

As we pirouetted through three hundred and twenty degrees, the spinnaker sheet, which had been neatly coiled and laid on the foredeck ready for stowing, as we were nearing the finish line, slowly slid over the side. Not so slow that it couldn’t be grabbed, and into the murky depths. My first thought was, another $330 thirty dollars. Once, when were finally over the finishing line I learnt that not one, but three spinnaker sheets, which had been neatly tied together, had sunk to the bottom. I had a momentary lapse of anger management, something I have been training for for many years.

Overnight, I dreamt up a cunning plan. If I use the dinghy anchor as a hook, lower it to the depth of sea bed and follow a grid pattern in the area where the lines were lost with Stefan, the dinghy, I will surely retrieve them. After four hours of trawling it was not to be.
I was given the name of Ollie who can scuba dive. Ollie Court looks after a number of boats in our marina. He plays very good music, quiet and chilled, whilst working on boats, so I had seen him around whilst listening to the music, but didn’t know who he was. I made the call and asked the question. Yes, no problem I will pick them up tomorrow afternoon. Very confident. Next afternoon Stefan is put to back into service. I am the spotter and Ollie dives in. It is 24 hours later, so the tide is flowing in the same direction, plus one hour and the Beneteau has swung into the same position as it was the previous day, so I knew more or less where the sheets were likely to be.

Ollie is gone for a while. I see a few air bubbles rise to the service and am hopeful. This happens a few times, then more bubbles appear followed by a dark shape. Ollie. Does he have my spinnaker sheets?..... Are these yours he asks, as he outstretches his arm, lifting them up to the side of the dinghy? All three still clinging on to each other. They deserve another opportunity to fly. And fly they will thanks to Ollie.

Lesson learned. Don’t leave anything untied on the deck of a boat whilst still sailing or motoring.

Safety and Special Regulations Changes in 2021

Every four years Australian Sailing issues a new "Blue Book" with changes to both the Racing Rules and to the safety requirements in the Special Regulations. This year is the one – new Special Regulations have been issued and we will need to comply from July onwards.

The new requirements are at www.sailingresources.org.au/safety/specialregs/. There is apparently no plan to issue them in paper form so we will all need to access and review these.

As usual they are titled "***AUSTRALIAN SAILING SPECIAL REGULATIONS - PART 1 - FOR RACING BOATS and Recommended for Cruising Boats***" – however they are a good guide to the general levels of safety equipment you should carry as a minimum when sailing.

The Cruising Division expects all members to keep their boats in a minimum of Category 7 (inshore only) or Category 4 (for offshore events).

Checklists to help you prepare are not yet ready – however a quick scan though the website indicates that the changes are mainly in section 3.25 (Marine Radio – Cats 1 & 2), 3.29 (AIS – Cats 1, 2 & 3) and 4.04 (fire extinguishers - all categories - see below)

As in previous years (although not last year when special COVID requirements were in place) we are planning to have two inspections club-wide – one late June and one late August. The cruising division usually has a weekend raftup as well where we can do our own inspections in a more convivial atmosphere (although – of course – the standards are still the same)

Key items to check:

- **Lifejackets** (serviced by a professional or if self checked – as per the manufacturer's recommendation and don't forget to fill out the form from the manufacturer and write service date on each lifejacket). Matt Pine at the club does a good job and tells me his rates are competitive.
- **Fire Extinguishers** – serviced by a professional with stamped tag. From 1 July 2021 the minimum for all categories is 1A:10BE rating.
- **Flares** – all in date?
- **Medical Kit** – all items in date?
- **EPIRB** – battery in date and proof of registration with AMSA?
- **Registration** – no stickers any more but have some evidence such as your notice of renewal
- **Other inflatable items** (danbuoy, etc) – treat the same as lifejackets

If you want to discuss the requirements with one of the division auditors then contact either: Mike, Evan, Dallas, Glynne, Paul or myself.

Phil Darling

Technical CorneR:

Getting to know your boat electrics

If you're anything like me, you want to understand the various systems on the boat. Why? Well, when things go wrong and you're out to sea it can be very handy to be able to do some basic troubleshooting. Also, it may give some satisfaction, and save quite a few dollars, to be able to make some of the changes and repairs yourself.
Specifically, I have lately been trying to understand and get on top of the 12V electrical installation on our Catalina, and in doing so been documenting the various wires, components and connections. Wherever I can, I try to simplify the electrical system as I believe it helps to keep it functional and maintainable.

A few of the "projects" done to date

- Installing an inverter allowing us access to 240V for mobiles, laptops, etc that constantly need charging.
- Replacing two big AGM house batteries with one Lithium battery (big weight and space-saving)
- Moving starter battery 2.5m closer to the engine, and hence shortening battery cables significantly
- Installing LED lights in v-berth and aft cabin. Quite a simple job that doesn't cost much but is highly appreciated.
- Replacing incorrect and dangerous wiring done in various places. E.g. battery charging cables which were too thin causing them to become very hot – borderline fire hazard!
- Removing various unconnected wires left from some previous installation but with no current use.

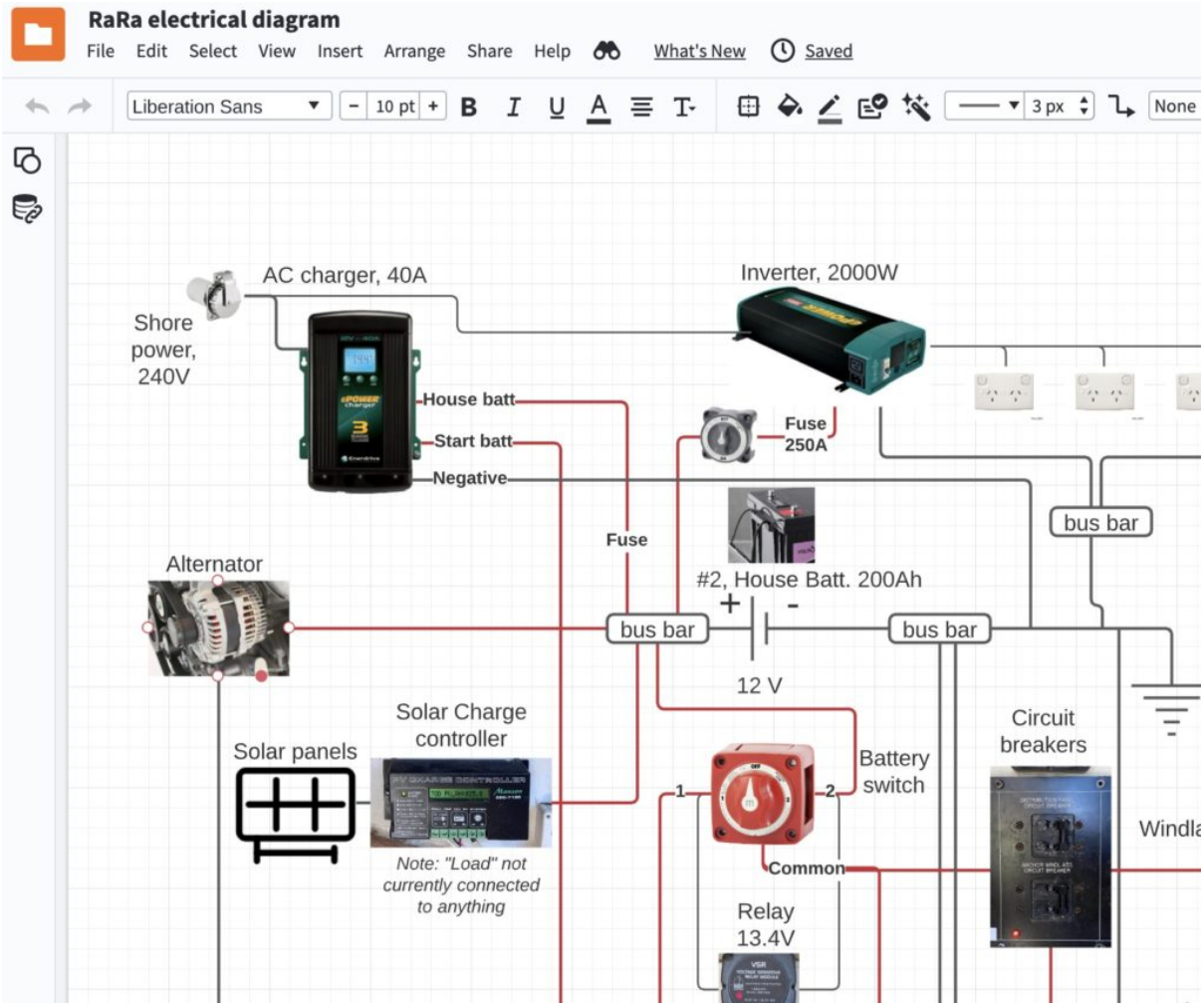
Documenting as you go

Documentation has two main parts:

1. Labelling wires on the boat so you understand where they go and what their purpose is
2. Having some form of electrical circuit diagram explaining how it all fits together

A lot of the time understanding the electrical system is done crawling around the boat following cables to see where they come from or where they go, especially since almost nothing was labelled on our boat. As my memory is short and I'm not keen on redoing the work in a year or so, I find it a very good idea to label the wires as I find out where they go. I found some nice little cable-tie labels online, which I could write on with a Sharpie permanent marker.

Also, having some form of diagram explaining how it all fits together is a very good idea. It helps clarify your own understanding, helps in troubleshooting, and can be very beneficial when planning to add new components to the system. And although you won't get a better price for your boat when selling it, the next owner will most likely really appreciate your documentation.
In its most simple format, the circuit diagram could be a handwritten sketch of your system, or it can be documented on a computer. I chose to do the latter partly because it looks better, but also it makes it so much easier to update and modify it which undoubtedly will need to happen. No sooner have I printed a version of my diagram, before I start to scribble on it and find changes that are needed. Having said this, a handwritten diagram is much better than no documentation at all.
I also like to include pictures of the various components, which may not be the formal electrical engineering standard, but I think it makes it easier to follow and understand. A diagram like this could be easily made in MS Visio, or an online equivalent I used called Lucidchart.



I hope I may have inspired some of you to take some steps to a better labelled and documented electrical system on your boat. Good luck!

DISCLAIMER – WARNING: Any fixed installation work involving 240V should only be done by a qualified electrician.

Choosing the Right Solar Charge Controller/Regulator

Edited text by Cam Wayland (Hunky Dory)

As some of you may recall some time ago I changed my house batteries from AGM to Lithium (LiFePO4). While very happy with the battery swap overall some additional fine tuning of the system was required to get the best out of the complete package, especially solar charging.

While I had a flexible solar panel stitched onto the bimini, it had been damaged in a hail storm and you could see “dings” on some of the cells. Testing showed it was outputting a reasonable voltage i.e. >15V but the current was miniscule at < 1A, so not very effective in charging your batteries after a night of the fridge being turned on. I replaced the panel with a new 200W flexible panel and changed my old PWM solar regulator to a Victron MPPT 15/75, which had Bluetooth connectivity so I could easily monitor the solar charge output. The following text is one of the best explanations I have found explaining PWM & MPPT and was taken from a solar specialist’s web site. It covers the difference in regulators and why if you have Lithium batteries a MPPT regulator is probably the best choice. I now regularly get a real world input of consistently around 8A and can certainly recommend the change/upgrade.

Why do you need a solar charge controller

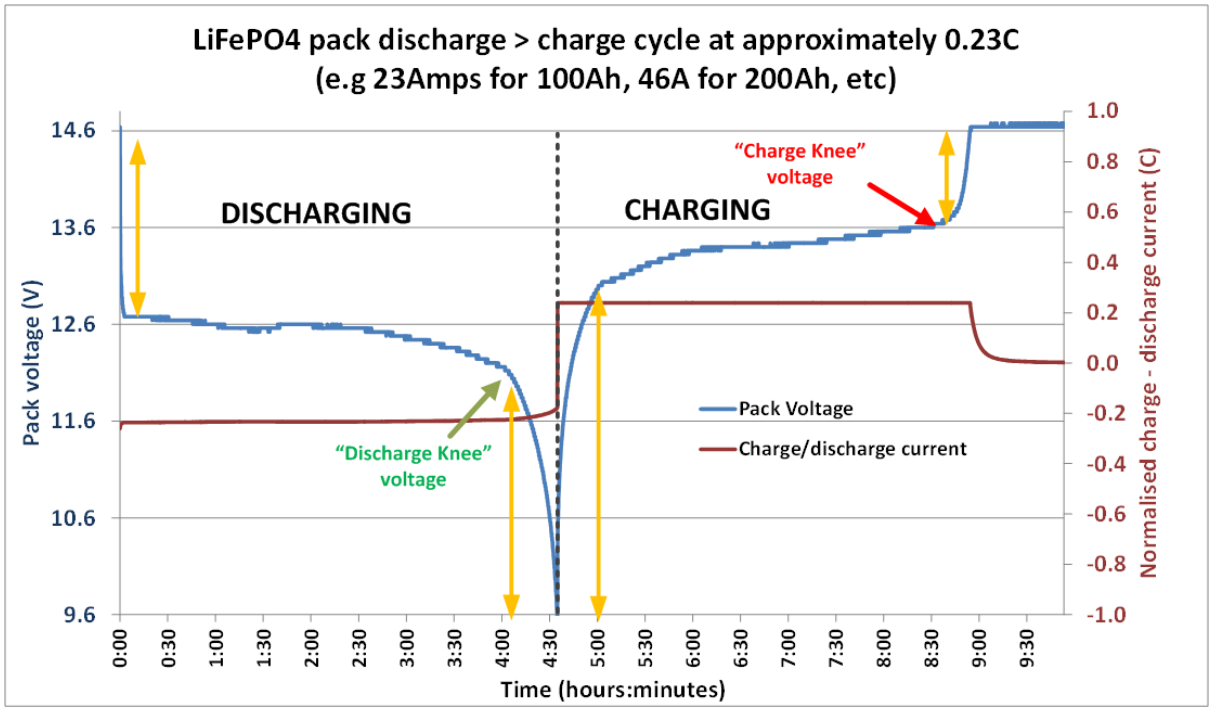
A solar charge controller (frequently called regulator) is similar to a regular battery charger, i.e. it regulates the current flowing from the solar panel into the battery bank to avoid overcharging the batteries. As with a regular quality battery charger, various battery types are accommodated, the absorption voltage, float voltage can be selectable and sometimes the time periods and/or the tail current are also selectable. They are especially suited for lithium-iron-phosphate batteries as once fully charged the controller then stays at the set float or holding voltage of around 13.6V (3.4V per cell) for the remainder of the day.

The most common charge profile is the same basic sequence used on a quality mains charger, i.e. bulk mode > absorption mode > float mode. Entry into bulk charge mode occurs at:

- sunrise in the morning
- if the battery voltage drops below a defined voltage for more than a set time period, e.g. 5 seconds (re-entry)

This re-entry into bulk mode works well with lead-acid batteries as the voltage drop and drop is worse than it is for lithium based batteries which maintain a higher more stable voltage throughout the majority of the discharge cycle.

Lithium batteries (LiFePO4) do not benefit from re-entry into bulk mode during the day as the internal impedance of the lithium batteries increases at high (and low) states of charge as indicated by the orange vertical lines in the chart below and it is only necessary to occasionally balance the cells which can only be done around the absorption voltage. A related reason is to avoid the rapid and large variation in voltage that will occur in these regions as large loads are switched on and off.
Lithium batteries do not have a defined "float voltage", and therefore the "float voltage" of the controller should be set to be at or just below the "charge knee voltage" (as indicated in the chart below) of the LiFePO4 charge profile, i.e. 3.4V per cell or 13.6V for a 12V battery. The controller should hold this voltage for the remainder of the day after bulk charging the battery.



The difference between PWM and MPPT solar charge controllers

The crux of the difference is:

- With a PWM controller the current is drawn out of the panel at just above the battery voltage, whereas:
- With an MPPT controller the current is drawn out of the panel at the panel "maximum power voltage" (think of an MPPT controller as being a "smart DC-DC converter")

You often see slogans such as "you will get 20% or more energy harvesting from an MPPT controller". This extra actually varies significantly and the following is a comparison assuming the panel is in full sun and the controller is in bulk charge mode. Ignoring voltage drops and using a simple panel and simple math as an example:

Panel maximum power current (Imp) = 5.0A
Panel maximum power voltage (Vmp) = 18V

Battery voltage = 13V (battery voltage can vary between say 10.8V fully discharged and 14.4V during absorption charge mode). At 13V the panel amps will be slightly higher than the maximum power amps, say 5.2A.

With a PWM controller the power drawn from the panel is 5.2A * 13V = 67.6 watts. This amount of power will be drawn regardless of the temperature of the panel, provided that the panel voltage remains above the battery voltage.

With an MPPT controller the power from the panel is 5.0A * 18V = 90 watts, i.e. 25% higher. However this is overly optimistic as the voltage drops as temperature increases; so assuming the panel temperature rises to say 30°C above the standard test conditions (STC) temperature of 25°C and the voltage drops by 4% for every 10°C, i.e. total of 12% then the power drawn by the MPPT will be 5A * 15.84V = 79.2W i.e. 17.2% more power than the PWM controller.

In summary there is an increase in energy harvesting with the MPPT controllers, but the percentage increase in harvesting varies significantly over the course of a day.

The differences in PWM and MPPT operation:

PWM

A PWM (pulse width modulation) controller can be thought of as an (electronic) switch between the solar panels and the battery:

- The switch is ON when the charger mode is in bulk charge mode.
- The switch is "flicked" ON and OFF as needed (pulse width modulated) to hold the battery voltage at the absorption voltage.
- The switch is OFF at the end of absorption while the battery voltage drops to the float voltage.
- The switch is once again "flicked" ON and OFF as needed (pulse width modulated) to hold the battery voltage at the float voltage.

Note that when the switch is OFF the panel voltage will be at the open circuit voltage (Voc) and when the switch is ON the panel voltage will be at the battery voltage + voltage drops between the panel and the controller.

The best panel match for a PWM controller:

The best panel match for a PWM controller is a panel with a voltage that is just sufficiently above that required for charging the battery and taking temperature into account, typically, a panel with a Vmp (maximum power voltage) of around 18V to charge a 12V battery. These are frequently referred to as a 12V panel even though they have a Vmp of around 18V.

MPPT

The MPPT controller could be considered to be a “smart DC-DC converter”, i.e. it drops the panel voltage (hence “house panels” could be used) down to the voltage required to charge the battery. The current is increased in the same ratio as the voltage is dropped (ignoring heating losses in the electronics), just like a conventional step-down DC-DC converter.

The “smart” element in the DC-DC converter is the monitoring of the maximum power point of the panel which will vary during the day with the sun strength and angle, panel temperature, shading and panel(s) health. The “smarts” then adjusts the input voltage of the DC-DC converter – in “engineering speak” it provides a matched load to the panel.

The best panel match for an MPPT controller:

To match a panel to an MPPT controller it is advisable to check the following:

1. The panel open circuit voltage (Voc) must be under the permitted voltage.
2. The Voc must be above the “start voltage” for the controller to “kick-in”.
3. The maximum panel short circuit current (Isc) must be within the range specified.
4. The maximum array wattage - some controllers allow this to be “over-sized”, e.g the Redarc Manager 30 is permitted to have up to 520W attached.

Choosing the right solar controller/regulator

The PWM is a good low-cost option

• for smaller systems
• where the efficiency of the system is not critical, e.g trickle charging.
• for solar panels with a maximum power voltage (Vmp) of up to 18V for charging a 12V battery (36V for 24V battery, etc).

The MPPT controller is best

• For larger systems where the additional 20%* or more energy harvesting is worthwhile
• When the solar array voltage is substantially higher than the battery voltage e.g. using house panels, for charging 12V batteries

* An MPPT controller will yield higher returns compared with a PWM controller as the panel voltage increases. I.e. a 160W eArche panel using 36 conventional monocrystalline cells with a maximum power amps of 8.4A will provide around 8.6A at 12V; while the 180W panel having 4 more cells will provide the same amperage but 4 additional cells increases the panel voltage by 2V. A PWM controller will not harvest any additional energy, but an MPPT controller will harvest an additional 11.1% (4 / 36) from the 180W panel.

For the same principle, all panels using SunPower cells with more than 32 cells require an MPPT charge controller otherwise a PWM controller will harvest the same energy from 36, 40, 44 cell panels as it does from a 32 cell panel.

Extracted from the website https://www.solar4rvs.com.au

CD Quiz – March 2021 by Phil Darling

1. You are sailing across Bass Strait heading towards Tasmania. A southerly front is due. Will you be headed or lifted as the front comes through?
2. On which tack is it best to heave to?
3. As you are sailing along you notice that you are able to point higher to the wind during the gusts even though the true wind direction is unchanging. Why?
4. At night you see a vessel with normal navigation lights showing but also with two red all round lights on the mast. What is this and what should you do?
5. At sea – would you expect to see a lighthouse from further away at high water or low water?
6. You wish to join two ropes of different diameter. Would you prefer a reef knot, a sheet bend, a bowline or a sheepshank?
7. From which level on a chart are overhead clearances usually measured?
8. What is the Angle of Vanishing Stability (AVS)?
9. You are considering changing your furling to in-mast furling. What impact is this likely to have on your vessel's stability and AVS?
10. According to the rules when is a vessel "deemed to be overtaking"?

Chef's Corner…..by Sanna Westling

Pizza on board a yacht.

When moored in a secluded bay and the sky was grey and the rain was drizzling all day, without wanting to venture ashore for provisions, we felt like pizza. (and no Uber eat deliveries to a mooring)
As I did not bring yeast, I looked up a recipe using baking powder and made a delicious pizza.
It is a little more messy than just cooking something on the stove, but is was well worth it and they tasted great. Leftovers where heated up in the oven the next day for lunch.

RaRa Boat Pizza:
4 pizzas (size as per the 2-hob gas oven) – perfect dinner for 3 with 1 pizza leftover:

600 cl flour (360 gr)
2 tsp baking powder
½ tsp salt
250 cl water (1 cup)
50 cl olive oil

Oven at 250 c (or in my case very warm, top marks…gas oven and had no thermometer)

Mix all dry ingredients then add the water and oil and make a dough.
Cut into 4 pieces and flatten to the shape you desire, mine was determined by the size of the cooking tray.
Use baking paper if you have, this also makes it easier to move over to the tray – I only have one tray on board.
Topping: use what you have and want. I use tomato paste (have sachets on board), cheese (grated or sliced), ham, vegetables, whatever takes your fancy and you have in the cupboards.

Put in the oven until they look finished.

Sanna // RaRa

Start-Boating

Start Boating is the cheat sailing experience – watching other boats wineglass their spinnakers and shout at each other from the shelter of the cockpit on the Hugh George. However, it is also a chance to learn things about course laying, wind, timing and race etiquette without being in the middle of the madness of the SOPS or a regatta.

Race management is a complicated thing, as I have found out. Over the last year and a bit, I've been slowly observing and learning from my start boat experiences, picking up the names and meanings of flags, sound signals and course marks. On the weekend of the 27th – 28th of February 2021, Middle Harbour Yacht Club helped host the state championships for the Farr 40s, with Hugh George as the start boat and Leah Tash as the mark boat.

So I arrive at the club at 8:30 and head aboard Hugh George, where the race officer immediately informs me, 'Wind logs. Wind logs are the most important part of start boating.'

We get the boat set up, make up tackle, inflate the marks, store away the lunches and go through the race sheets. With six boats and three knots of wind in the harbour, the AP is soon raised at the clubhouse. We have an enjoyable sit on Hugh George for another hour, waiting for the wind to pick up, while listening to the CYC offshore boats retiring one after the other on the radio. Eventually, the race officer suggested that we go for a 'sticky', and we pull out of the club, heading for the open sea.

We find seven knots of wind off Manly and totter around for a while, seeing if it will stay. It does, and I take my first wind reading of about 7 knots from 030°-ish. We wait around for a while before informing ground control at the club that we will probably be able to run the race, then put down the anchor, waiting for our mark boat and competitors to show up. We lay a course, with the wind swinging from 000° to 070° regularly (not ideal conditions), and begin starting sequence at shortly past 11.

Our first race was set on axis 040°, and ran well with no OCSs and no collisions (always a good thing as far as we're concerned). Another interesting practice I'm introduced to is throwing gummy worms at the boats when they pass Hugh George for check in. I'm told that it makes them race better.

Our race time was around 40 to 50 minutes, and while we were waiting, we took wind logs and read sailing poems (and discovered the pantry). We ran a total of three races for the Farr 40s, with the wind going completely haywire towards the end. It swung from 340° to 060° regularly and picked up to about 10 knots. We made our way back into the harbour, sandwiched between North Head and the incoming CYC boats a little uncomfortably, but returned to the club without having crashed into any other boats, which we counted as a plus.

We stayed on the boat at the club for a while as the racers, who seemed to have appreciated our race management, invited us to share the pizza they ordered.

Race management is a fun addition to sailing, where you really learn a lot about the different aspects of racing and boating in general. You also have the chance to meet a lot of interesting people with too many stories to even tell on a six hours start boat shift. It's a great experience for anyone who wants to learn more.

Kimberley Pratt

EXPIRED FLARES

In case you missed the opportunity in January to dispose of old flares, including Parachute Flares, there are sites put on by Maritime in April:

Date	Where	Time
Sunday 18 April 2021	Tunks Park Cammeray Boat Ramp	1530 to 1730
Sunday 11 April 2021	Transport for NSW, Maritime Head Office, 3 James Craig Rd, Rozelle	0900 to 1100
Sunday 11 April 2021	Rose Bay Boat Ramp	1200 to 1230

CD Quiz – March 2021 – Answers

1. Headed – the wind will likely back from north westerly towards the south west – although being in Bass Strait the westerly component will probably predominate.
2. On the starboard tack – so that you have priority over other vessels both on the port tack and under power.
3. During the gusts the apparent wind effect from the boat's own way is less, meaning that the apparent wind is deviated less towards the bow.
4. This is a vessel underway but not under command. You must keep clear of it as it is unable to control it's course sufficiently to avoid other vessels.
5. At low water, since the lighthouse is in effect higher with a greater dipping distance.
6. A sheet bend would give the most secure attachment (reef knots are likely to slip; two bowlines would work but be clumsy, and a sheepshank is for shortening or overcoming a week section in a line).
7. Check the notes on your chart to be sure but usually from MHWS (Mean High Water Springs).
8. The Angle of Vanishing Stability (AVS) is the angle of heel beyond which (in calm water) a boat will continue to invert rather than recovering to the upright position
9. It is likely to reduce the stability (and reduce the AVS) as you are adding more weight higher up by the addition of the furling gear inside the mast and also the weight pf the sail when furled.
10. When coming up to another vessel from "a direction more than 22.5 degrees abaft of the beam" (at night time this means that you see only the stern white light and not the forward facing red or green lights or white steaming light).

COMPETION for 2021

March Winner …….Photo of the Month **Gill Attersall**

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 March is called
'Hunkered down waiting for the storm' and was taken by Gill Attersall

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.

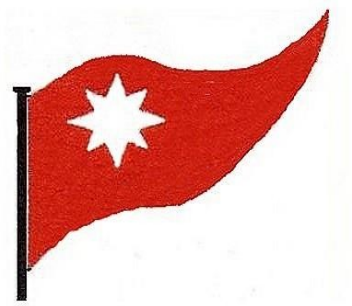
Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 1 March 2021

Cash at Bank as at 01.02.2021	**$1,995.69**
Plus Receipts	
Membership	
Interest (This account no longer attracts	**$0.00**
interest)	**$0.00**
Less Payments	
Nil	**$0.00**
Cash at Bank as at 28.02.2021	**$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 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.