



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

Volume 41, No. 6 8<sup>th</sup> July 2021

Editors: Niclas & Susanna Westling

**NEXT MEETING:** MONDAY 19<sup>TH</sup> JULY 7:30 PM  
B.Y.O. BBQ 6:30 PM

**SPEAKER:** ROB DAGLISH, 'BOAT SPEC MARINE SURVEYS'



**LEAVING MORNING BAY**

## MHYC CRUISING DIVISION PROGRAM 2021-2022

<b>July</b>	Monday 19 <sup>th</sup>	Cruising Division Meeting (MHYC) Rob Daghish from Boat Spec Marine Surveys
<b>August</b>	Sunday 08 <sup>th</sup>	On-land event, Long Lunch alt. A (if Covid restrictions allow)
	Monday 16 <sup>th</sup>	Cruising Division Meeting Noel Phelan – Costa Concordia Presentation
	Sunday 22 <sup>nd</sup>	Club Get Set day (Safety Checks)
<b>September</b>	Monday 4 <sup>th</sup>	Opening Day MHYC
	Sunday 12 <sup>th</sup>	Sailing Sunday start at MHYC
	Sunday 19 <sup>th</sup>	On-land event, Long Lunch alt. B (if Covid restrictions allow)
	Monday 20 <sup>th</sup>	Cruising Division Meeting
	Sunday 26 <sup>th</sup>	Sunday Breakfast and Safety Training Workshop Sailing Sunday MHYC
<b>October</b>	Sat-Mon 2 <sup>nd</sup> -4 <sup>th</sup>	Long Weekend cruise to Pittwater
	Sunday 10 <sup>th</sup>	Sailing Sunday start at MHYC
	Monday 18 <sup>th</sup>	Cruising Division Meeting
	Sunday 24 <sup>th</sup>	Sunday Breakfast and Safety Training Workshop Sailing Sunday MHYC
	Sunday 31 <sup>st</sup>	Make A Wish MHYC
<b>November</b>	Sunday 7 <sup>th</sup>	Sailing Sunday start at MHYC
	Saturday 13 <sup>th</sup> - Sunday 14 <sup>th</sup>	Tapas Tie Up
	Monday 15 <sup>th</sup>	Cruising Division Meeting
	Sunday 28 <sup>th</sup>	Sunday Breakfast and Safety Training Workshop Sailing Sunday MHYC
<b>December</b>	Sunday 12 <sup>th</sup>	Sailing Sunday start at MHYC
	Friday 17 <sup>th</sup>	Xmas Party
<b>January</b>	1 <sup>st</sup> – 9 <sup>th</sup>	New Year's Cruise (TBC)
	Monday 17 <sup>th</sup>	CD BBQ (No Formal Meeting)

**CRUISING DIVISION OFFICE BEARERS 2020– 2021**

<b>Cruising Captain</b>	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419 247 500
Cruising Co-Captain	Sanna (Susanna) Westling	0476 152 799
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Niclas Westling	0476 152 800
Membership	Kelly Nunn-Clark	0457 007 554
Safety Coordinator	Phil Darling	0411 882 760
Sailing Committee	Phil Darling, Dallas O'Brien	0411 882 760
On Water Events Coordinators	Evan Hodge	Phil 0411 882 760
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Phil Darling, Evan Hodge, Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theeboom, Sanna Westling, Niclas Westling, Jeremy Clarke	



**Editor's note:**

**Deadline** for the next edition of the Compass Rose is **1st August 2021**

The **EDITOR** for the next Compass Rose is **Dot Theeboom**

Please forward contributions via email to the editor at [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au)

Opinions expressed in the Compass Rose are those of the contributors, and do not necessarily reflect opinions of either Middle Harbour Yacht Club or the Cruising Division

## CAPTAIN'S COLUMN – JULY 2021



Week 2 of the greater Sydney Covid lockdown brings with it some pretty cool weather and the postponement of our Cruising Division long lunch. It was to be a celebration of freedom from Covid and the chance to catch up with one another.

Well...what can I say? We look forward to when we CAN celebrate together and we will keep you informed.



For all those travelling north presently your timing has been good both to get away from Sydney and to head towards a warmer climate. Many of us are following your progress and I am sure I am not the only one wishing I were there.

There have been great examples of bar crossings from Anna and Martyn on Flo. I watched them cross one of the bars using one of the bar cams! They are a great resource to see what is going on before one attempts to cross a bar. Just google the "NSW bar cam" or go to <https://www.service.nsw.gov.au/transaction/check-live-web-cam-vision-nsw-coastal-bars> and look for the bar you are crossing.

I would like to thank Guido for the backstory of designing and building Shearwater at our last Cruising Division meeting. Everyone was engrossed in the process and the detailed thinking that continues to go into improving what is already a very impressive yacht.

These winter months are ideal for doing those projects on our vessels to prepare them for the next cruising season. On Sanctum we are looking at boosting the solar array to satisfy our hungry appetite for power when working from "home". With laptops, wi-fi and heating in winter the more power we can get from the sun the better. Secondly installing a diesel heater. Having to start the genset to run the heating is overkill so installing a 12v diesel heater is the second project for winter. By the time we get to the end of that project it will be warmer and the sailing in Sydney will be in full swing, Covid permitting.

With the size of our major cities like Sydney and the close confines of living and working together it has me thinking even more about a move to a less populous state. Kelly and I really enjoyed our 4 months in Tasmania this year and even though my work commitments did not let up it was a great place to be. The weekend cruising is brilliant with so many bays, coves and beaches to visit. All only a few minutes or hours sail away. Still like so many are doing this year I keep saying to Kelly maybe we do need to go north at least once. Certainly looks pretty crowded around the islands as I voyeur on AIS.

***Evan Hodge***

***Cruising Captain. SV Sanctum***

NEXT MEETING: MONDAY 19<sup>TH</sup> JULY 7:30 PM  
B.Y.O. BBQ 6:30 PM

JULY SPEAKER: ROB DAGLISH FROM  
'BOAT SPEC MARINE SURVEYS'

AUGUST SPEAKER: NOEL PHELAN  
COSTA CONCORDIA PRESENTATION

JULY CHEESE PLATTER: NICLAS & SANNA WESTLING

**The speaker in the June meeting was Guido Belgiorno-Nettis – SV Shearwater:**

Guido came along and spoke about his yacht. It was an informative and inspiring presentation about this amazing yacht that we all admire as we see her at the marina or out on the water.

To see the presentation please go to the Cruising division website.



## FUTURE EVENTS:



Make-A-Wish exists to bring amazing people together to grant inspirational, life-changing wishes for children with a critical illness. Those of us who have participated in this event previously know just how good it is

Once again, Covid willing, we will be taking families nominated by the Make-A-Wish Foundation for a cruise on the harbour. We have chosen **October 31<sup>st</sup>**. The cruise is usually for 3-4 hours and then we have a sausage sizzle at the club.

If you can take a family out for the day on your boat it would be great. If you cannot or you don't have a boat, donations in kind would be appreciated e.g. cakes, drinks, sausages or cash.

**Please contact Dot Theeboom** by email: [theeboom1@tpg.com.au](mailto:theeboom1@tpg.com.au) or by phone 0409030984.

## PAST EVENTS:

### QUEEN'S BIRTHDAY LONG WEEKEND CRUISE TO PITTWATER, 12-14 JUNE 2021

RaRa and Flo sailed up to Pittwater on Saturday, RaRa setting off earlier and had a great sail up the coast. Flo followed as they prepared for their trip up North.

Nice westerly winds and a good run up followed by a lovely anchorage in Morning Bay. Flo had some calamity on the way up and arrived in the dark, just in time for dinner. (They did, however, meet the middle harbour dolphins on the way out from MHYC).



Sunday started off a little chilly with a strong westerly blowing but the sun came up and made the day a lovely one.

We met at RMYC to welcome Jeremy and Kristin's new boat Kai Rani to the Cruising Division. A lovely boat and we are looking forward to seeing her down in the Harbour soon. Dot came to hang out and have lunch together with us at RMYC.

RaRa, Flo and Kai Rani made the trip up Pittwater to America's Bay where we stayed the night.



Early Monday morning, Flo headed north.

We wish them all the best for their trip to Hamilton and later the RaRa crew assisted in hoisting Jeremy up the mast of Kai Rani to fix the lazy jacks. After this RaRa headed back to MHYC and Kai Rani back to RMYC.

A great weekend away and we are looking forward to the next Cruising division get together.

//Sanna on RaRa

## SAFETY WEEKEND, GET CHECKED DAY JUNE

Well – the plan was to have our usual Safety Weekend for the Cruising Division at Sugarloaf Bay, where we would raft up together and the Cruising Division safety auditors would inspect the boats in a convivial atmosphere. No relaxing of standards of course – but assisting the owners to get their vessels ready for the next season.

Any Division vessels unable to make it would then book in to one of the club Get Set weekends.

However – events conspired against this.

The Cruising Division Safety Weekend was planned for Saturday 19th & Sunday 20th June in Sugarloaf Bay. Several of the auditors were OK for this – Mike McEvoy, Evan Hodge and Phil Darling in particular – and John Eastway on *Flemingo* had very kindly volunteered to be the main base for operations. And then a forecast southerly change was upgraded to a full East Coast Low and a Gale Warning was issued for Sydney Harbour waters. We probably would have been fine in Sugarloaf Bay (it is very protected) but in the interests of safety the decision was taken on the Thursday to cancel the weekend.

Still – there was still the Club Get Set day on the following Saturday 26<sup>th</sup> June. Members were advised to book for this instead.

Then Covid intervened. A lockdown was declared on Saturday for the Eastern Suburbs and Sydney City – this took out three of the club auditors as well as six of the boats booked in. It was then upgraded to a full lockdown for all of Sydney but luckily starting that evening.

In the end the Get Set day still worked. Six auditors did a great job (Mike McEvoy, Bryan Moore, Phil Darling, Paul Wotherspoon, Dallas O'Brien and Tony Levett) and 37 audits were completed– mostly OK but a few with some minor items to correct. The three auditors who “would have if they could have” but were locked in were Evan Hodge, Phil Clinton and Deb Dalziel.

A massive thanks for the auditors and also for the owners who made the whole process run smoothly.

For those who missed out – there is **another Club Get Set day on Sunday 22nd August** (lockdowns permitting).

Phil Darling

## FEATURED ARTICLE:

### SOUTHERN ADVENTURES ON SANCTUM

Kristin Kool-Clarke – May 2021



*Sanctum at Constitution Dock*

When Kelly and Evan invited Jeremy and I to help them bring Sanctum back to MHYC from Hobart, I have to admit that I was apprehensive. I have never done an overnight passage, let alone a 60-hour passage across Bass Strait! The fact that Jeremy had done this trip way back in 1997 after the Sydney to Hobart race and that Kelly and Evan had done it twice before did give me some confidence.

With no time constraints to get back to Sydney we found we were able to really enjoy Hobart. This was made even easier with Sanctum tied up at Constitution dock on our arrival. We wandered around the Salamanca markets and then Jeremy and I immersed ourselves in Mona, a very eclectic museum to say the least.



*Words on Water*



*Jeremy surrounded by Sump Oil*

We then got back together and enjoyed cocktails at The Glasshouse and a crayfish dinner at the Customs House Pub before we set off to Woolies to provision Sanctum for 10 days. Later, Kelly and I were very proud of the fact that we had judged our meal requirements very well for our trip back home, only needing to top up some basics when we arrived at Eden.



Leaving Constitution Dock on a glorious sunny winter's day 20 degrees, we motor sailed to Killora Bay, Bruny Island for a game of Finska on the beach with Greg and Judy, friends of Kelly and Evan. What a fun game!



We then continued south down the D'Entrecasteaux Channel to Barnes Bay and tucked ourselves up in Quarantine Bay for the night. The next morning, we walked up from the jetty to the Bruny Island Quarantine Station and read about how the Tasmanians dealt with the early 20<sup>th</sup> century pandemic after WW1. Afterwards we made our way over to Kettering marina for the night.

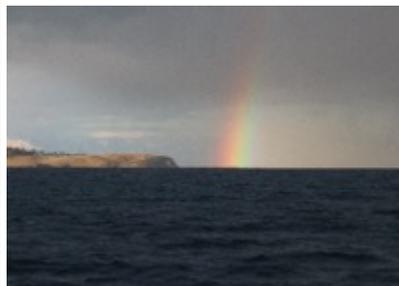
From Kettering we started early on our passage into Storm Bay. It was still, calm and cold out on the water and from here on wearing thermals was a must. We sailed east with a northerly averaging about 7-8 knots. It was a thrill coming round the bottom of Tasmania and then motor sailed between the mainland and Tasman Island in a bit of a swell. A beautiful vista as we sailed past the towering dolerite sea cliffs, a really stunning, craggy coastline.



We then turned north towards Fortescue Bay, then into Canoe Bay where we dopped the anchor behind an old wreck, quite close to shore. We had the whole bay to ourselves and spotted a couple of seals. Despite the pristine conditions, with no WiFi in the bay we decided to spend just one night before continuing on our way.

With westerly winds building, gusts of 35-40 knots and averaging 7-9 knots we proceeded north up Mercury Passage, only turning the motor on as we approached Prosser Bay. We were greeted by a beautiful rainbow spanning the mainland over to Maria Island. Prosser Bay has 2 public moorings positioned amongst many private ones.

While in Prosser Bay Jeremy and I ventured out in the dinghy to explore, giving Kelly and Evan a quiet time to get some work done. We checked out the small township of Orford before venturing up the Prosser River to the convict wall, the old convict road and the ruins of the Paradise Probation Station. This station was one of 18 convict probation stations scattered throughout Tasmania. Apparently the first European explorer to see this part of the east coast was Abel Tasman in 1642.



The next day the decision was made to head out from Prosser that evening to commence our crossing, expecting it to take around 60 hours, when the worst of the Low would then be behind us, or so all our weather apps predicted.

After Jeremy cooked a delicious roast lamb dinner we left at 6pm and headed north in a 14 knot southerly. By 10.30 however, with the swell building to around three metres and the winds unexpectedly picking up to over 45 knots it was very intense and uncomfortable out there and the decision was made to abandon our journey and head for Wine Glass Bay. We arrived there at 1am anchoring in 5 metres with 50 metres of chain, joining two other vessels that had also sought shelter.

Quoting Evan, “welcome to cruising. Make a plan and then change it”!

We had a slow start the next day. Jeremy and Evan created a more effective “preventer” that could be accessed more easily from the cockpit, and we left Wine Glass Bay intending to go to Bicheno. Then the AIS stopped working, as did the autohelm. It was a daunting prospect to think that we might have to tackle the Bass Strait crossing without the autohelm. Evan undertook some investigations, and we were all relieved when he managed to get it all working again.

We all took shifts at the helm through the night and then welcomed the new day with a hearty Happy Birthday to Kelly. The south westerly winds continued to reduce and the spinnaker was hoisted for a few hours until there was virtually no wind. After this there were more problems with the navigation system. AIS, auto pilot and the wind gear all died despite concerted efforts on Evan’s part to fix. Luckily Jeremy had Navionics on his iPad, which was handy for pilotage.

From then on there was no option but to hand steer. All of us took turns using the compass and chart plotter for guidance. As evening approached, we settled into a routine, each of us on the helm for 20 minutes followed by 1 hour off to catch some sleep or be on standby in the cockpit. This was how we got through the night. Steering by compass proved to be a challenge, especially for me.

At one point I managed to turn the boat completely around and we started heading back to Tassie. This happened so fast and was very unsettling. Luckily Kelly hung around on deck long enough to keep an eye on me and we continued around another 180 degrees back to heading north. It also amazed me how fast your body can adjust to falling asleep so quickly when you have to!



After a very pretty sunrise we were visited by a large pod of dolphin, passed a very large flock of floating gannets and sighted land around 5.30am. Yah ! Now we had somewhere to steer to. It turned out to be another beautiful sunny day. With temperatures rising we began stripping off layers of clothes.



*Green Cape Lighthouse*



By 7pm, May 31<sup>st</sup> we arrived into Twofold Bay, Eden and anchored. We were then able to celebrate Kelly's birthday, and our 60-hour crossing with champagne. Then we had a good, long, and well-earned sleep. Sanctum was then moved to the Snug Bay Cove wharf (\$25 per night) the next morning where we refuelled and topped the water up.

It was a glorious sunny winter's day as we continued heading north the next day with virtually no wind and no swell. We passed one pretty beach after another as we headed to Bermagui. We also started seeing humpback whales and even an albino one that we think may have been Migaloo.

After securing Sanctum on the T-arm at the Bermagui marina (\$50per night) we walked up to the Bermagui Pub for a very enjoyable dinner. This is a great pub with sweeping views over the bay. Definitely worth visiting again, either by boat or car.

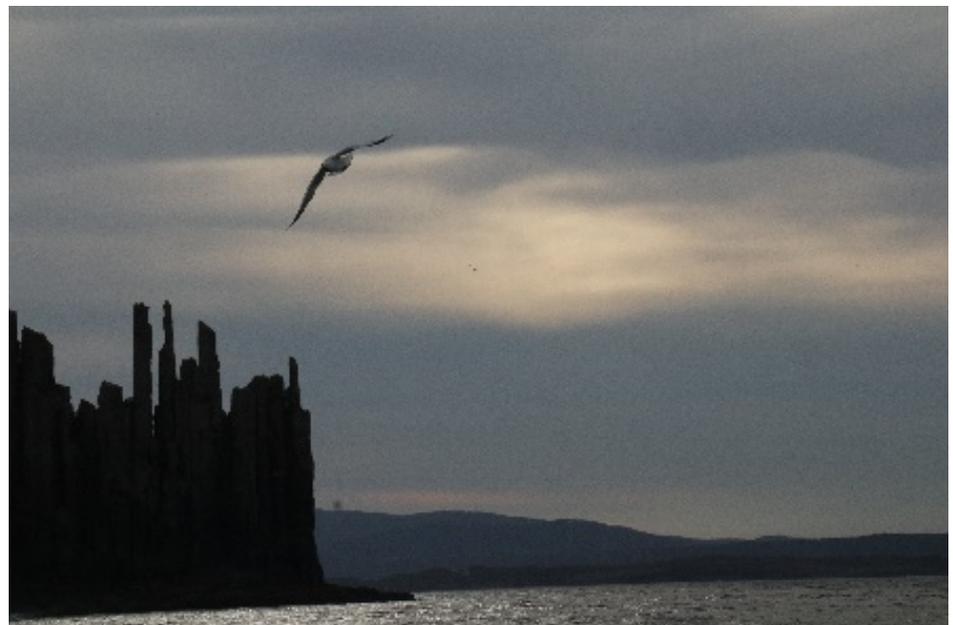
We left at 5am the following morning for the 90+nm to Jervis Bay in light winds. Motor sailing most of the day we averaged around 6.5 to 7 knots and arrived into Hole-in-the-Wall around 7pm. We were so happy to be back in Jervis Bay, not having been in the bay since January 2020 during the ghastly bushfires, when the air was so thick with smoke you could almost cut it with a knife and burnt leaves were landing on our boats.

As we were in no rush to get back to Sydney we spent the next day in JB. Kelly and Evan managed to get some work done while Jeremy and I spent a few hours going for a walk and hanging out on the beach.

One of the highlights of our trip for me was seeing a diverse range of wildlife, especially birdlife. Alba-tross, petrels, kelp gulls, oyster catchers, gannets, cormorants, various types of plovers to name a few. The most bizarre creatures we came across were the mysterious foot long luminous, glowing green rectangles that we passed one evening just below the surface. Turned out that these were squid!



As we enjoyed early sundowners on our last night together we reflected on how much fun we four had had over the previous couple of weeks together on Sanctum. Spending quality time out on the water in a comfortable boat with good friends, that's what cruising is all about. And now I am very proud of myself for having crossed Bass Strait!



Kristin Kool-Clarke

## YACHTS IN THE CRUISING DIVISION: A BUIZEN 40

I would like to introduce our new boat, *SV Eternity*.



*New B&G instrumentation was fitted*

### Build

She was built by Mastercraft Marine in Terrey Hills in 1996 by the late Eddie Buizen. The boat was designed by Paul Stanyon, and was the first pilot house yacht built in Australia.

There were 36 Buizen 48's built and 10 only Buizen 40's. A number of 52 foot models were also produced up until 2012, until the passing of Eddie Buizen.

### What is a pilot house yacht?

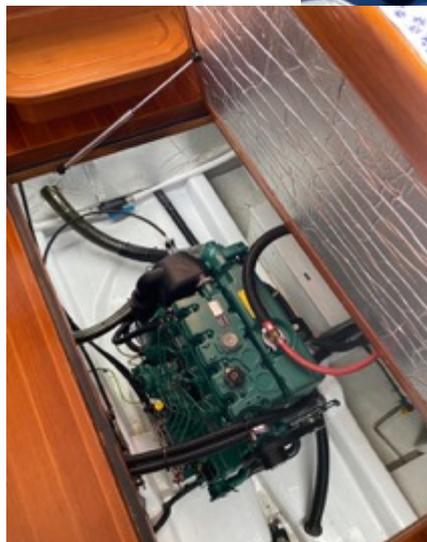
The yacht can be sailed from the confines of the warm and secure confines of the saloon rather than a wet cockpit in times of inclement weather.

Autohelm, instruments, engine controls and steering wheel are duplicated both inside the pilot house and the cockpit. 360-degree views are also an essential feature of a pilot house.

### Features worthy of mention

The Buizen 40 features:

- a boom-furled mast (which has taken some getting used to!)
- A sub-floor engine room compartment (luxury!)
- A bow thruster (more luxury!)
- A 50 HP Volvo engine (a great size for this yacht)
- Beautiful hand-crafted timber work
- 2m draft, 4m beam
- Displacement 9000 kg



We gave her an extensive makeover, including new instrumentation, new lithium batteries, new solar panels, new refrigeration system, new headlining and a new engine and sail drive.

### **Our impressions**

Changing from a 2012 modern production boat, a Hanse 385 to this grand old lady of the sea, was quite an adjustment....

### **What we love**

The Buizen 40 is “built like a tank” and is a true blue-water cruising vessel. On a recent cold stormy day in Pittwater where the rain came down and the breeze hit over 30 knots, we really appreciated the warmth and comfort of the pilot house. It felt like we were sailing in much more benign conditions.

We also love the easy single level access from cockpit to saloon, which is achieved by having the engine below the floor.

The sunken galley with 2 fridges makes live-aboard very easy.



### **What we miss**

We do miss a large and spacious cockpit, designed for entertaining. More modern boats do this aspect very well.

Only main halyard and jib sheets and main-sheet run back to the cockpit, so there is much to do at the mast. Again, more modern yachts have really improved in this aspect.

The wonderful swim platform on La Madre's transom which facilitated easy and safe access to the boat. We now have a sugar scoop transom, making it more challenging to step on and off the boat.

Whilst the pilot-house affords great visibility from the inside, it does restrict vision for the skipper in the cockpit, when it comes to docking.



### **In summary**

We love our Buizen 40. She is a luxuriously appointed boat built by a boat builder who did not take short cuts. As the 5th owner, we are glad to give her a new lease of life and we are sure she will give us many years of happiness. We are now set for some extensive coastal cruising.

**Dallas O'Brien**

*SV Eternity*



## CD Quiz – July 2021 by Phil Darling

1. At sea – can you see a lighthouse from further away at high water or low water?
2. Under NSW law – how far do you need to keep away from people in the water (swimmers, divers, etc)?
3. Under NSW law – how far must you keep away from other vessels, structures and the shore when travelling “at speed” (and what speed does this mean)?
4. Under Australian law – what are the categories of Marine Mammals and where can you find the rules on behaviours and distances you must keep from them?
5. Where on a chart do you look to find the Magnetic Variation?
6. Do either Deviation or Variation change with different headings of the ship?
7. A yacht’s steering compass reads 350 degrees. If you are off Sydney, the chart gives you a magnetic variation of 12 degrees east, and your skipper tells you to assume a deviation of 3 degrees west. What is your true heading?
8. You are sailing on a beam reach on a cruising yacht and wish to reduce the twist in the mainsail. How would you do this?
9. If a vessel is Not Under Command but still making way under motor (for instance – after steering failure but you are still trying to make port under emergency steering) – what lights should you show at night? Should you show a steaming light as you are under motor?
10. Which knot would you prefer to tie your fenders to the rail – a Clove Hitch or a Round Turn and Two Half Hitches?



## CHEF'S CORNER

# Secret to Ultra Crispy Baked Potato Wedges



It's winter and who can beat hot crispy chips? well.... Great mashed potatoes but that is another story.

Thanks to:

<https://cookieandkate.com/crispy-baked-potato-wedges-recipe/>

**Here's the secret to making ultra-crispy potato wedges:** Soak your raw potato wedges in hot water for 10 minutes before baking. This step releases some of the starch in the potatoes and lets them absorb moisture, which leads to crisp outsides and moist interiors.

## Tips to Make the Best Potato Wedges

**Start with quality Russet potatoes,** preferably **organic** since they're on the [dirty dozen list](#) for produce highest in pesticide residue. Look for smooth, firm potatoes. You'll need about four medium potatoes.

**Slice the potatoes into even wedges so they bake evenly.** You'll find instructions below. The last cuts are the most important, when you're slicing the quartered potatoes into wedges.

**Soak the potatoes for 10 minutes.** I've used hot tap water, but readers warned that pipes leach impurities into hot water, so you may be better off using water warmed on the stove, or in your tea pot. (Warm it just until it's hot to the touch, not boiling.)

**Season generously with garlic powder, onion powder and black pepper.** Garlic and onion powder are magical with potatoes, offering a more complex but subtle flavour.

**Arrange the potatoes evenly across the pan,** so each wedge has a flat side against the pan.

**Flip halfway through baking.** This is a little tedious, but essential to achieving evenly golden, crispy edges all over. You should be able to flip a few wedges at once with a spatula, then scoot them around a bit so they're in an even layer again.

**Don't pull them out of the oven too early.** They should be deeply golden. Crispy potato wedges or bust!

**Sprinkle with parsley for bonus points in the looks department.** And don't forget the ketchup. Or mayonnaise, mustard, cheese sauce, whichever strikes your fancy.

## CD Quiz – July 2021 – Answers

1. At low water, since the lighthouse is then effectively higher above the water so has a greater dipping distance.
2. Powered vessels (including sailing vessels over 5.5m long) must keep a minimum of 60m away from persons in the water except for a limited number of exceptions (launching craft, supporting the people in the water are two).
3. Powered vessels travelling at a speed of 6 knots or more must keep a minimum of 30m away from other vessels (whether underway, moored or at anchor), structures (including navigation marks) and the shore.
4. There are basically three different categories of marine mammals:
  - Whales (and a larger distance applies to white whales)
  - Dolphins and Dugongs
  - Seals and Sea Lions

Distances are greater if calves or pups are present. The rules are listed on the various state and commonwealth environment websites (e.g. at <https://www.environment.gov.au/marine/publications#cetaceans> ) but can be difficult to find. It is much easier to look them up on page 165 of the NSW Boating Handbook (hard copy or download at <https://roads-waterways.transport.nsw.gov.au/documents/maritime/licence/boating-handbook.pdf>)

5. On the Compass Rose. On a small-scale chart (i.e. one that covers a large area) look for the Compass Rose nearest to your position as the variation may be different in other areas of the chart.
6. Magnetic Variation is a feature of the difference between the True North and Magnetic North poles of the earth and your vessel's heading has no effect on this. However, Deviation is from the interaction of your vessel's own magnetic field with that of the earth and this will usually change as your direction of travel (or heading) changes.
7. Compass Heading: 350 degrees  
Plus: Variation (since it is East) of 12 degrees  
True Heading: 359 degrees
8. Tighten up the vang – this will bring the boom down and reduce the twist.

9. Two red lights in a vertical line (denoting you are Not Under Command) plus red/green sidelights and white stern light (denoting you are under way). Do NOT show a steaming light (this is replaced by the Not Under Command lights).
10. Clove Hitches are quicker and easier to tie but have a habit of working loose when the boat moves around against the dock (say when another vessel passes). I prefer a Round Turn and Two Half Hitches as it is much more secure in a dynamic environment.



## PHOTO COMPETITION FOR 2021

July Winner .....Photo of the Month is Glynne 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 July is called 'How did you say this worked'  
And was taken by Glynne 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 to [Darling.maralyn@oze.mail.com.au](mailto:Darling.maralyn@oze.mail.com.au). Good Shooting!! Maralyn.

## BUY, SWAP and SELL



FOC Burke small dog life jacket. Donated by Lee Laurie, currently stored at the Attersall's.

Good condition. Please ring Glynne on 0417028931 to effect collection

Quicksilver Amanzi 350 RIB. 3.48 m, 4-person deluxe commercial grade hypalon rubber rigid inflatable boat with 30hp Mercury outboard motor.

Low hours, no damage, just serviced the motor and had trailer reconditioned. Cost new in 2010 = \$21,000 plus trailer.

Sale price \$16,000/ono including trailer

Contact Jean Parker -> [jnparker@live.com.au](mailto:jnparker@live.com.au) or by mob. 0403 007 675



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

<b>Cash at Bank on 01.06.2021</b>	<b>\$1,995.69</b>
<u>Plus Receipts</u>	
Membership	<b>\$0.00</b>
<u>Less Payments</u>	
Expense claim Glynne – Marine Res- cue donation	<b>-\$50.00</b>
<b>Cash at Bank on 30.06.2021</b>	<b>\$1,945.69</b>
<u>Outstanding Receipts</u>	<b>\$0.00</b>
<u>Outstanding Payments</u>	<b>\$0.00</b>
<b>Account Balance</b>	<b>\$1,945.69</b>

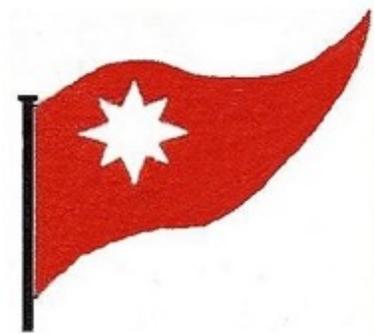
Signed as a true record  
Niclas Westling  
Treasurer



*Treasurer and family in Pittwater*

**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.**

**PLEASE PROVIDE PICTURES AND TEXT SEPARATELY – THE FINAL FORMATTING OF THE ARTICLE WILL BE DONE BY THE COMPASS ROSE EDITOR.**



**The Cruising Division of MHYC meets on the 3<sup>rd</sup> Monday of each month and uses as its sailing pennant a flag with a white compass rose on a red background.**

**MHYC Cruising Division members invite a raft-up or cruise in company whenever they fly our pennant, which we refer to as 'the compass rose'.**

**The Cruising Division newsletter is titled 'The Compass Rose Cruising Log' and is published monthly. The newsletter is also available through the MHYC website at [www.mhyc.com.au](http://www.mhyc.com.au).**