



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

Volume No. 40 No. 4 May 2020

Editor: Evan Hodge

MEETINGS AND ON-WATER EVENTS ARE CURRENTLY DEFERRED DUE TO THE COVID-19 EMERGENCY. SEE STATEMENTS ON PAGE 3 INSIDE



**SANCTUM – ISOLATION IN CHOWDER BAY
PICTURE – EVAN HODGE**

CRUISING DIVISION OFFICE BEARERS – 2019 - 2020

<i>Cruising Captain</i>	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	Kimberley Pratt Mike McEvoy	9968-1777
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Dallas O'Brien, Phil Darling	0404 892 077
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge and CD members	Phil 0411-882-760
On Land Events Coordinators	Committee Members	
Committee Members	Martyn Colebrook, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge, Mike McEvoy, Dallas O'Brien, Jeremy Clarke, Sabiene Heindl	



Deadline for the next edition of the Compass Rose, is
Sunday 31st May

The **EDITOR** for the next Compass Rose is
Dallas O'Brien

Please forward contributions via email to the editor:
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

MHYC CRUISING DIVISION ANNUAL PROGRAM 2020

All on-water and on-land events are currently suspended in line with Government and Club guidelines including the Cruising Division AGM – deferred to a date to be determined

STATEMENT FROM THE COMMODORE - 24 APRIL 2020

MESSAGE TO ALL MEMBERS

To all our valued Members,

On behalf of the Board and Flags, I send you greetings. We hope you are coping with the stress of the Covid-19 pandemic and that you and your families are safe and well.

I'm sure you are abreast of the latest developments, however, I want to update you on our strategy at the club coming into May. Our best information is that the lockdown will continue in its current form with no defined period end, however, we are starting to see discussions and media about these current laws being gradually lifted. In this regard, we remain on our current footing and are planning for a September 5th opening of the sailing season in line with Government regulations at the time.

If constrictions ease before that time we have been discussing with Australian Sailing and the Commodores of other clubs starting up organised events in a coordinated manner and in line with Government regulations. This is unfolding daily and we will continue to monitor the situation.

The rules about using boats has been unclear and we have posted this week yet another advice from Australian Sailing and have sent this out to all members. We the Commodores have asked Australian Sailing to seek further clarification. We ask you to read the advice this week and comply.

On a positive note, we are currently looking to open the Sandbar for takeaway service observing social distancing, to support those of you currently using the Marina. We are already holding virtual racing and I'm informed of the great enjoyment of all.

Australian Sailing will be holding a National Virtual Sailing Competition for all clubs so we will look to selecting a representative to that end.

As already stated we are hopeful to hold a great celebration on September 5th to open the season, we will theme it Thankyou Day, subject to social gathering rules we are hoping to invite the frontline services in our community. The Membership team

are well underway with the planning. With the help of the MHYC Foundation we are initiating work on a facelift at the front of the club. It is hoped this is the beginning of a long road of rejuvenation. I commend the Foundation to you and ask all those who can, to dig deep and help the Foundation develop facilities and youth sailing. Finally, if the view continues to open up with regard to Covid-19, and with the continued support of our members, we are well placed financially to weather the storm.

We would not be here in such good shape without the diligence of the Board, Flugs, our volunteers and particularly our loyal and hardworking staff ably lead by our interim GM Bruce Aitken. To you our valued members, our community is a strong one, please stay the course and be safe. If you are experiencing trouble or difficulties reach out to us and we will endeavour to help. We will continue to update you as changes come to hand.

Yours in Sailing
Peter Lewis (Commodore)

EDITORS NOTE:

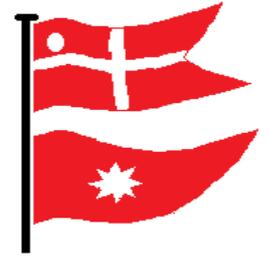
The Cruising Division Committee determined on Monday 23rd March to continue publishing the Compass Rose on a monthly basis as normal, during the period of the club shutdown, and to publish it on the club web site. It is unclear whether the postal version can continue to be sent out. We will continue to welcome appropriate contributions from members during this time until we can again meet on the water and at the club.

All on-land and on-water events (including the Annual General Meeting of the division) are deferred until further notice.

CAPTAIN'S COLUMN – APRIL 2020



Well what a wintery week we have just had after such a pleasant first half of Autumn weatherwise. It has been great for getting out and exercising when possible.



From my experience on the water over the last month or so, as long as the physical distancing rules are being observed and you are not out of your local area there does not appear to be a problem going sailing and fishing for the day.

Being sensible is the name of the game and following the guidelines keeps us all safe and allows us to enjoy some time on the water.

With the talk about relaxing the rules I can hear many sighs of relief but we still have to be mindful that the virus is still around. I heard one commentator the other day saying that shaking hands may now be a thing of the past and we should possibly bow on meeting.

We tried our first remote meeting last month and had up to 16 attendees but my control of the meeting was lacking. We might try again this month if the club has not opened.

The Sandbar Café is open again from 7am till about 2pm 7 days per week to service club patrons and others visiting the marina. The menu is limited as the café returns from it's period of hibernation.

So, please stay safe everyone and we will see you on the other side of this pandemic.

Evan Hodge
Cruising Captain. SY. Nashira

PAST EVENTS: None

COVID 19: THE GOOD NEWS

by Val deRome – Isobell II

It was lovely to see the cheery faces of the Cruising Division at the video meeting recently but I miss seeing you in person ashore or on board .The strange times we live in inspired me to write this article for the Compass Rose.

Since the Covid 19 pandemic took most of the world by surprise, many things have changed across our planet. It is not likely that our own lives will ever be the same again.

I wanted to write a good news story for the Compass Rose and for all of us, our families and our planet. I was very pleased that it took me no time at all to find some really good news stories.

This has been an unprecedented international lock down with millions of people living in isolation. Many humans could emerge from their homes after isolation with a different attitude towards what is important, with less focus on consumerism and fossil fuels. They may have had time to analyse and assess their values and responsibilities to the natural world.

The unprecedented shutting of state and national borders, the closing down of industry and huge restrictions on travel have an upside. There have been significant drops in pollution levels.

The banning of unnecessary travel and tourism had the unintended consequence of giving Earth, our only planet, (there is no Planet B) the chance to breathe again. In just a matter of weeks, pollution and greenhouse gases across all continents have fallen in measurable levels

Satellite images show nitrogen dioxide (NO₂) emissions fading away over Italy, France, Spain and the UK.

New York has recorded nearly 50% lower levels of carbon emissions compared to a year ago. China recorded 25% drop in emissions at the start of 2020 and a 40% drop in coal use. The number of “good quality air” days is up 11% compared with the same time last year.

Sydneysiders can remember the recent “worst quality air” days during the bush fire crisis. Now we too understand the impact of “worst quality air” days that other cities have experienced over many years.

The enforced emissions reduction across the globe over such a short period of time powerfully demonstrates that our planet does have the capacity and resilience to recover from past mistreatment.



No more graphically has this been demonstrated than with the iconic Himalayas. For as long as anyone can remember, these magnificent mountains have been shrouded in clouds. Emissions reductions due to lockdowns mean that for the first time in decades, this mighty mountain range is clearly visible from India. Now

the view from the ground through the crisp clean air is breathtaking. The clouds were in fact pollution.



The coronavirus lockdown has also transformed the waterways of Venice. The banning of tourists and strict laws keeping locals at home means the canals have emptied of boat traffic. With no motor boats to churn up the muddy canal floor, the crystal clear waters attract jellyfish and cormorants come to feed. When the lock down ends, for

the sake of Venice itself, decisions must be made to reduce the numbers of visitors. The current 20 million visitors per year are unsustainable.

There are glorious photographs of wildlife encroaching on urban areas which are devoid of humans, a rare and quite satisfying reversal. In some cases, the animals are simply curiously inspecting human-free areas. Elsewhere they are taking over the empty streets to find food. In Canada the Orca are just exploring and venturing farther up Vancouver's Burrell Inlet than ever seen before.



Herds of goats, puma, coyote, bears, boars and even rare civet have all been seen in urban areas. Hedgehogs are enjoying relatively car-free roads. Thanks to the absence of cruise ships, dolphins have returned in greater numbers to the Italian port of Cagliari.

Some more good news is that endangered turtles are nesting in greater numbers along beaches now empty of tourists. Thailand and Florida have reported an increase in the number, health and size of leatherback turtles this year.



In the Margalla hills of Islamabad last month after the visitors stopped coming, the rangers who had very rarely seen a leopard, saw three leopard families thriving in the wild. The Wildlife Management Board has now banned the hunting of leopards and is planning to restrict the number of people allowed in the park each day.

In times of such dramatic change, it is often shown that humans are very good at changing old habits to better ones. Many of those habits are also good for the planet. Many people have had to live more simply and hopefully may decide they prefer it when we come out on the other side of this.

The experience of stockpiling and shortages, combined with confinement in our homes, has meant many more people than ever are living with what they have. Consumerism as a habit is being replaced with a more economic option. People are buying less and many are growing their own herbs and vegetables. This has had the gratifying effect of reducing food waste in landfill and correspondingly less greenhouse gas.

A 2018 study in Switzerland found that when people, without their motor vehicle, were given free e-bike access, they drove much less once their car was returned.

In Japan, when a motorway closed in 2001, people were forced to use public transit. When the road reopened, people who had been committed drivers still travelled by public transport more frequently.

Many people have now experienced the alternative to air travel with remote meetings and conferences. The time, expense, inconvenience and cost of a flight anywhere in the world to attend a meeting now seems unnecessary for many situations. A video conference is eminently more convenient and sensible as well as cheaper, quicker and creates far fewer emissions.

Recent experiences of cruise ships, most famously the Ruby Princess, may mean they never again will be such a huge part of recreational travel.

During this recent period, the demand for oil products, steel and other metals has fallen more than other outputs. There are however record-high stockpiles, so bargain basement prices may be on offer and production could quickly pick up.

The real impact of the coronavirus crisis on climate could depend ultimately on choices made regarding how governments want their economies to look when they recover—and, in particular, how much they will continue to rely on fossil fuels. Meeting the Paris Agreement's central goal of limiting global warming will require reducing this reliance.



The importance of renewable energy alternatives is now more than ever supported by evidence. We are all able to see with our own eyes the improvements in the natural world after a few months' restrictions on human activity.

Never before was it possible to demonstrate with a life size model the effect of human

activity upon the planet. The whole world has now seen it happen.

Will governments take the opportunity of this lockdown to reflect on what has happened? Will they seek to find a balance between economic growth and environmental management?

Banning unnecessary travel has proved that fossil fuel-powered international trade and travel is no longer an economic essential. In Europe, major gas and oil operators are starting to eliminate emissions from their own operations and investing in reduced climate risk with short term returns initially while seeing long-term value in clean energy rather than gas or oil.

Governments of all levels have the power to make a difference. Now is a great time for local councils to step up and include food waste in green bins. Liverpool City Council has saved residents \$7 million per annum in rates by creating a local economy making and selling compost.

Australians' interest in solar panels is defying the disruptions of the coronavirus, with registrations running at record levels. Now is the time for the NSW government to commit to boosting renewable energy take up as a part of its plan for post virus economic recovery.

At the federal level, decisions must be made. Hopefully this complete demolition of the economy by natural causes will lead to a shift in our way of life and relationship with the planet.

I like to think there is a good chance that would be the way forward. Let us remember the good news and hope for some more.

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## TIED DOWN BUT KNOT FOR MUCH LONGER

By Anna Alvsdotter

As the Australian lockdown is easing, I am faced with a new kind of unexpected stress. I realise that I haven't spent any of my ample quarantine time learning how to tie knots. Darn. If I haven't learnt it while having masses of home time on my hands, I may as well accept that it will never happen.

And looking at social media, I could have learnt to master bread baking, outboard engine maintenance and how to create a macramé wall hanging. Some clever people have run marathons on their balconies, and others have rebuilt the interior

of their yacht (yes, looking at you, Sanna and Niclas on RaRa). My claim to fame while helping to flatten the curve is to fatten my curves.

In the year 1448, the Venetian Senate decided to extend the time ships and their crew needed to wait offshore to prevent the plague and other diseases from spreading. This is where the word “quarantine” originates from, meaning “forty days”. Australia’s current Covid19 lockdown started 23 March, so we have by now surpassed the forty days, but we still have a bit to go before we can resume so called “normal” lives.

Some people have had to endure isolation, which is another word derived from Italian, or the Latin word insula which means island. The island Santa Maria di Nazaret near Venice is reported to be the location of the first permanent hospital for treating plague victims as early as 1423.

The difference between quarantine and isolation is that the first refers to the separation of healthy people who may or may not have been exposed to contagious disease. This is what our current lockdown has been about, whereas isolation is normally referring to what is imposed on those that are sick.

The current public health strategy has also included the voluntary self-isolation of healthy individuals over the age of 70. My mother Kersti in Sweden has food delivered to her door by my oldest best friend who lives nearby. About to turn 80, my mother unfortunately had to postpone her big party until next year. In the meantime, she takes herself for little daily walks around her neighbourhood, but never shares the limited elevator space with anyone just to be on the safe side.

Luckily, I don’t need to worry about my mother being bored. Although she’s not into macramé or tying knots, she is a dapper hand at knitting and crocheting. To use a couple of marine related terms, she “knows the ropes”, and is in it “for the long haul”. We just all need to “toe the line” as best we can. Together we will beat this.

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FROM THE ARCHIVES

Phil Darling found this one in the “archives” – it was published in the September 2001 Compass Rose. “Some of the details have changed since then, but I am still amusing myself (and pretending to earn a living) by teaching and (more rarely now) charter skippering”.

Do you get paid for this?

Phil Darling reports on the life of a (semi-) professional sailor (back in September 2001)

Many division members will be aware that I am currently “between jobs”, at least since returning from Singapore and waiting for the next opportunity. In the meantime, I am amusing myself – and earning some money – by sailing three or four days a week. I am not the only one in the Division doing this – Andy Brennan has been at it longer (and probably does it better) – but it was suggested I share some of my experiences in the Compass Rose.

So what do I do? A combination of sailing instruction and charter skippering. This varies from teaching total beginners (at the “why are there so many ropes” level), to offshore courses (“Where are we again? Are you absolutely sure? Then we must be sailing backwards”), to corporate team building charters and occasional guided tours for overseas visitors (they ALWAYS want their photo taken at the helm, with the Opera House and the Harbour Bridge in the background).

None of this is on eXpresso, since she is not commercially registered. Sailing instruction must be on a boat in at least ST (Sail Training) survey, and through an AYF registered training centre – and the charter work must be on boats in full commercial survey. So I tend to work on boats from J24s up to (at present) 43ft Ocean Racers. You have to get used to jumping from boat to boat – sometimes in the same day!

The question usually asked is – why do you get paid for having so much fun? The answer – like any other occupation – is that there are good days and bad days – or more accurately easy days and tough ones. With the responsibility for safety of people you only meet as they walk on board – some of whom seem to be almost suicidally attracted to the boom, or intent on launching themselves over the side after a beer or three - it can be tough. Then again, I doubt I can convince you of that – and some days are almost blissfully pleasant.

The contrast was brought home a few weeks back. On the Saturday I had a charter on a Catalina 40, with 9 passengers – who did this regularly and were fairly keen on sailing. After helping them set the sails, my day became one of sitting back at the stern and watching for other traffic while they sailed up the harbour, around Goat Island and back. Warm sun, pleasant company – what better way to spend the afternoon – and get paid for it?

The next day turned out differently. A “race charter”, with two couples on a 32 footer participating in the MHYC Sunday race. One of the men had sailed twice before – as forward hand on a dinghy – but the other three had not. Halfway through the race the expected mild southerly change came in – at 35 knots – just as we were threading through the CYCA winter series fleet. I was left with four worried passengers – one of whom I could almost trust on the wheel (in 20 second stints) - as I tried to reef the main, dodge several out of control 50 footers, and stop us running into North Head.

All the time I was grinning like a maniac to reassure them that it was all under control (it wasn't!). Finally, at the top mark of the course, I gave them a choice – continue the race or head back to shelter. No guesses – they jumped at the chance to retire, although later (in the club bar, recovering) several said that they had, really, enjoyed it!

Not all the problems are on charters, of course. Late last year, a Competent Crew course for three ex-army officers turned into a nightmare when the steering failed as we rounded Cockatoo Island – in 30 knots of wind. A quick run to the bow, anchor down – check it was holding – then back to the cockpit to explain about emergency steering. Find and fit the emergency tiller, explain that we have to motor off the anchor since the wind is too strong to sail off (in that boat at least). Start the motor – then listen in dismay as it emits a loud grinding noise and stops (funny – worked OK that morning). Explain emergency radio procedure, then call Sydney Radio for assistance. The Coast Guard towed us home (and a big thank you to them). The ex-army guys loved every moment of it - they seemed disappointed the following week when it was only blowing 15kts. The steering and gearbox were repaired under warranty as it was only a few weeks old.

In general the charters are harder work – but more varied. They range from the keen sailors, as above, to the corporate challenges (often win-at-all-costs racers without the sailing skills) to the ones I like least – the “you sail us around while we drink our way through this mountain of alcohol” cruises.

Sailing school work can be more satisfying. The offshore courses are most interesting to teach, although sometimes the beginners can be rewarding - I had a lady recently who was learning to sail in secret to surprise her husband and son – both keen and experienced sailors who had decided that “mum is only good for motor boats”. Sometimes it can be a little sad – the lady who was desperately keen to sail with her new boyfriend but had a panic attack whenever the wind gusted, or the aspiring offshore sailor who got drastically sick the moment we passed outside the heads and spent his \$400 weekend cruise confined to his bunk, bucket in hand. Other times it is funny – the fellow who had not been offshore before, and was unable to steer a course away from land (it was only after he saw the GPS track – gently curving back toward the coast – that he believed it).

Would I recommend it? Depends. The pay is low (at least compared to my “usual” profession), and the hours are irregular. The conditions can be poor – if it is raining and howling with wind, and the charterer wants to go out, then out you go – and get drenched while they sit below out of the rain. And the surroundings are tough – sailing in Sydney Harbour, or Pittwater, or off the NSW Coast – but I know I am not convincing you. What does it matter when it gives an opportunity to go sailing – for a living?

Phil Darling - Espresso

YOU TUBING

Not that there is a shortage of things to do, and being bored with Netflix box sets watched from my laptop as I am telly free, I redirected my attention to sailing videos. As we are not supposed to be sailing I can pretend to be the offshore adventurer that I hope to be one day. Of the plethora of sailing videos to view 'on line' these are some of the favourite finds I have stumbled across.



Sailing Fair Isle

This is about a couple that sell up and buy a 48 foot Hans Christian, a Dutch monohull, with a view to living afloat for a few years. They set off from the south coast of the UK, visiting many of my old haunts to join the ARC Portugal Rally, a cruise in company across the notorious Bay of Biscay. It is very well filmed and edited by the couple that were in the media industry. It includes interviews with boat owners who they meet on their travels, footage of the various stopovers and a separate set of very

informative technical videos. I was hoping they would show one on outboard motor repairs, but they swapped their decrepit outboard for an electric motor.

La Vagabonde

This young Australian couple set off on a random voyage from Greece to wherever the wind takes them in their monohull. Their YouTube following became so popular that Outremer offered them a deal on an ocean going catamaran. My dream boat. The footage is very good as is the visual appeal of the couple who eventually become three. The baby is a cutie. A crossing back to Europe to give Greta Thunberg, the young Swedish climate activist, a ride, interrupts their voyage along the east coast of the US.

Sailing Uma

Sailing Uma step 213.

About a couple, sailing the world on a very low budget. They are a bit annoying, in my opinion, but the videos are technically very interesting, so worth persevering with. The couple buy a yacht with a broken diesel engine for USD3000 and refurbish it themselves, including installing an electric motor from a golf cart, which they later upgrade to a purpose made marine electric motor. The films are broken into steps. Step 213 is about replacing their first electric sail drive motor to shaft drive.

Also look at <https://www.sailinguma.com/electro-beke>

Encountering Storm Force 10

For the lunatics amongst you, and I know there are some in the club, watch Encountering Storm Force 10, about a Norwegian sailor who deliberately heads out to sea in a storm to test his metal. Best watched from under a duvet.

How to anchor for heavy weather

Skip Novak's Storm Sailing | Yachting World

Anything by Skip Novak is worth watching. After watching his anchoring technique video my fear of anchoring has been allayed. (Most of the time).

Martyn Colebrook, Slac N Off

CD Quiz – May 2020 by Phil Darling

1. When a Cold Front overtakes a Warm Front, what type of Front is formed?
2. When looking through a sextant with the reading set to zero degrees, there is a “step” in the horizon. What is this called?
3. You have two fire extinguishers available – one red with a white band, and one red with a black band. What types are they, and which ones would you use for:
 - a. An electrical fire
 - b. A cooking fire
 - c. An engine room fire
4. What sort of ocean chart lets a “great circle” route be plotted as a straight line?
5. What is the Datum to use to ensure that your GPS returns the correct results? (check your GPS setup to ensure that this is set)
6. At night you come on a set of lights showing a yellow light over a white light, and another white light to the left. What does this mean, and what must you NOT do?
7. What type of channel marker has the light characteristics Fl(2+1)G?
8. Do either of Variation and Deviation change depending on your ship’s heading?
9. How is a Nautical Mile defined, and what length (in metres) is it?
10. An old-style sailing guide says “stay at least one cable off this headland”. What does this mean?



Alex Comino's latest

BUY, SWAP and SELL

All items – **Contact** Jean Parker on 0403 007 675 to discuss features, availability and prices

On the following Items **MAKE AN OFFER!!!** They Must Go



Plastimo hand held compass

Musto wet weather jacket (xxl) & bib & brace (xl)



Burke wet weather jacket (xxl) & Crane bib & brace (xxl)



**Burke
adult PDF
with
yachting
harness**



Petrol containers (13)

FOR SALE:



Manson R4 Race Anchor \$60



**Adult waterproof
Ponchos 20 for all 12**

Books: All proceeds go to the Cruising Division. Books donated by Charo (Contact Jean Parker to make an offer)



1. SAFETY in small Craft by Mike Scanlan
2. Survival at Sea by Australian Maritime Safety Authority
3. Illustrated Sail & Rig Tuning by Ivar Dedekam (rrp \$44.95)
4. North U. TRIM by Bill Gladstone (rrp \$85)
5. Modern CRUISING Under Sail by Don Dodds (rrp \$19.95)
6. The Penny Whiting Sailing Book-an illustrated guide to sailing skills

7. Advanced Racing Tactics by Stuart H. Walker

8. How to Read a NAUTICAL CHART by Nigel Calder (A complete guide to the symbols, abbreviations & data displayed on Nautical Charts)

FOR SALE – Nashira



Bavaria Ocean 40 – 2001

Ready to cruise including Webasto Diesel Heater, Echo-Tech watermaker, engine - 55hp Volvo Penta MD22L, saildrive with Brunton Autoprop, 400l water, 230l diesel, 400w solar array, davits, 2.7m Highfield dinghy, 3hp Yamaha outboard, just back in the water after antifouling.

Visit: onelegatime.com.au for cruising history

Pre-purchase survey dated 20/4/2020 available on request.

Ready to cast off and go at \$129,000 o.n.o

PHOTO COMPETITION for 2020

May WinnerPhoto of the Month by Andreas Peukert

Send your photos to **Maralyn Miller** to enter into the 2020 Cruising Division Photo Competition. Each Month the best photo received will be published and in the running to win a new **Mystery Prize** at the end of 2020.



The winning photo for May is called
'Strahan Sunset' and was taken by Andreas Peukert.

Send your best photos (as a JPG / JPEG) - 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 photos to Darling.maralyn@ozemail.com.au.

Good Shooting ...!! Maralyn.

CHEF'S CORNER

No burger buns? No problem! Substitute them with some donuts. No breadcrumbs for your steak? Again, no worries—broken up Doritos will do

Here are some Lock down food ideas Bored Panda shares to make the world a bit yummiier.



I've Been Spending A Little Extra Time On Dinner Lately. Mac Mountain



Fish Finger And De-Sauced Beans On A Bed Of H.P. Reduction



No Buns? Crunchwrap Supreme Burger



This Is How We Celebrated The Last Fresh Pear And 1/4 Capsicum In Our Quarantine Food Supply

CD Quiz – May 2020 – Answers

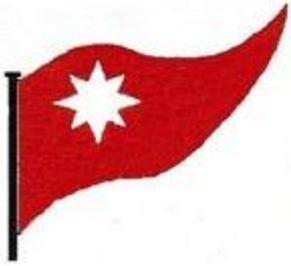
1. An Occluded Front.
2. This is the “index error”. It is either “on the dial) (and subtracted from the final reading) or “off the dial” (and added to the final reading).
3. The one red extinguisher with a white band is a Powder extinguisher, whilst the red extinguisher with a black band is a Carbon Dioxide (CO₂) extinguisher. For the following fires:
 - a. An electrical fire – either will work but the powder extinguisher is probably more effective (but also more messy). Remember to turn off the power in either case or the fire may re-light (more likely if CO₂ is used)
 - b. A cooking fire – again either will work but the CO₂ is probably more effective (and less messy)
 - c. An engine room fire – CO₂ is the preferred option but the powder extinguisher will also probably work.
4. A Gnomonic Projection chart displays all great circles as straight lines, resulting in any line segment on a gnomonic map showing the shortest route between the segment's two endpoints. By contrast, our usual charts (which are usually based on Mercator projections) show a great circle route as an arc.
5. WGS84 – standing for the World Geodetic System reference set in 1984.
6. This is a vessel towing another, approached from astern. You must NOT pass between the towing vessel (the one with the yellow light over the white stern light) and it's tow (the vessel with only a white stern light showing).
7. This is a Starboard Preferred Channel marker. We rarely see them in Australia, but the author has seen them in Singapore and in the UK, and they are a part of the IALA system. The marker has a green cone for a top mark and is painted Green/Red/Green vertically.
8. Deviation changes depending on your heading as it is the interaction between the ship's magnetic field and that of the earth. There is no change in Variation with your heading.
9. For all practical purposes a Nautical Mile is defined as a minute of longitude (the official definition is slightly different due to variations in the earth's shape)). It is agreed internationally as 1852 metres in length.
10. A Cable is an old-style measurement referring to a tenth of a nautical mile – so stay at least 185 metres off!

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

Cash at Bank as at 01.04.2020	\$1,786.47
<i>Plus Receipts</i>	
Membership	\$0.00
Interest 30 April 2020	\$0.14
<i>Less Payments</i>	
	\$
Cash at Bank as at 30.04.2020	\$1,786.61
<i>Outstanding Receipts</i>	\$0.00
<i>Outstanding Payments</i>	\$0.00
Account Balance	\$1,786.61

Signed as a true record
Mike McEvoy
Treasurer

Members are invited to submit articles of approximately 800 - 900 words on subjects with a sailing theme, including personal sailing adventures, book reviews, sketches, jokes, and so on. Write your article with title, your name and boat name, and email to the editor.



The Cruising Division of MHYC usually meets on the 3rd Monday of each month (see current notices on COVID-19 closedown) 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