



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

Volume No. 37 No. 02 March 2017

Editor: Dorothy Theeboom



FLEMINGO MOORED AT PORT ARTHUR.

THIS EDITION OF COMPASS ROSE HAS A DECIDEDLY TASMANIAN FLAVOUR



Greetings fellow cruisers,

It's great to be back in Sydney for some fresh autumn breezes! The days are getting shorter but still long enough to make the most of the evening twilight for a sail after work.

The past month has seen several cruising boats and crews venture to Hobart to either participate in the Wooden Boat festival or visit. Read on to find out more of their adventures, what worked and what didn't. The shared experiences of our members is one of the great riches of the Division which inspires those who crossed Bass Strait for the first time and those of us still considering it. Congratulations to all the crews and thanks for all the yarns. We love reading them.

MHYC has had a very successful summer culminating in the most successful and well-attended Barefoot Ball in a decade and a very healthy fleet in the Sydney Harbour Regatta last weekend. Congratulations to Karen Baldwin and all of the club staff for organising and coordinating these events.

Saturday March 11 will be a Cruising Division night sail on the Harbour co-ordinated by Phil Darling. Come out and get the night vision into focus and familiarise all of those lights in our beautiful back yard.

Cathy Lorho will be our guest speaker on Monday March 20; to share her experience of racing around the globe on a clipper. I have it on good authority that Cathy will give a very captivating account of events.

See you on the water or at the Club, living the dream!

Michael Mulholland-Licht

Vice-Commodore Cruising.SY. "Bliss"

## CRUISING DIVISION OFFICE BEARERS – 2016 - 2017

<b>Cruising Captain</b>	Michael Mulholland-Licht	0418-476-216
Vice-Commodore Cruising	Michael Mulholland-Licht	0418-476-216
Secretary	Evan Hodge	0419-247-500
Treasurer	Evan Hodge	0419-247-500
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Lena D'Alton / Jean Parker	
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Waterways User Group	Mike McEvoy	9968-1777
Sailing Committee	Michael Mulholland-Licht	0418-476-216
Guest Speakers	Committee Members as required	
On Water Events Coordinator	Evan Hodge, Michael Mulholland-Licht, Phil Darling, Kelly Nunn-Clark	Michael 0418-476-216 Phil 0419-247-500
On Land Events Coordinators	Kelly Clark, Gill Attersall	
Committee Members	Michael Mulholland-Licht, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge	



### Editor's note:

**Deadline** for the next edition of the Compass Rose, is **29<sup>th</sup> March**

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

**Michael Mullholland-Licht**

Please forward contributions via email to the editor: **[vitalifestyle@me.com](mailto:vitalifestyle@me.com)**

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 Program 2016/17**

<b>March</b>	4 <sup>th</sup> & 5 <sup>th</sup>	Sydney Harbour Regatta
	11 <sup>th</sup> & 12 <sup>th</sup>	Harbour Night Sail and raft-up.
	20 <sup>th</sup>	Cruising Division Meeting.
<b>April</b>	7th	Literary Lunch with guest speakers, Tom & Meg Keneally
	14 <sup>th</sup> – 17th	Easter Cruise – Pittwater / Broken Bay includes Slocum Trophy and safety practice
	24 <sup>th</sup>	Cruising Division Meeting
	25th	ANZAC Two Up Cup Feature Event race

**NEXT MEETING:      Monday March 20<sup>th</sup> 7:30 p.m.  
BYO BBQ from 6:30 p.m.**

**Followed by our speaker for the night:**

Cathy Lorho - A Race around the World

Cathy will tell you in detail what it's like to race around the world in a clipper, the conditions, the food, the seas, the good times, the camaraderie, the hard times and an unfortunate death. If you have ever thought what it might be like or even considered such an ultimate thrilling adventure, Cathy will provide her articulate description with a compelling French accent along with stunning photos.

Cathy works in many aspects of the marine industry and is accomplished in the fields that she works in and sails with MHYC. Come along and hear an amazing lady!

## FUTURE EVENTS – HARBOUR NIGHT SAIL SAT MAR 11<sup>TH</sup>

Feel like coming for a night sail? Wondered what the harbour looks like at night?

Join the Cruising Division and come for a sail (or maybe motor) on Saturday 11 March, commencing around 5pm from MHYC.

Destination to be confirmed (did I hear Hen and Chicken Bay? Probably depends on the weather).

Co-ordinator Phil Darling on eXpresso

### **CD Quiz – March 2017 by Phil Darling**

1. If a boat is “in irons”, what does that mean?
2. If a boat is “neaped”, what does that mean?
3. What is the purpose of a crotch strap on a lifejacket?
4. Should a lazy spinnaker sheet pass over or under the pole?
5. A trick question much loved by examiners: You are approaching port at night in a reasonable sea and sight a white light flashing 8 times – what should you do?
6. You are running dead downwind at 7kts and the apparent wind (reading from your instruments) is 9kts. What is the True Wind likely to be?
7. What is the difference between a Masthead Rig and a Fractional Rig?
8. In the southern hemisphere, does the seabreeze normally back or veer during the day?
9. What marker has light characteristic Fl(3)? What colours is it painted, and what is its topmark?
10. If you make leeway on a port tack, will your course be greater or less than your heading?

## **A funny thing happened on the way to Tasmania.....**

Date: 26<sup>th</sup> January 2017

Time: 1804 hrs.

Vessel: MV Flemingo, bound for Triabunna Tasmania.

Position: Lat:37.63S Long:149.97E.

Sea State: short and nasty

My first thoughts were that it's suddenly very quiet down here on the saloon floor and what a nice job the recent re-varnish is - glad we decided on semi-gloss. Then, as the semi-gloss finish disappeared under a growing pool of full-gloss blood, I reached the conclusion that I had fallen and hurt my head, maybe seriously.

Well not too seriously, because I was sufficiently compos mentis to appreciate James' and Mike's calm and efficient response to my new situation. The boat was slowed and turned to make the motion less violent, the wound was flooded with Betadine and expertly bandaged while I remembered the rule 'no painkillers for head injuries' before adopting 'amusing patient' mode. The guys insisted that the gash would need several stitches so we made the decision to turn back to Eden and to arrange for an ambulance to be standing by for our return in about 6 hours or so just in case.

I couldn't have been too punched in, because I'd just installed an Iridium Go satellite phone link for just such an occasion, and instead of using it, or even remembering it, I patiently waited the couple of hours it took to establish cell phone contact. We'd already decided that a VHF call for nearby vessel assistance was not useful in the current sea conditions, and using them for medical relay comms ran the risk of hugely complicating a situation which was well under control.

As it turned out, the delay in contacting medical assistance allowed us to establish that I knew what day it was, that Turnbull was still hanging on to Prime Ministership and that I saw only five fingers on each hand. So no nasty head injuries after all.

The shore response was of course very efficient. The ambulance service promised to meet us on arrival, the water police called Flemingo directly a couple of times to keep their offer of a sea transfer open, and the Ambos also called directly for status updates on both James' and my phone. I enjoyed giving a firsthand report on the patient's progress.

Flemingo was back alongside the jetty in Snug Cove by around 0100 and it was embarrassing to have an ambulance waiting on the wharf for my superficial wound in a port where trawlers regularly arrive with all sorts of serious crew injuries. Having demonstrated that all was well by ostentatiously docking Flemingo, I began immediate negotiations with the Ambulance Officers for an on the spot patch-up. Of course they fully concurred with Mike and James' assessment and insisted that I climb aboard with Mike (who was complimented for his bandaging skills) for the 50km drive to Bega A&E.

By the time the sole doctor on duty had stitched me up in between attending to the usual A&E horrors it was 0330, so with no transport available Mike and I were kindly offered blankets and pillows and we bedded down in the A&E waiting room. At sunup the same A&E nurse who had admitted me and having just come off a full night shift, cheerily offered to drive us all the way back to the boat. Only in the country.



Yes, we all lived happily ever after, but here are a couple of thoughts.  
It was all my own fault.

The accident was caused by my bare feet slipping on the saloon floor after coming in from working on a deck ankle deep in water.

Here's the thing - I always provide written notes introducing Flemingo to new crew before a major passage. One note is that even on this comfortable motor boat, there may/will be a need to go on deck at short notice in poor weather. Dress appropriately.

Both James and I were on deck in bare feet lashing the tender down to prevent more damage being inflicted by a failing davit fitting. Instead of just rushing out into 30+ knots pushing up a nasty short sea, maybe we should have slowed and manoeuvred the boat to ease the tender and davit damage while we dressed for the task – non-slip shoes at least – maybe even a PFD.

Another Flemingo passage note is about communication systems. Whilst both crew are experienced seamen and across all forms of communication, I hadn't taken them through the new Iridium satellite system, except to say that the data setup wasn't working properly yet. The voice part worked fine. Come to think of it, I didn't take them through the HF SSB either...

Now as it turned out, the delay in shore contact gave us all time to establish that my injury wasn't bad, and we were able to scale response down to appropriate levels when we finally did make contact.

But what if it was serious?

In my Flemingo crew notes I suggest that each individual crew member should think through each step of all safety procedures from the point of view of the victim as well as the rescuer.

I reckon I might follow my own advice in future.

John Eastway  
MV Flemingo

## Travelling to Tasmania? Tas Maritime Radio communications

Evan and I on Nashira planned our trip to Tasmania leaving Sydney on Australia Day 26th of January 2017. We had food, charts, communication gear in the way of VHF radio, Iridium Go via PredictWind as satellite back-up system and mobile phones. We had weather coverage via Rodger Badham thanks to Denis and Lynne of Ariki Tai, BOM, PredictWind, and others. We charted our planned path and communicated with Marine Rescue Sydney and had the contact details of the various Marine Rescue centres down the coast. Ready to leave Sydney early morning we felt as prepared as we could be and were both excited and anxious.

The trip down the East coast of NSW was exciting and pretty event free. We entered Eden for fuel, a few parts to fix our engine water cooling system and waited for a weather window. This would be our final mainland port before crossing Bass Strait.

Leaving the mainland we were not entirely sure what the equivalent to Marine Rescue was in Tasmania. We had been advised previously to sign up with Tas Maritime Radio and get a transit number but did not know what that meant exactly.

Our weather window arrived and we logged on with Marine Rescue Eden. They asked several detailed questions about where we were heading to in Tasmania and our goals. Our plan was to sail across to Babel Island, stay there until good weather helped us down the East coast to Wineglass Bay. They indicated that Tas Maritime would want this information and that we should contact them when we made it to Babel Island. Babel Island has a new repeater and communication should be clear and easy.

Happy that authorities knew we were on our way we departed Eden.

The adventure across Bass Strait is another story. We finally arrived at Babel Island in a strong Westerly blow and anchored south of Babel Island on Sellars Beach Flinders Island. Tired we radioed Tas Maritime and they heard us loud and clear! The new repeater is good. They asked us if we had a transit number yet which was a negative. We promised to organise that and did so after we had a sleep.

**Transit Number:** A transit number is a temporary number given to each vessel which registers online and will be spending time in Tasmania. It is a wonderful service that helps to identify you when you radio in to advise that all is okay. If you are going to spend more than a day in a location you just let them know. We spent a week in Hobart and they put our transit number on hold until you contact them next. It is easy to register online: <http://tasmaritime.com.au/TMR/index.php/services/tasrep-service>

I like to know what to say on the radio and this page gives detailed procedures with audio examples: <http://tasmaritime.com.au/TMR/index.php/technical/using-radio/item/390-basic-radio-procedure>



**Tas Maritime Radio** is the fantastic, friendly, efficient, helpful and entertaining group of volunteers who monitor the entire state of Tasmania. They monitor VHF channel 16 and various HF radio channels. They provide weather scheds three times a day covering the coastal weather all around Tasmania. The weather sched became an important part of our day. Starting on channel 16 Tas Maritime Radio advise you to go to channel 67, 68 or 69 VHF depending upon your location. There are equivalent HF stations advised as well. They start with giving announcements of local importance like events or for example "There is a Telstra cable floating across Swan River, all mariners be cautious in that area". Then they give an overall synoptic chart view of Tassie, followed by a three-day weather forecast for each area all the way around, followed by current real observations of each of the areas. Finally they provide a service whereby you can send a message to someone perhaps another vessel you cannot reach directly. They will pass these messages on.

When this is done they open the channel for vessels to radio in. This part is fun, its like a radio talk show. Tas Maritime: "Okay callers on HF radio channels radio in" while we could not hear the people radioing in we could hear the responses as they duplicate whatever the caller has said. After HF radio is done they close that off and open VHF for us to call in: We could hear; "okay Transit #317 you are currently in Recherché Bay heading to Port Davey with 2 people on board and all is okay!, thank you. Next caller please".

You start to learn who different vessels are and where they are heading. As Maritime request you to call in daily, on one of the scheds or at a set time determined by you, they start to get to know you and are super friendly and happy to hear from you.

During our trip we actually enjoyed the communication. They are more relaxed than Marine Rescue in NSW and do not require arrival times. If they don't hear from you in over a day or two they will contact you to make sure all is okay. On one occasion they actually contacted us to help in a search and rescue mission as we were the closest known vessel to the location advised by AMSA.

We usually contacted them via radio but some locations in Port Davey we had no radio and would satellite email letting them know all was okay. I have heard that others in Port Davey are happy to relay via HF for people without satellite capabilities.

Overall we cannot rate this system highly enough. The coverage, support and friendliness made me want to be a volunteer one day.

*'Nashira'*

Kelly Nunn-Clark and Evan Hodge

## Wooden Boat Festival – Hobart February 2017

The Wooden Boat Festival is held every two years in Hobart, and attracts entrants (and visitors) from all over Australia.

This year the Cruising Division had two entrants, and a number of visitors – some who flew down and some who sailed down.

Cruising Division exhibitors were:

- John Eastway in **Flemingo** his timber converted trawler. John motored down, with crew including Mike McEvoy. A minor trip to the hospital at Eden did not spoil the trip.
- John Howard in **Zingaro II**, his timber sloop. John was joined by ex-commodore (and CD founder) Tig Thomas in Hobart.

Cruising Division visitors (non-exhibitors) who sailed down were:

- Kelly Nunn-Clark and Evan Hodge in **Nashira**. They continued on south after the festival, and were last heard of in Port Davey, just past the extreme southern tip of Tasmania.
- Chris Canty in Galaxy III. Chris has done a lot of miles this year, including two trips to Lord Howe Island – however Bass Strait usually tests even the most intrepid sailors.

Other visitors from the division included Frank and Jan Banks (who live part time in Tasmania), and Phil Darling and Maralyn Miller (who flew down).

Phil Darling  
eXpresso

## **A Lifetime of Pleasure with Boats John Howard, Sydney 2017**

*This is the third in an occasional series about boats that have brought a lifetime of pleasure and education into my life. These are “VarFlicka”, “Dynamite”, “Ishkoodah”, “Pampero”, “Melite”, “Sana”, “Plum Crazy”, “Kubba-Kubba” and “Zingarro II”.*

Flush with funds from selling my share in the catamaran “Dynamite” I now had 40 pounds, enough to buy my own boat, a beautiful ex-champion VS named “Ishkoodah”. “Ishkoodah” was an American Indian word meaning “comet” or “fire.”



**“ISHKOODAH”**

I kept “Ishkoodah” under a cover on Gibsons Beach, near Watsons Bay, and raced her with the Vaucluse Yacht Club. You could never keep a boat on that beach today, the Council would probably impound it. But not only boats found homes on the beach; I well remember those weather-beaten fellows who lived under upturned dinghies, both there and at Double Bay beach.

The beauty of keeping a boat on the beach was that I could go straight from school, roll the boat into the water and have a couple hours of sailing with a friend or two before darkness and homework called us home.

I raced “Ishkoodah” with modest success, our best wins being when the strong Westerlies capsized most of our competition; several races were won by not being over canvassed which was a great lesson.

The USS Enterprise, the largest aircraft carrier in the world, came to Sydney on the morning of 4 September, 1964. She was on “Operation Sea Orbit” which was a thirty thousand mile world circling voyage without taking on fuel, food or provisions.

I decided to sail out to welcome her, and a rather comely friend, Cheryl, came along as forward hand. Cheryl made quite a sight for the thousands of sailors lining the decks of the “Big E”, stretching out on the trapeze as we paced alongside. That is, until her foot slipped and she went swinging across the forestay with our capsizing the inevitable result. We both learned a lesson about the perils of showing off.



**USS “ENTERPRISE”**

Sailing on Sydney Harbour in the 1960’s was absolutely glorious....it seemed the weather was more stable then, with a general pattern of sea breezes of increasing strength for 3 days, followed by the Southerly Buster, then coming around through SE again to the NE. Even though still a working harbour, Port Jackson was not at all congested then. Certainly

there were many fewer power boats and yachts were a more sensible size, most being in the 20 or 30 ft range Bluebirds, Dragons, Jubilees, that sort of thing.



A ketch similar to "AMANDA"

Before long I became interested in ocean sailing, and wondered where to begin. I answered an ad in the Herald classifieds, and soon was sailing on a lovely little ketch named "Amanda" out of Prince Edward Yacht Club. With a crew of 4 or 5, "Amanda" sailed most Saturdays in the races to Coogee organised by the CYCA. This was great fun, if maybe a bit slow. I can't remember if we had winches onboard "Amanda", certainly the halyards were set up with handy billies. The running rigging was primitive and weak by today's standards, and frequently parted at the turning blocks. "End for end it" was the frequent command in these circumstances, and frequent too was the

reply "we already have"!

The opportunity arose to sail on a much faster boat, the lovely "Pampero" owned by an eminent physician, Innes Brodziak. "Pampero" was cutter rigged, long and narrow, and was well sailed by a keen crew. We were all students of Illingworth's books "Offshore" and "Further Offshore" and that boat was very well sailed, competing in many 90 mile and 200 mile races out of Sydney. It was also quite wet, especially to windward, and our "oilskins" made of vinyl were often wetter inside than out.

But "Doc" (as he was known) wanted to sail faster and that's when he ordered a new Swanson 36, to be built by the Swanson Brothers at Dee Why and to be named "Melite" after a Grecian nymph.

## **MEMBERS CRUISING:**

### **CAVIAR**

Caviar is heading north to Hamilton Island in easy stages departing July 1<sup>st</sup> together with LuLu Belle. Anyone interested in joining please contact Max on 0432713793 or [uni1948@tpg.com.au](mailto:uni1948@tpg.com.au).

### **NASHIRA**

SV Nashira with Kelly and Evan onboard are now heading back towards Sydney having made it as far as Port Davey and also explored the Franklin River. Follow their Blog at [www.onelegatatime.com.au](http://www.onelegatatime.com.au)

# BUY, SWAP and SELL

## **SELL - Digital Laser Tachometer \$25,**

How fast is your engine running at idle? Too fast...too slow?

Check and adjust with the aid of this micro computer controlled laser tachometer.

Used a few times only. Uses 4 x AA batteries (not included).

If interested **contact:** Trevor on 0419 211 602



**SELL - Stainless steel wind vane steering system. \$5000 ONO. Contact** Dot on 0409 030 984 or Max on 0432 713 793 for more information.

**SELL - New, Carbon Fibre Rudder Kit,** from our 38 ft day sailor "Revolver" complete and ready to install onto any yacht from say 25 ft to 40 ft. Rudder has been tested and has worked beautifully but we have changed steering systems and carbon rudder system is now surplus to needs.

DETAILS:

- Lift out foam core/carbon rudder blade in white
- Strong carbon rudder housing
- 316 stainless pintles and gudgeons and 316 through bolts, nuts and washers ready to fasten onto stern
- lift up foam core/carbon 2m tiller
- Light weight and fully tested and offering great high performance control.

Costing over \$ 14,000 will sell for \$5,000 ono

**Contact:** Bruce Ritchie - Ph: 0419436151 - Email: [Bruce.ritchie12@bigpond.com](mailto:Bruce.ritchie12@bigpond.com)

**SELL - Teak 3 Loop Hand Rails. 83 cm long.** Cost \$100 the pair, will sell for \$20 the pair. Never used. **Contact:** Noel Parker on [jnparker@live.com.au](mailto:jnparker@live.com.au)

**SELL - Danforth Anchor 24kg (52lb) heavy gal. \$60**

**contact:** Noel Parker on [jnparker@live.com.au](mailto:jnparker@live.com.au)

**SELL - Jabsco Marine Toilet Mk 3.** Cost \$329 new, sell for \$50 ONO. Had little use.

**Contact:** Noel Parker on [jnparker@live.com.au](mailto:jnparker@live.com.au)

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### **CD Quiz – March 2017 – Answers**

1. A sailing vessel is “in irons” when it is head to wind and unable to pay off onto either tack.
2. A vessel is “neaped” if it went aground at the top of a spring tide, and has to wait (possibly up to 2 weeks, through the “neaps”) for another spring tide to get off.
3. To prevent the lifejacket being pulled over your head and off by a rescuer while you being lifted out of the water.
4. Over – to enable the pole to be dropped while gybing.
5. There is no light in the IALA scheme which flashes 8 times – but there is a West Cardinal with 9 flashes. Check your chart but this is most likely a West Cardinal with a wave obscuring one of the flashes – go to the west of it.
6. 16kts – the sum of the boat’s speed and the apparent wind.
7. A Masthead Rig has the forestay going to the top of the mast (the masthead); in a fractional rig the forestay is attached partway up the mast and not at the top.
8. In the Southern Hemisphere the sea breeze backs during the day. For instance, at Sydney it starts blowing from the east but backs to the north east as it strengthens during the afternoon.
9. An east cardinal mark. It is painted black/yellow/black (horizontal bands) and has two black cones, points directed outwards (ie up and down) as its topmark.
10. Greater – since the wind blows you to starboard in this case.

## CHEF'S CORNER: WITH DOROTHY THEEBOOM "CAVIAR"

Apple "cake" with vanilla syrup.

¾ cup (165g) caster sugar

1 cup (250ml) apple juice

1 medium (130g) lemon

1 vanilla bean, halved lengthwise

2 whole cloves

10 medium (1.5kg) green apples

1. Preheat oven to 120°C (100°C fan forced). Grease a deep 20cm round springform cake tin, line base and side with baking paper. Put a large sheet of baking paper on an oven tray and put the cake pan on top. Twist up the paper on the tray so that it will catch any escaping syrup.
2. Place the sugar and juice in a small saucepan. Using a vegetable peeler remove the rind from the lemon in thick strips. Squeeze the juice from the lemon. Add the juice, rind, vanilla bean and cloves to the saucepan. Stir over medium heat until sugar is dissolved. Bring to the boil; reduce heat to low, simmer uncovered for 10 minutes. Remove from the heat.
3. Meanwhile peel and core the apples. Thinly slice the apples crossways into thin circles. Layer the slices in the cake tin, lightly brushing each layer with some of the syrup. Bake uncovered for 3 hours. Brush some of the escaped syrup over the top of the cake and then cover tin with foil. Cook, covered, for a further 1 hour. The "cake" will be lightly golden on top and will have shrunk. Cool in tin.
4. Remove side from the tin and carefully lift the cake onto serving plate. Drizzle with any remaining syrup. Serve in thick wedges with cream or ice-cream if desired.

This is both fat and gluten free. A V slicer or mandolin will make short work of slicing the apples. This recipe was originally published in Australian Women's Weekly July 2011.



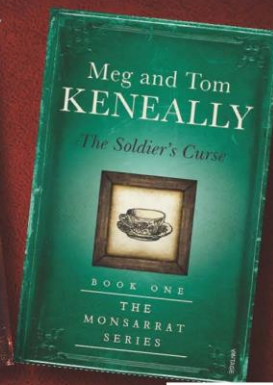
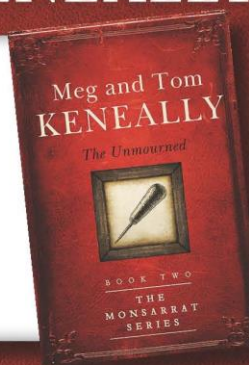
Middle Harbour Yacht Club hosts a Literary Lunch with guest speakers,  
**TOM & MEG KENEALLY**

Friday 7th April, 2017 - 12 noon  
2 course lunch & arrival drink

**\$55 MHYC Members, \$60 Non Members**



Well known Australian author, Tom Keneally and his daughter, Meg, will be talking about their co-authored, fast paced, witty and gripping historical crime stories - "The Soldier's Curse" and "The Unmourned".



*Strictly Limited Numbers*

**TO BOOK, CALL MHYC ON 02 9969 1244**

Lower Parriwi Rd, The Spit, Mosman [www.mhyc.com.au](http://www.mhyc.com.au)



MEMBERS ARE INVITED TO SUBMIT ARTICLES OF APPROXIMATELY 800 - 900 WORDS ON SUBJECTS WITH A SAILING THEME, INCLUDING PERSONAL SAILING ADVENTURES, BOOK REVIEWS, SKETCHES, JOKES, AND SO ON. WRITE YOUR ARTICLE WITH TITLE, YOUR NAME AND BOAT NAME, AND EMAIL TO THE EDITOR.



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

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

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