



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 36 No. 7 August 2016

Editor: Evan Hodge

NEXT MEETING: **MONDAY AUGUST 22ND, 7:30 P.M.**
B.Y.O. BBQ 6:30 P.M
***PLEASE NOTE THE CHANGED DATE DUE TO
PLANNED POWER OUTAGE AT MHYC ON THE
REGULAR DATE***

PRESENTATION: **HUSAM DAJANI**
**THE ADVENTURES OF MOVING A BENETEAU
OCEANIS 45 FROM DUBAI TO TURKEY**



CHRIS CANTY – LORD HOWE ISLAND TAKE 2

CRUISING DIVISION OFFICE BEARERS – 2016 - 2017

Cruising Captain	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	Bill Allen	9977- 0392
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 **Friday 2nd September 2016**

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

Please forward contributions via email to:

darlingp@ozemail.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 Program 2016/17

August	11 th	Skippers Briefing – MHYC Harbour View Room
	22 nd	Cruising Division Meeting
	21 st	Long Lunch & 40 th Anniversary Celebration
September	3 rd	Opening Day, Sailpast & Commodores' Front Up Cup
	17 th & 18 th	090 plus Sugarloaf Raft-up
	19 th	Cruising Division Meeting
October	30 th to 3 rd	Newcastle Challenge & Lake Macquarie Cruise (tides look OK)
	6 th	Twilight Racing Starts
	17 th	Cruising Division Meeting
	29 th	Sydney Harbour Trek – MHYC Feature Event
November	12 th - 13 th	CD Harbour Navigation Trek
	21 st	Cruising Division Meeting
	26 th	Seven Islands Race – MHYC Feature Event
December	TBC	Christmas Party (replaces December meeting)
January 2017	14 th	January Cup & 2 Handed Race – MHYC Feature Event
	16 th	Post New Year BBQ and get together.
	26 th	Australia Day
	28 th	Chaos and Bedlam Point Cup – MHYC Feature Event
February	20 th	Cruising Division Meeting
	24 th & 25 th	Gosford Challenge
	TBA	Late Summer Cruise
March	11 th & 12 th	Harbour Night Sail and raft-up.
	20 th	Cruising Division Meeting.

CAPTAIN'S COLUMN – AUGUST 2016



Greetings fellow cruisers,
Winter is well established bringing some fresh Westerlies providing great sailing in the Harbour. The Whales have been a bit erratic off the heads this month, but it is expect that their return South will been seen next month with populations steadily growing over recent years.



Phil Darling gave an informative presentation at our July meeting on pathways to achieve an ICC or International Certificate of Competence commonly required to charter in Europe. It reinforced why Yachtmaster is a valuable formal qualification for skippers to aspire to.

Husam Dajani is our August 22 speaker, who will present his cruise from Dubai to Kas, Turkey in a Beneteau Oceanis 45. The first challenge was how to avoid the Somalian pirates!

The Barque Tenacious sailed into Sydney on July 28. The 65m, the 3 masted tall ship was built in Southampton 16 years ago by 1500 volunteers over 4 years for the UK – Australian charity, Jubilee Sailing Trust so that people with disabilities can experience the high sees. Half of the crew of 40 have disabilities so the ship is equipped with equipment for blind sailors right through to wheelchair access. She will be at the Maritime Museum before completing her circumnavigation.

An interesting report by the ABC from Geoscience Australia suggests that Australian coordinates may have an error of 1.5m, due to an annual 7cm Northerly migration of the continent, which is interacting with a westerly movement of the Pacific Plate of 11cm. New datum will be published in 2017 based on 2020 projections. This means that in 2017 the data will have an error of 20cm but that will slowly reduce over three year. More evidence of the importance of paper chart-work and not solely relying on GPS.

I look forward to our 40th Anniversary celebrations of MHYC Cruising Division at the Long Lunch on Sunday August 21.

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

Michael Mulholland-Licht
Vice-Commodore Cruising. SY. *"Bliss"*

PLEASE NOTE CHANGED MEETING DATE DUE TO POWER OUTAGE TO ALL SPIT BUSINESSES ON THE REGULAR NIGHT

**NEXT MEETING: MONDAY AUGUST 22ND 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.**

**GUEST SPEAKER: HUSAM DAJANI
PRESENTATION: THE ADVENTURES OF MOVING A BENETEAU
OCEANIS 45 FROM DUBAI TO TURKEY**

Husam's friend Adel owns two sailing boats in Dubai. A Beneteau Oceanis 45 and a Hallberg Rassy 34. "We used to own power boats that we used mainly for fishing, and we both switched to Sail around the same time. Adel enjoys sailing in the Med. in general and likes Turkey in specific because of the proximity to many islands, reasonable marina costs, and good service.

He wanted to move the Beneteau to Turkey and keep her there. The options were to sail her from Dubai or ship her to Turkey. The main problem with sailing from Dubai is that we were not comfortable going through the pirates area in Somalia.

The best and easiest option was to transport her by road from Dubai to the red sea or to the Alexandria in Egypt being on the med. There are many trailers that bring shipments from Jordan to Dubai and return empty, so the shipping cost was reasonable so Aqaba was the best option.

She was loaded in Dubai, unloaded and rigged in Aqaba and was ready for us to start our journey that would take us through the Gulf of Aqaba, Gulf of Suez, Suez Canal, then across the Med to Kas in Turkey.

It took us around 14 days and as one would expect had ups and downs but in general was all good. COME AND HEAR THE STORY – JOIN US!



CHEESE PLATE AUGUST MEETING: KELLY NUNN-CLARK

ENVELOPING SEPTEMBER COMPASS ROSE: KEITH WATSON

FUTURE EVENTS:



SUNDAY 21ST AUGUST 2016 "THE LONG LUNCH"

40TH ANNIVERSARY

Come and join us for a trip down memory lane, enjoy a fabulous 3 course lunch and chat about all the fun times we've had and the fun times still ahead!

Lunch in the Quarterdeck Room overlooking the marina and beautiful Middle Harbour – what better way to spend a lazy Sunday afternoon



40TH ANNIVERSARY

*JOIN OLD
FRIENDS &
MAKE NEW
FRIENDS*

12 NOON Guest
Arrival for
12.30 PM START

**\$55 MEMBERS -
\$60 NON-
MEMBERS**

**Join us in the
Quarterdeck
Room @ MHYC**

MIDDLE HARBOUR YACHT CLUB

Lower Parrivli Road
The Spit, Mosman

Numbers are limited
Bookings essential –
before Monday 15th
August

9969 1244 or email
cruising@mhy.com.au

INAUGURAL NEWCASTLE CHALLENGE & LAKE MACQUARIE CRUISE



INTRODUCTION

Middle Harbour Yacht Club invites all eligible boats to participate in the inaugural Middle Harbour to Newcastle Challenge.

The challenge is a new addition to the MHYC event calendar to cater for those with a competitive spirit combined with a relaxed, fun filled long weekend on Lake Macquarie. The combined fleet of MHYC, NCYC and LMYC yachts should make this one of the more exciting events of the year.

Notice of Race is available from the MHYC web site under Sailing > Regattas & Championships > Middle Harbour to Newcastle Challenge

3 SCHEDULE OF EVENTS

DATE	EVENT	LOCATION	TIME
Friday 16 th September	Entries Close	Event Website www.mhyc.com.au	2400 hours
Wednesday 21 st September	Sailing Instructions published	Event Website www.mhyc.com.au	1700 hours
Friday 30 th September	Middle Harbour to Newcastle Challenge	Middle Harbour Yacht Club	0900 hours
	Presentation	Newcastle Cruising Yacht Club	1930 hours
Saturday 1 st October	NCYC to Swansea (The Newcastle to Lake Macquarie Challenge)	Newcastle Yacht Club	1000
	Note the NCYC to Swansea event is organised by NCYC. Please refer to separate NOR and Sailing Instructions		

4 SAILING INSTRUCTIONS

4.1 The Sailing Instructions will be available after 1200hrs on Wednesday 21st September 2016 on the event website www.mhyc.com.au.



NEW

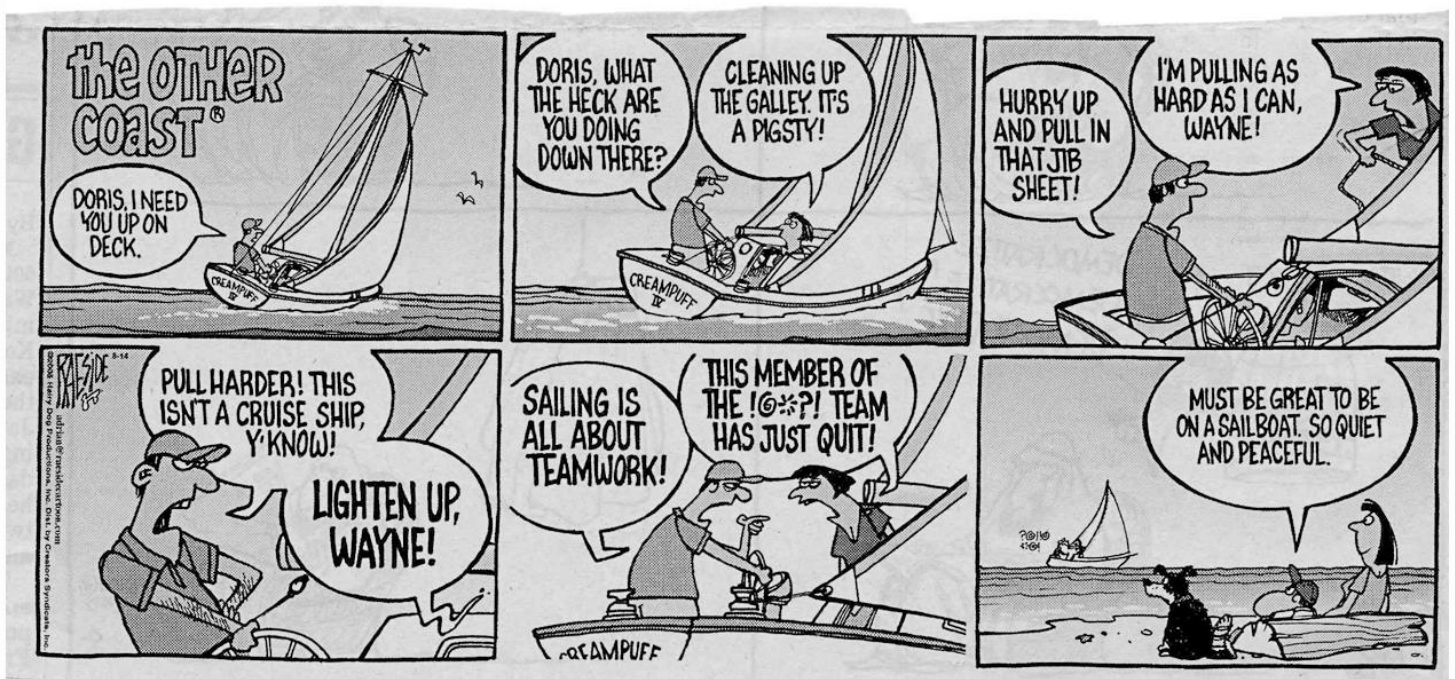
MEMBERS PLANNED CRUISES:

Adventurers here is your chance to announce to your MHYC community upcoming cruises you are planning. The idea behind this section is to allow the possibility of others heading in the same direction to cruise in company to destinations near and far. These are not MHYC CD events but cruises being undertaken by members inviting others to join them in the spirit of adventure and comraderie.

NASHIRA – TASMANIA MID-LATE JANUARY 2017

Kelly and Evan on Nashira are planning a cruise down the east coast of Tasmania starting Mid-Late January 2017 for a duration of 6-8 weeks coinciding with the 2017 Hobart Wooden Boat Festival. Current plan is to have stops in Jervis Bay and Eden on route to Tasmania then take a leisurely coast hop down to Hobart for the Wooden Boat Festival from 10-13 February. After the festival proceed down the east coast to Recherche Bay and, depending on the weather and time available, the possibility of going further round to Port Davey and Bathurst harbour. Contact: Evan at ehodge@ibt.com.au

14 THE JAPAN TIMES • SUNDAY, AUGUST 14, 2005



CD Quiz – August 2016 by Phil Darling

1. Is a reef knot a Knot or a Bend?
2. They look very similar, so when would you prefer an Anchor Bend to a Round Turn and Two Half Hitches?
3. What do the letters EPIRB stand for?
4. Where would you be if subject to CEVNI regulations?
5. You are off Sydney, but in an area where you know there is no current (ocean or tidal). While steering along a transit marked on the chart as 340T, your compass reads 333 degrees. What is the deviation on this heading in whole degrees?
6. You are sailing on a beam reach and want to reduce the twist in the mainsail. What should you do?
7. Still on a beam reach – how would you reduce the twist on the jib?
8. What is the difference between a ketch and schooner?
9. All else being equal, which of a schooner or a ketch would you expect to be easier to handle down wind?
10. On which days of the year is the sun's declination zero?



FEATURE ARTICLE....

PLEASURES IN OBSTACLES, FATIGUE AND DANGER... OR CAREFUL WHAT YOU WISH FOR

Galaxy III set off Lord Howe Island on Monday 20th June with three on board; Chris Canty, Ben Canty and David James. A sequel to the dream run to Lord Howe Island in March/April, this trip was planned around Ben's semester break from marine science studies at University of Tasmania, Launceston. A keen surfer, fisherman and photographer, Ben was excited to be visiting the marine wonders of Lord Howe Island. While we wanted to test ourselves in more challenging conditions, we had to experience the difference between hypothetical and practical to understand what "challenging" can mean.

Departure was planned to be in the lee of an east coast low, which had threatened to repeat the destructive storms from an earlier east coast low in June. We thought we might need delay departure for a day or two for the wind to ease. It turned out the weather pattern was less intense than forecast and we headed out early Monday morning.

The auto helm developed a fault as we motored through Sydney Harbour – thinking it was adjustment or configuration setting that resulted in drifting off course after 30 sec or so, we continued, reasoning that we could sort it out on route. Having some form with first day seasickness, I found reading Raymarine technical manuals is a sure fire catalyst for headaches and nausea, so I preferred to stay in the cockpit than go below to study. While we eventually did recommission the system and re swing the fluxgate compass, it was to no avail and the three of us helmed for almost three days until we covered the 420nm to Lord Howe Island.

The winds were a comfortable 20kts downwind for the first day and as evening fell, the wind and swell began to build from the west. We prepared for a rough night with a second front coming through, bringing the mainsail down and furling in the headsail to a very small jib. With very little sail, Galaxy III was pushing hull speed of 6-7 knots and up to 9 knots with gusts and swell.

With three on board and the need for two on watch, we settled on a 6 hour cycle of 4hrs on watch with 2hrs rest. So while 4 x 2 hr sleeps equals 8 hours, in practice it feels a lot less. Keeping an S&S39 on a sort of straight course downwind in a force 9 -10 winds (34-47kts), was indeed a physical and mental challenge for all of us. The swells looked to be at least half way up the mast (about 8m) and the breaking caps regularly came over and through the deck, companionway and cockpit. In addition,

the wind was foaming the surface of flat water. In hindsight, I regret not getting any photos or videos of this and at the time it was beyond even considering.



Ben at the Helm

While the wind did ease somewhat, it remained around force 7 (26-33kts) for the remainder of the passage. We poled out the headsail on the 3rd day and pushed Galaxy III over 10kts on some swells. After a three day 'bobsleigh' we arrived at Lord Howe Island around 11pm on Wednesday and with the lagoon windward, we anchored for the night on the lee of the island.

With seasickness, lack of sleep, the physical effort required and a wet boat, we were grateful to arrive, albeit a few kilos lighter with pre prepared meals and beer supplies untouched. Galaxy III took it in her stride, with everything in tact apart from a block on a preventer line after one too many accidental gybes.

Next morning we motored around to the lagoon, to come in on the high tide and secure Galaxy III to her mooring. We organise ourselves, inflate the dinghy and SUP to go ashore and look forward to a few days enjoying and exploring what the island has to offer. The island is spectacular to see and colour and clarity of the water is still amazing in winter. Winter had set in with wind and or rain most days we were there, limiting the options for fishing and surfing. The three of us became regulars at Earls Anchorage for morning coffee and afternoon beers.



Galaxy III in the Lagoon at Lord How Island

The lagoon also had some challenges in store for us, with strong winds and currents resulting in the dinghy flipping over during the night and dunking the outboard motor. Not once, but twice. Making a mistake is OK, making the same mistake twice, not so much. We became proficient at drying the motor & electrics to get it going again.

We were keen to fix the autopilot for the return passage and after contacting Raymarine technical support from the island, Dave & I tested the components with a multimeter and it seems the rudder sensor is the culprit. To be sure, I order both on line for overnight delivery, thinking that even if it takes a few days, we would get the parts before we leave. The airport manager almost collapsed in mirth at my expectation and he was right – we left on our return passage a day after we planned, the same way we arrived.



David hard at work

The wind was easing as we left on Wednesday afternoon and Thursday we motor sailed. We got OK at balancing the sails and rudder with shock chord on the wheel. So far, so good. We continued westward as the wind began to build again from the north west. The wind built through the night with thunderstorms under patches of cloud. The plan was to head south and reach across to Sydney when the wind turned south around midday on Friday. Except the wind was SW and we got

hammered following our plan. Dave had suggested we head for the coast, even if we landed at Port Macquarie and then head south – he now has instructions to use much more force when making suggestions.

By Friday evening we were physically and mentally fatigued, partly assisted by the realisation there was no way we were going to make it back to Sydney on Saturday. So I decided to stop the boat for the night and regroup in the morning. We brought the sails in and deployed a sea anchor – the webbing broke almost immediately. I thought the webbing looked light relative to size of the sea anchor and rationalised it must be designed to take the load of around half a tonne of water and a 8 tonne boat. Not so.

So we hove to with no sail out and got some reprieve from the angry sea. It was relatively comfortable apart from waves periodically crashing into the boat – the noise and force felt like a collision with a wall at speed. We drifted NE at 2-3 knots and in hindsight a small amount of headsail might have pointed us more westward. Saturday we head NW hoping we can make Newcastle. Morale lifted as the glow of lights on the horizon grew brighter through the night and we made landfall north of Seal Rocks on Sunday morning. We arrived at Nelson Bay mid-afternoon, after debating how much more comfortable a modern boat would have been. Galaxy III may not be the most comfortable or driest boat on the water, though it always felt robust & safe. Dave and Ben left the boat at Port Stephens with commitments to get to on Monday. Cruising and fixed time windows can be an incompatible mix.

While somewhat shattered after the experience, it was surprising how quickly I recovered on a balmy Sunday afternoon in Nelson Bay and by Monday morning I was ready to go again. After making some minor rigging repairs, I set off south in light NW winds. The whales were breaching at the entrance to Nelson Bay, almost like a choreographed show for the tourist boats. Handling the boat in light winds and seas was fun and easy after the previous 5 days, so I continued on to Pittwater, arriving around midnight and after a sleep, made the 1115 Spit Bridge next morning.

The challenge was more than we bargained for and the lessons learned in rough seas were well worth it – well, the memory is much better than the experience at the time.

Chris Canty
SY Galaxy III



PHOTO CORNER COMPETITION 2016

Each Month the best photo received by will go into the running to win a prize to be announced at the end of the year. To be eligible you must submit your photo *before* the closing date for contributions.

Only one photo per month (as a JPG / JPEG)

Hint ..Give your favourite photo a Title and Place taken.

Submit your photo to <paul_wotherspoon@bigpond.com>.

Good Shooting ...!!



August Winner....Photo of the Month is Chris Canty



Mutant Fish seeks Lunch ?....Lord Howe

Other highly commended photos this month ...



Mike Mulholland-Licht*Morning Light Sydney*



Martyn Colebrook
....*Bowen Branches*

CHEF'S CORNER ... WITH DOROTHY THEEBOOM



This is a very easy recipe which only requires a wooden spoon and a bowl, no fancy mixers, not even a Swift Whip.

Quick Chocolate Cake

1.25 cups caster sugar	pinch salt
1.75 cups SR flour	125g butter
2 tbsp cocoa	1 cup milk
½ tspn bicarb soda	½ tspn vanilla
2 eggs	

Set oven to moderate (180°C or 170°C fan forced). Grease a 20 cm cake tin and line the bottom with baking paper.

Sift all the dry ingredients into a mixing bowl. Melt butter and add together with milk and vanilla to the dry ingredients. Beat together with a wooden spoon for about 2 minutes or until smooth. Add eggs and beat for another 2 minutes. Pour into prepared tin and bake for about 1 hour or until cake springs back when touched lightly with a finger in the centre. Cool on a wire rack and ice with chocolate icing.

The cake can be split and filled with whipped cream

Chocolate icing

Sift 250gm icing sugar and 1-2 tbsps cocoa together. Add 1-2 tspns of soften butter and mix to a smooth paste with hot water. Spread over the cake allowing the icing to drip down the sides of the cake.

Variations

The cake can be made to have a mocha flavour by using 1 tbsp of instant coffee and 1 tbsp cocoa instead of 2 tbsp of cocoa. The icing can also have coffee added.



DRIFTWOOD

Yes, we are the ones who say Compass Rose should be kept purely for sailing matters and not our last holiday. However, if we can't break our 'rule' who can!

As it's just occurred to me the similarities of ocean cruising and land cruising.

When you meet other 'cruisers' the talk is scarily similar. Where are you from? where are you going? how long have you had the boat/vehicle? what do you have? etc.

- A constant eye to the weather
- Adequate charts/maps
- Life raft/recovery gear
- GPS and Radios

and how you have to buy a ridiculous amount from a supermarket, when you find one, to squeeze into a very small space.

But instead of dolphins and whales, you have, kangaroos, dingos, emus and camels.



Fair sailing
Gill & Glynne
Ship of the Desert

Origin of "Driftwood". Ever had a good idea or a bit of useful information that you'd like to pass on to fellow members, but didn't want to write a whole article about it? Well "Driftwood" could just be what you need to share these with others. Just email them to the next editor, who will love them as a great way to fill up the unwanted space at the bottom of a page! Not to every editor's taste, but I had some influence on this one to give it a go. See what you think.

CD Quiz – August 2016 – Answers

1. An exercise in semantics, this one. “A bend is a knot which attaches two lines to each other, end to end” (“Knots” – Andrew Adamides) So a reef knot is actually a bend!
2. An Anchor bend cannot be undone under load, so it is preferred whenever it is imperative that the line does not release under load (such as – for instance – when anchored).
3. Emergency Position Indicating Radio Beacon.
4. In the inland waters of continental Europe.
5. We know that the variation in the Sydney region is 12 degrees east. Hence:

True Heading:	340T
Variation:	12E
Magnetic Heading:	328M
Compass Heading:	335C
Hence: Variation is:	7W
6. Tighten up the vang (known in some parts of the world as the kicking strap).
7. Move the jib car forward so that it pulls more directly down along the leech of the headsail.
8. They are both two-masted ships – however the ketch has the smaller mast aft of the main mast (called the Mizzen Mast), whilst a schooner has the smaller mast forward of the main mast (called in this case the Fore Mast).
9. A schooner has more of it’s sail area aft, whilst a ketch has more of it’s sail area forward. In theory with a well designed rig both should handle well – however the sail area forward would tend to make the ketch easier to handle down wind whilst the schooner would be more likely to broach down wind.
10. The sun’s declination is zero on the days of the spring and autumn equinoxes, which are around March 21 and September 21 of each year (this year they are at 0430 on 20 Mar and at 1421 on 22 Sept – both UT or GMT for old timers).

BUY, SWAP and SELL

SELL - Anchor or Mooring Rope (Rope Nylon!) Twisted 12MM x 120M as new half price \$120 **contact:** Lloyd on lloyd.marie@bigpond.com or mob: 0409-401-008

SELL - Stainless Steel Anchor Chain with Anchor Rope Spliced Chain 12M (gauge 7mm), Rope 16M (10mm) as new \$140.00 **contact:** Lloyd on lloyd.marie@bigpond.com or mob: 0409-401-008

FREE TO GOOD HOME - Chain Odds and Ends. Stainless 5.5 M gauge 7mm (as new) Gal chain 9M gauge 7mm heavy duty galvanising no rust. **contact:** Lloyd on lloyd.marie@bigpond.com or mob: 0409-401-008

SELL - Admiralty Anchor Galvanised (no rust). Shaft 940mm, gauge 35mm Tyne width 580mm. Used for rocky bottom in South Australia and Garden ornament. **contact:** Lloyd on lloyd.marie@bigpond.com or mob: 0409-401-008

WANT to BUY + possible SWAP - We would be interested in buying a decent dinghy with Sail for use as a beach tender. Something like a Walker Bay dinghy. As possible part swap we have an old style plywood dinghy in very "ordinary" condition but serviceable and with wheels. **contact:** Jeff on jfville@bigpond.com

SELL - Gill Off Shore Wet Weather Gear sized XXL with Musto Safety harness used only a few times, also thermal pants and top I wish to sell and will take a reasonable offer. All gear is near to new. **contact:** Peter Dally on 9453-2951 or 0415-249-093

WANT to BUY – Raymarine C70 Classic Multi Function Display chart-plotter. Do you have an old C70 sitting around? Need it to replace our system **Contact:** Evan Hodge on ehodge@ibt.com.au or 0419-247-500

SELL – Sailing Yacht Cavalier 28. Recently re-rigged, 12hp Bukh diesel engine recently fully serviced, folding prop. Good instrumentation. Plenty of sails including main, 1, 2, 3 genoas, storm jib and 3 spinnakers. price is \$29,900 negotiable. **Contact** Max on 0432-713-793.

SELL - Danforth Anchor 24kg (52lb) heavy gal. \$60 **contact:** Noel Parker on 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

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

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET																									
		JAN - DEC 2016																									
DATE =		Feb 15-21	Mar 12-13	Apr 23-25	May 21-22	Jun 11-12	Sep 17-18	Oct 1-3	Nov 12-13				Compass	Attendance	Technical												
EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Rose	at	Corner	TOTAL												
ENTER CREW FOR EACH		Gosford Cruise	Wish & Raft up	Anzac Cruise	Lane Cove River	Check Safety	090 & Raftup Sugarf	Lake Macq	TBA				Feature Articles Points	Monthly Meeting Points	Projects compl't'd Points	CUMUL' SEASON POINTS											
YACHT	No. Nights	2	1	0	1	1	1	2	1				2	1	3												
Sanctum	Crew											0	4	0	4												
	Noel & Jean Nights																										
Bliss	Crew											2	5	0	10												
	Michael & Astrid Nights																										
Breeze	Crew											6	3	0	9												
	Bill & Helen Nights																										
Dignity	Crew											0	0	0	0												
	Peter & Sue Nights																										
eXpresso	Crew											2	6	0	8												
	Phil & Maralyn Nights																										
Flemingo	Crew	2	1		1	1											0	3	0	15							
	John Eastway Nights	2	1		1	1																					
Galan	Crew											0	0	0	0												
	Mike & Hilary Nights																										
Jabiru	Crew											2	4	0	6												
	Mike & Suzanne Nights																										
Jenzminc	Crew											0	0	0	0												
	Andy & Jen Nights																										
Kachina	Crew	2											2	3	0	11											
	Trevor/Lena Nights	2																									
Mereki	Crew											0	1	0	1												
	Richard Nights																										
Nashira	Crew		2		3	2											6	6	0	22							
	Evan & Kelly Clark Nights		1		1	1																					
Rapture	Crew	0	1		1	1											6	6	0	18							
	Paul & Anne Nights		1		1	1																					
	Nights																										
Simply Irrestible	Crew											8	3	0	14												
	Glynne & Gill Nights																										
Shazam	Crew											0	0	0	0												
	Colin & Scott Nights																										
Galaxy 3	Crew	2											0	4	0	13											
	Chris & Diane Nights	2																									
Slack'n'Off	Crew	2	2		2											4	4	0	20								
	Gabriele & Martin Nights	2	1		1																						
Caviar	Crew		2												0	6	0	12									
	Max & Dot Theeboom Nights		1																								
Altair	Crew											2	6	0	8												
	Kieth Watson Nights																										
=====																											
No. of Boats =															4	5	0	7	4	0	0	0	0	0	0	Points	22
<p>The Leading Boat is....</p> <p style="text-align: right; font-size: 24pt; font-weight: bold;">Nashira</p>																											
<p>Boat = 1 Point per Night Crew = 1 Point per Night per Person. Skippers are deemed to sleep on their own boat. Crew are averaged, if not present for all nights of the event.</p>																											
<p>Compass Rose Articles = 2 points per feature Representation at Meetings = 1 point per month Technical Projects implemented = 3 points each</p>																											
10																											
<p>First 3 Bottles of Wine Second 2 Bottles of Wine Third 1 Bottles of Wine</p>																											
<p>Skippers are required to email <paul_wotherspoon@bigpond.com>with results to receive points</p>																											

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 31st July 2016**

Cash at Bank as at 30.6.16	\$1,818.43
<i>Plus Receipts</i>	\$150.00
<i>Less Payments</i>	
Cash at Bank as at 31.7.16	\$1,968.43
<i>Outstanding Receipts</i>	
<i>Outstanding Payments</i>	\$0.00
Account Balance	\$1,968.43

Signed as a true record
Evan Hodge
Treasurer

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



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

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

The Cruising Division newsletter is titled 'The Compass Rose Cruising Log' and is published monthly. The newsletter is also available through the MHYC web-site at www.mhyc.com.au