

MIDDLE HARBOUR YACHT CLUB

THE COMPASS ROSE CRUISING LOG

Volume No. 35, No.5 June 2015

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Editor: Maralyn Miller

MONDAY JUNE 15TH, 7:30 P.M. **NEXT MEETING:**

B.Y.O. BBQ 6:30 P.M

ANNUAL GENERAL MEETING

GUEST SPEAKERS: KEVIN & JACQUI ENRIGHT

PRESENTATION: SAILING ADVENTURES OF TINTIN



RAINBOWS WELCOME US BACK FROM HARDY'S BAY

CRUISING DIVISION OFFICE BEARERS - 2014 - 2015

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Cruising Vice Captain	Phil Darling	0411-882-760			
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Waterways User Group	Mike McEvoy	9968-1777			
Sailing Committee	Colin Pitstock	0407-669-322			
Guest Speakers	Royce Englehardt, & Committee Me	mbers as required			
On Water Events Coordinator	Colin Pitstock/ Michael Mulholland-Licht/ Phil Darling	Michael 0418-476- 216 Phil 0411-882-760			
On Land Events Coordinators	Jean Parker / Hilary Gallagher				
General Committee assistance	Trevor D'Alton, Phil Darling, Maralyn Miller, Hilary Gallagher / Paul Wotherspoon				



Editor's note: Deadline for the next edition of the Compass Rose, is: **Wed 8th July 2015**

The EDITOR for the next Compass Rose is **Michael Mulholland-Licht**

Please forward contributions via email to: michael mulholland-licht <vitallifestyle@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 2015						
June	15 th	Cruising Division AGM				
July	12 th	Long Lunch				
	20 th	Cruising Division Meeting				
August	17 th	Cruising Division Meeting				
September	ТВС	MHYC Opening Day & Sailpast.				
	12 th to 13 th	Blackwattle Bay raft-up and Fish Market Visit (On Land & On Water Event)				
	21 st	Cruising Division Meeting				
October	3 rd to 5 th LWE	Port Hacking Cruise & Slocum Trophy single handed (tides OK)				
	8 th (tbc)	Twilight racing starts				
	19 th	Cruising Division Meeting				
November	7 th & 8 th	090 plus sugarloaf raftup				
	16 th	Cruising Division Meeting				
December	ТВС	Club Christmas Party (replaces December meeting)				

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ANNUAL GENERAL MEETING.

GUEST SPEAKERS: KEVIN & JACQUI ENRIGHT PRESENTATION: SAILING ADVENTURES OF TINTIN

If you thought Kevin and Jacqui Enright hadn't been around the club very much in the last two years you'd be right. So we asked them to come along and present their excuse!

Apparently it has something to do with them preparing and sailing *Tintin* from here to Phuket. Should make for fascinating listening.

(VICE) CAPTAIN'S COLUMN - JUNE 2015



With Colin away overseas this month and unable to do his usual column, I get the chance to talk to you.

The Cruising Division is an institution which is close to my heart, and I see it as very important in making the club relevant to the wider sailing community. In my training work it is very obvious that the majority of sailors are not racers — or at least not initially. Some gravitate to racing as one of the ways to keep sailing, but most go off on their charters, or their long term boat owning, or whatever — without any desire to race. And yet most clubs are focussed on racing only.

This was brought home to me again last Sunday. We had nine boats up in Sugarloaf Bay for our annual Cruising Division safety checks. Some had stayed for several days; others like myself had arrived that morning. After the "serious" business of the morning was over we gathered for a barbeque on the back deck of one of the boats. The weather was glorious, the company was convivial – what more do you need? It was difficult to tear myself away for the 4.30 bridge back to reality.

Our annual general meeting is on again next meeting. Colin has done a good job as Cruising Captain for several years now. Several of the rest of us have probably been around too long. It is time for some new faces. I hope that several of you can see the opportunity to put your hands up and be part of guiding the division. The division will be celebrating its 40th anniversary next year, and some new faces and new directions would be healthy

In the meantime – sail well, sail safely and enjoy.

Phil Darling Cruising Vice- Captain

FUTURE EVENTS: WINTER IS HERE: LONG LIVE THE LONG LUNCH

The nights may be cold but the Cruising Division's LONG LUNCH is definitely hot!

The annual winter event is upon us-Sunday July 12 at 12 noon at the MHYC. Last year's gathering in the Quarterdeck room enjoyed a sumptuous meal with the warming sun shining through as we looked out over beautiful harbour. Again this year we will enjoy a two course gourmet meal and dessert along with fellow members and friends. A glass of sparkling awaits your arrival so book now online (www.mhyc.com.au) or at the club so you don't miss out. Last year was a sell-out!



ONCE IN A YEAR CHANCE - JOIN THE CRUISING COMMITTEE!



Nominations now open for the chance to be part of the Cruising Division Committee!

Yes – this opportunity only comes once a year (well – unless you really sweet talk the committee into seconding you on in between ...)

Have an influence on what we do and how we do it.

The role involves:

- Determining the annual program of on- and off-water events and meeting speakers, and monitoring/adjusting this as required
- Meeting once a month (4th Monday) to discuss, review and agree activities for the next month or so
- Co-ordinating with other clubs, members and bodies as required

In addition, committee members usually volunteer to co-ordinate one or more of the on-water or off-water events.

Qualifications required:

- Interest and enthusiasm
- At least two other members who agree one to nominate you and one to second the nomination

We are looking for new committee members to liven up the same-old group who have been doing it for a while. It is hardly onerous, and can be quite fun and rewarding.

For details – ask any current committee member – or just turn up and nominate at the AGM. Nomination forms at the back of this newsletter.

Have a go, make a difference – join the committee!



CD Quiz - June 2015 by Phil Darling

Back to our usual format this month. With the recent severe weather events I think we will focus on that area.

- 1. What are the thresholds in Australian waters for a Strong Wind Warning? Gale Warning? Storm Warning?
- 2. If you are overseas and warnings are issued in Beaufort terminology what Beaufort scale are these?
- 3. What time of the year are East Coast Lows most likely off the eastern Australian coast?
- 4. What drives the formation of an East Coast Low off the eastern Australian coast?
- 5. A strong East Coast Low has formed just off Newcastle. What weather and winds would we expect in Sydney?
- 6. The low in question 5 has moved south to be off Jervis Bay. What weather and winds would we expect now in Sydney?
- 7. How long do East Coast Lows usually last?
- 8. You are heading north in winter and wish to get an idea if the southeasterlies (the "trade winds") are blowing strongly up the Queensland coast. Where would you look and what feature should you look for?
- 9. What are the theoretical criteria required for a Tropical Revolving Storm (we call them a cyclone) to form? What does this relate to in practice (ie where are they likely to form and when)
- **10.**In the northern Mediterranean there are a number of strong northerly winds. What are they called and how strong can they get?

Donation to Caravel Notorious

Following the presentation about the replica Portuguese Caravel *Notorious* at the May meeting, members' generous donation of \$76 has been passed to the owner/skippers, Graeme and Felicity Wylie to support their ongoing activities. Maybe one day they will be able to visit MHYC, so that we can have a good look at her and maybe a sail!

PAST EVENTS:

"Mystery Cruise" to Hardy's Bay 16th-17th May

The 10.15 roll call at Hunter's Bay saw 3 vessels ready to head North. Flemingo, eXpresso and Nashira were all raring to go but where was Rapture? As usual Paul had a hard time getting his crew moving and suggested later on that 15 minutes was not enough time for Rapture to get through the 10am bridge, hoist the sails and get to the Hunters Bay start. Kick the crew harder I say!

eXpresso was obviously going for the points with a crew of 4 on board. Nashira had the usual 2.5 on board (the .5 being Max the dog) with Flemingo and Rapture running solo. With a good southerly breeze of between 15 and 20 knots the group of 4 headed North for Broken Bay. Phil skippering eXpresso was the event coordinator and conducted the skeds. All was fine at the start.



Max on duty on Nashira

Yachts were moving nicely with the southerly breeze and a following sea of between 1 to 1.5 metres. At about 11am we on Nashira noticed the crew of eXpresso taking in their headsail. Why so? Does Phil know something about a weather event about to hit? Being the cautious types Nashira reefed her headsail, whilst re-checking all weather sites, just in case.

The 11.15am sked brought to light that Phil continued his close affinity with the sea by taking some on board for the trip north. The log impeller fitting had come apart and was the reason why the headsail was taken in. For a while it was all hands to the pumps and buckets.

Phil still called in the sked and as the situation was finally under control they decided to continue on the cruise. Shows what a cool head and wealth of experience can do to keep the crew calm and resolve the situation. From here on Flemingo and eXpresso picked up speed and left Nashira and Rapture in their wake. Rapture stayed close to the coast while Nashira headed out to sea. We were trying out a new mainsheet system but before we lashed out on buying new blocks and ropes we wanted to ensure it was a viable option. As such the old mainsheet was way too short and we could do no better than a not-so-broad reach.

On arrival at Broken Bay, Phil made the decision to leave eXpresso at Coaster's while he and his crew joined John on Flemingo for the journey to Hardys bay.

After a brief rest at Coaster's (and to Max's relief a trip ashore) the group of 3 vessels continued north to Ettalong Beach. The aim was to cross the bar and proceed up the channel on the top half of the rising tide during daylight.

With life jackets on, hatches closed and washboards in place the group crossed the bar. The channel entrance is reasonably narrow and even close to high tide there was still quite a current coming towards us. This required diligence in piloting the vessels around some tight turns with strong cross currents. Channel markings are clear but unless you know it extremely well daylight is a must. With that in mind this is a trip any of us can do.



After mooring/anchoring in Hardy's Bay there was time for a quick nap before taking the tenders ashore. John with the eXpresso crew had a full quota in his rib while we called past Rapture to catch Paul before he tried falling in again. Dinner at Hardy's Bistro was delicious with some of us stretching it to the full 3 courses of mouthwatering sensation. There was a good selection of seafood, meat and chicken meals. There might have even been some vegetarian meals but Nashira's crew didn't read that part of the menu. By dinner's end and after a long and eventful day all crews returned to their respective vessels and turned in for the night. I can't speak for the other crews but we on Nashira slept well in a very quiet and peaceful Hardy's Bay.



Flemingo and Rapture leaving Hardy's Bay

Sunday saw an early start to catch the high tide for the trip back down the channel and across the bar. The weather was overcast and a bit drizzly to start but this day became known on Nashira as Rainbow day. It started while heading back to Coaster's Retreat with a double rainbow guiding us to where expresso was moored.

From Bennetts on the south to Currawong on the north two complete rainbows guided us in. This was captured on Nashira's Go-Pro movie so with a bit of luck and Kelly's expertise we may be able to capture a still to include in this article. On arrival at Coaster's Nashira and Rapture picked up moorings for a quiet breakfast and a rest before the return trip to Middle Harbour.



Flemingo left first closely followed by eXpresso, which had to sail most of the way for fear of waking the dead with an extremely loud engine alarm. Rapture left next and the sleepy heads in Nashira got moving about midday.

The wind was about 12-20 knots from the south but the seas had dropped to less than a meter which made for a pleasant beat to windward back home. Once again we were presented with large rainbow colours on the horizon which looked to be many kilometres in width. Probably optical illusions but magic to look at.

And so the Mystery Cruise to Hardy's Bay came to an end. Many thanks to Phil Darling for aligning the days, tides, winds and food to make an enjoyable weekend for those lucky enough to attend.

Evan Hodge & Kelly Clark, 'Nashira'.

That Sinking Feeling - again

Regular readers may remember my article in the October Compass Rose when I related a near sinking during a delivery off Mackay.

Well – it almost happened again – this time in my own boat and just near home!

It was about 11.30am on the Mystery Cruise. We had done the 10.15 sked and set off into a large and lumpy sea to find our way to Pittwater then on to Hardy's Bay. On board were three of my regular twilight crew, out for something different – Andreas, Shoko and Liz. We were just off the heads, heading north – with maybe a little too much sail up and the wind behind us.



Suddenly Andreas noticed something. "Phil – there seems to be some water down below". What? Water? I remembered leaving the head valves open so maybe that was it. "Andreas – can you check the head please?" A few minutes later – "Phil – they are closed now – but the water is still rising".

I put Andreas on the helm and dived below. Yes he was right! A vague memory stirred – we had this once before (about 12 years back). I lunged for the log impeller and – guess what – water was pumping in. I thought I had left it in - and sure enough up it came – securing pin still in place. The whole housing was intact but out of the hull! I reached for the softwood plug – but wait – the screw-in thread was still attached – so I screwed the whole housing back in. That seemed to fix it although we nervously checked it again every 10 minutes for the rest of the trip.

Now to get the water out. With 200mm over the floorboards and an already green crew this wasn't going to be easy. Thank goodness for electric bilge pumps – it was still working and proceeded to do its job. We gradually pumped the water out – with several further trips below to remove debris (mainly paper towels) that jammed it. Everything was wet - even the tool box was full of seawater.

Damage was obvious – our depth and wind instruments stopped immediately, the fridge motor also ceased and, when we reached Pittwater and turned on the motor one of the alarms came on and stayed on. However – the boat was sailable.



We chose, on the side of caution, not to take it up to Hardy's Bay (thanks John for the lift in and out on Flemingo), but the sail back next day to Sydney was brilliant.

What caused it? We were slamming up and down in reasonable seas and there was debris in the water from the recent storms – so maybe we hit something that pushed the impeller housing up?

Then again it may have been from those storms – eXpresso spent three days on its mooring plunging up and down through the worst of the winds and seas. One mooring line parted but the other held. Then again – who knows – we had a similar event back in 2002 so maybe it is a known fault?

At the time of writing the boat is usable but we are waiting for repairs. The earpiercing engine alarm has been disabled. The quote for damage repair is high - but the insurance claim is in and being processed. This is mainly for new instruments as the B&G control box was submerged and needs replacing – and guess what? Our 15 year old instruments are now obsolete. Other damage includes the refrigerator compressor (underwater and now corroded) and repairs to the sail drive leg (the alarm was for water in the housing).

Phil Darling, 'eXpresso'.

MHYC Vivid Cruise - 4th June



A group of rather cold but warmly dressed MHYC members and guests assembled at Mosman Wharf for the 6:00 pm departure of MV Sydney for a private harbour cruise to see Vivid Sydney on Thursday night. As attendees boarded, they were handed a glass of bubbly, then filed into the cabin or onto the top deck, ready for a convivial evening out on the water.

The cruise proceeded into the main harbour, past the opera house and circular quay where the colours lit up the evening, then under the harbour bridge past 'the face' and the many lights of Luna Park and into Darling Harbour. Cheese platters and dips kept the hunger at bay while awaiting the promised fireworks among the cruise boats and ferries crowding the space, and the bar was kept busy with orders for more bubbly, or a glass or two of red.

Another circuit of the Vivid lights followed, with party pies and spring rolls to feed the crowd, before *MV Sydney* slowly motored back to Mosman Wharf . A very pleasant evening, and it will be on again for next year, so don't miss out!

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Musings of an East Coast Day Sailer.



In a recent discussion with non-sailing friends about our 2014 trip up to the Whitsundays and back we were discussing the weather we had experienced on our trip. This led to the view being expressed by our friends that it seemed that we experienced the worst of the weather in NSW and that it became more benign as we crossed into Queensland.

This got me thinking about the subject and I decided to troll through the logs of our trip, so impeccably kept by the first mate. Incidentally, these logs are not just a record of all the necessary data like, speed, sea conditions course and hourly position but are also an eloquent record of many items of interesting trivia recording the sighting of sea creatures and birds and other natural phenomena such as rainbows, sunrise and sunsets etc. There are also records of occasional interactions with the skipper, some of which can be quite terse. But I digress.

Analysing the log entries of our trip I was able to extract the following figures:-

Total days onboard = 153 Total days confined to port due to weather = 37 or 24%

Of the 24% of the trip spent sheltering, 68% was in NSW and 32% in Queensland. Of the 24% of the trip spent sheltering 54% was in the winter months and 46% in summer.

So what conclusions can I draw from these data, apart from the fact that Queensland has better winter weather than NSW, which is not rocket science. Well there are a couple, and please accept that these are just my thoughts on the subject I am not advancing any theories.

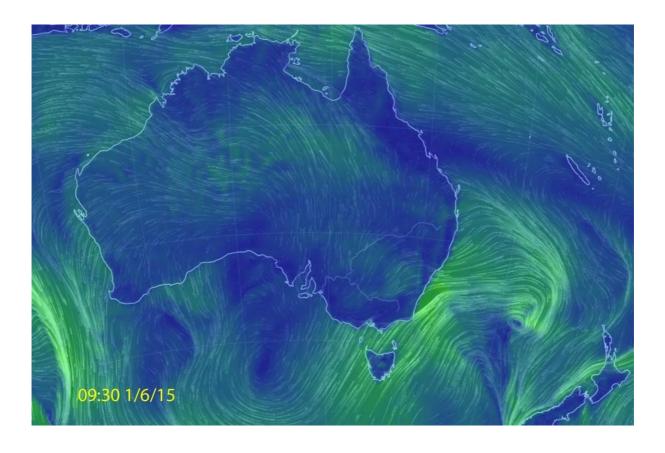
Our practice when undertaking extended voyages on Kachina is to sail only during the daylight hours as the first mate is uncomfortable sailing at night with only the two of us on board. Using this criterion there are two open ocean anchorages we tend to use in NSW at Trial Bay and Byron Bay and most other anchorages North of Port Stephens to the Queensland border have bars other than Coffs Harbour. These facts require the swell to be taken into account as well as the wind strength. This often means that it is a couple of days after strong winds subside before it is safe to cross a bar, inbound or outbound. In contrast, other than the Gold Coast Seaway which can be a problem in a heavy swell, Queensland has more options for those who are day sailing. So my contention is that the topography of the NSW coast makes it more likely that day sailors will be pinned down there by bad weather.

Another contributory factor is the orientation of the NSW coast, which tracks North East until Cape Byron where it moves onto a North Westerly trajectory and on into Queensland. Low pressure systems moving to the South of Tasmania tend to then move North and East into the Tasman Sea. These systems direct Southerly winds onto the NSW coast. When these southerly airflows reach the vicinity of Cape Byron they continue their cyclonic North-Easterly track. They do not follow the coastline to the North West. This probably also explains the noticeable temperature rise in the winter when crossing into Queensland as the Southerly airflow is deflected by the NSW coast to the South.

These observations are illustrated by the attached image from the earth.nullschool.net website which shows an animated visualization of global weather conditions forecast by supercomputers and updated every three hours. There is clear deflection of the South-Easterly airflow in the vicinity of Cape Moreton/Sandy Cape.

In finishing let me reiterate that these are my observations, any conclusions I have drawn may or may not be valid. I am not a meteorologist. I will let you be the judge.

Trevor D'Alton, 'Kachina'

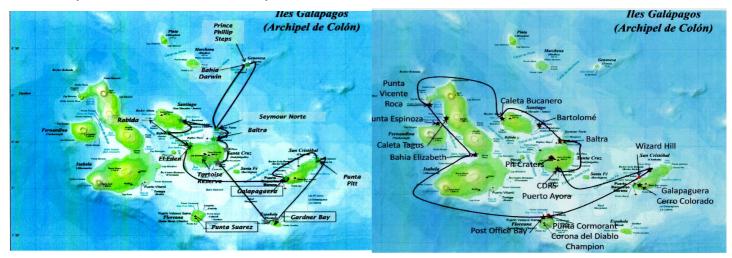


GALAPAGOS ISLANDS EXPEDITION CRUISE APRIL –MAY 2015

Most small ship cruises amongst the Galapagos Islands are about a week long. In one week, less than half the Islands are visited and the next week a different number are visited. The medical advice, because of my seniority and condition, was not to visit the high



altitude sights of South America. Because of the long distance to get there and that we were not likely to visit these Islands again, we decided to do both Cruises to see and visit as many Islands as possible. So we were looking forward to a nice cruise and had let slip from our minds that Expedition word.



Our program was, on Wednesday the 22nd April to fly from Sydney to Santiago Chile, (about 13 hours non-stop)next day fly from Santiago to Guayaquil, Equador, (about 4½ hours) and next day fly from Guayaquil to Baltra Island (Galapagos Islands) about 1½ hours, with overnight stops in between.

On the Sunday Monday and Tuesday, (April 19, 20 and 21) Sydney was hit by a serious East Coast Low. Tuesday morning our adventure began. On our way to the airport patches of blue sky appeared. It was not looking too bad. Just before boarding a severe Electrical Storm hit the Airport, with Chain Lightning and accompanying Cannon sounds. Boarding a fully fuelled aircraft was postponed. No one seemed to complain. About 1½ hours later we took off.

The Galapagos Islands are located in the north eastern Pacific Ocean. They straddle both the Equator and 91 degrees West Longitude. That Longitude is about 1000 kilometres west of Equador on the South American mainland. (550 nautical miles approx.) They are Equadorian Territory. Isabela Island is the largest Island, about 120 kilometres long. 4 other Islands are less than 40 kilometres across. 3 of these are close to Isabela. There are numerous smaller Islands. See maps 1 and 2. They have great Spanish names such as Fernandina, Pinta (the name of one of Columbus' ships) Santa Cruz, San Cristobal, Santiago and Florena. These Islands were created by Volcanic

Action, and some are quite high. The highest rises up steeply from the ocean to the 1,640 metre top. The oldest Island is about 18 million years old and the most recent 1 million years old. Australia is roughly 350 million years old. Because of their recent formation geologically, there are areas of original black Lava on some, where erosion has been minimal. Stunted scrub covers large areas with huge Cactus Trees, some more than 6 metres high, with Trunks around 400 mms diameter.

The Islands are not surrounded by Coral Reefs, they sit isolated in the NE Pacific Ocean and are exposed to ocean swell. The winds and seas are generally mild. While we were there, a large swell was causing damage to the shores of one of the small ports and up to 2.5 metres, high for these Islands. The rainy season is from December to April, but the high peaks attract showers all year round. The weather was fine and sunny with beautiful sunrises and sunsets. We had a little light drizzle on two days. The daytime temperature was abound 30C and around 25C at night. The winds were consistently from the south, varying to south-south- east and 5 to 15 knots. Tide variation was up to 1.5metres. The humidity seemed high some days, but in the sun and 30C, carrying a back pack and hanging on to the grab line on the Zodiac, while it was doing 20+ knots in a chop and swell easily caused perspiration.

Only 3 of the Islands are inhabited. Two have small towns, which are seaports and the third, has a small village near the Airport on the small island of Baltra. The largest small town is Puerto Morena on the SW corner of San Cristobal Island and has a population of about 6,000. The other small town is Peurto Ayora, on the south of Santa Cruz Island. All Islands in the group are National Park and strictly controlled.



There are three currents that meet at these Islands. The cold Humbolt Current comes from the south along the west coast of South America. The warm Panama Current comes from the north and The Equatorial Current comes from the west. This meeting of warm and cold currents has produced considerable sea life and bird life with unusual results. Galapagos Penguins live on these Islands on the Equator. The land animals are assumed to have evolved from animals that were on grass Islands washed out to sea from South American Rivers in times of floods and then drifted in the Humbolt Current to these Islands.

Some of the Islands are up to 50 miles apart, so animals and some birds evolved as different Species. The Marine Iguanas are a dark colour and feed only on a type of green seaweed. (shorter than our Blackfish weed) They feed up to 20 feet down and stay under water for 20 minutes or more. After feeding they lay on the Black Lava to warm up and blow the salt water out of their nostrils.

They are about the same length as our local Water Dragons, which can stay submerged for about the same period, but fatter and have blunt heads for chewing the weed off the rocks. The Land Iguanas are larger, over a metre long, quite fat and a yellowy orange colour.





The Tortoises were huge. Up to 500 pounds, 225 kgs and live to about 175 years old.

The Equadorians are a mixture of Indigenous people and Spanish. Spain occupied much of the west coast of South America for about 300 years. Many do not speak English. There were 70+ crew, nearly all Equadorian and over 70 passengers on each weekly cruise. The Ship was 4000 tons, 90 metres long, 15 metres beam and 4 metres draft, with 6 decks. Our cabin was on deck 5 with a balcony, which was great for drying swimming costumes and our tropical outfits. The air conditioned cabin was comfortable and spacious. The Crew were obviously carefully selected, well trained and educated and key personnel spoke English. The food was good hotel standard, the wines were from Argentina Chile and Equador. The dining room could seat all passengers, with great water views, and a covered dining area at the stern of the ship with great views. People used this dining area in the heat.

We spent little time preparing for this adventure, spoke no Spanish, knew little about South America, had not visited before and therefore were very interested in everything. One really great surprise was all drinks were free including Spirits. Wow! Activities were full on every day starting at 7.00am, with two morning excursions, a lecture after lunch followed by two more excursions in the afternoon, the last returning on dark. 1900 hours was briefing time for the next day's excursions, followed by Dinner, after which there was a pianist in the Piano Lounge and bar.

The ship always anchored out, so when we landed at Baltra Island Airport in 30C heat and then by bus, not air-conditioned, to an old stone jetty with 2 foot high steps down to board the Zodiac, the word Expedition began to dawn on us. The ship never docked, so all excursions were by Zodiac. In 2.5 metre swells, boarding and disembarking really got our attention and "Expedition" was fully realised.

The Ship was heaving about one metre slowly and the Zodiac was rising up to 2.5 metres to the wind chop and swell. It was all a matter of timing, we were told!!!

These Islands are strictly controlled. Each Zodiac had to have a National Parks Guide on board. On landing the Guide led the way. Except on the beaches the paths were defined by small wooden pegs painted white. You stayed on the paths and avoided the ground cover and what may be hidden under it. The passage, timing and ships were carefully controlled. Visiting yachts are more restricted and not permitted to visit many of the Islands.

It is intended to keep these Islands as they are for years to come and maintain breeding programs for all endangered species. The Crew and local people are proudest of the fact that the wildlife on the Islands changed the world's understanding of Creation, following Charles Darwin's theory of Evolution.

This cruise was in our minds for many years and we thoroughly enjoyed it.

Bill and Helen Humel, "As Free As The Breeze".

This sad photo sent in by Alex shows a vessel at Cammeray where the mast was chewed through in one week by cockatoos!



USE			CRUI	SING I	DIVISIO	N PAF	TICIP	ATION	POIN	TSCO	RE CA	LCULA	TION SHE	ET	
YELLOW							EC 201								
CELLS ONLY	DATE =	Feb 22-1	v Mar 22-23	Apr 3-6	May 16-17	Jun 6-8	Sep 12-13	Oct 3-5	Nov 7-8			Compass	Attendance	Technical	
	EVENT =	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Rose	at	Corner	TOTAL
ENTER CREW FOR EACH	LVLINI -	Feb Cruise	Hen & Chicken Bay	Easter Cruise	Hardys bay	Check Safety LWE	Fish Markets	Port	090 & Raftup Sugar'f	Jui	Tour	Feature Articles Points	Monthly Meeting Points	Projects complt'd Points	CUMUL
YACHT	No. Nights	6	1	3	1	2	1	2	1			2	1	3	POINTS
Sanctum	Crew											0	2	0	2
Noel & Jean	Nights														
Breeze	Crew	2										6	4	0	25
Bill & Helen	Nights	5													
Xpresso	Crew				4							2	4	0	11
Phil & Maralyn	Nights				1										
Flemingo	Crew				1							4	3	0	9
John Eastway	Nights				1										
Jabiru	Crew	2										4	3	0	13
Mike & Suzanne	Nights	2													
Jenzminc	Crew											0	2	0	2
Andy & Jen													-		_
Kachina	Crew		2	2								4	4	0	20
Trevor/Leena			1	3									•		20
Mereki	Crew											0	0	0	0
Richard															U
Na altina	Crew	2	2	2	2							0	4	0	37
Nashira Evan & Kelly Clark		6	1	3	1								4	U	31
.												8	3		
Rapture Paul & Anne	Crew Avge Crew	1	1	1 3	1							8	3	0	33
	Nights														
Simply Irrestible	Crew											2	4	0	6
Glynne & Gill	Nights														
Galaxy 3	Crew											0	2	0	2
Chris & Diane	Nights														
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No. of Boats =		4	3	5	4	0	0	0	0	0	0	The Lor	adina Bos	t ie	37
		Boat - 1	The Leading Boa							shira					
		Crew = 1 Point per Night per Person.													
		Skippers are deemed to sleep on their				r own bo	at.								
		Crew are	e average	d, if not p	present for	all nights	of the ev	ent.							
		Compass Rose Articles = 2 points per f													
					s = 1 point										
		recinica			ented = 3 p of Wine	omis eac	11								
					of Wine										
			Third	1 Bottles	of Wine										

PHOTO CORNER

.....hints from Wolfgang Kullik

I recently joined the Mosman Camera Club. Talk about serious photography!!! We meet twice a month at the RSL Club in Mosman.



Starting time is 7.00 for 7.30. One night is usually an educational evening; the other is for presenting images for judging by a Professional Photographer or Judge. The presentation for judging is in three sections: Projected Digital Images, Black and White prints, and Colour Prints. So far I've had some encouraging comments, but no Credit or Merit Awards.

I learnt that 3 things are important for competitive photography:

- A good quality camera with a large sensor,
- A good computer screen with high resolution,
- A program to enhance the images.

The trend is away from bulky DSLR cameras due to the space needed for the mirror arrangement. A certain amount of mechanical vibration when the shutter releases and the mirrors turn is also a negative. The latest in quality cameras are mirrorless systems. The more expensive ones use full frame sensors. Conon use a smaller APSC sensor, whilst most others use the Micro 4/3 Digital System. These have sensors with about 10 times the area of my Panasonic TZ40.

My choice is the Olympus range:

- Olympus OM DE-M10 with a basic lens at \$655
- Olympus OM DE M5 Mark 11 Body only at \$1199 with lens \$1900
- Olympus OM DE M1 body only at \$1264 with lens \$1795.

Another good range is the Sony alpha system cameras:

- Sony A7 compact system body only at \$1530
- Sony A7 mk 11 Full frame Mirrorless body only at \$1950.

Some of the best screens are the Apple Mac systems. The program to use is Adobe Lightroom 5 or the new version 6 - \$ 185.

It is important to buy good quality lenses. They are not interchangeable between all brands, but there are adaptor rings available for the 4/3 systems to fit most. Another consideration is the anti-shake function. Some like Olympus have this built into the camera body, whilst others incorporate this into the lenses. Other brands to consider when looking for a good camera are: Pentax, Nikon, Canon, Fujifilm, Panasonic. If you have a lot of spare cash look at Leica or Hasselblad.

A good Web-Site to get details on the various systems is: **bhphotovideo.com**

Good Shooting!!! - Wolfgang Kullik, 'MateShip'

CD Quiz - June 2015 - Answers

- 1. Strong Wind: 25kts and above expected; Gale: 32kts and above; Storm: 48 kts and above.
- 2. Strong Wind: force 6; Gale: force 8; Storm: force 10.
- 3. They can form at any time of the year but are most prevalent in late autumn and early winter
- 4. They usually form from the interaction of a low pressure system or trough bringing cooler air to interact with the warm East Australian Current.
- 5. We would expect very strong east to south easterly winds and heavy rain.
- 6. By now we would expect strong (but maybe slightly less intense) south westerly to westerly winds, and clearing skys.
- 7. Often they last for 24 to 36 hrs before moving offshore (maybe to batter Lord Howe Island or maybe New Zealand). The one in April was unusual in that it stayed off the central NSW coast for several days!
- 8. You could look for current observations at various ports however a good indication is to look for a ridge of high pressure along the Queensland coast in the forecast weather charts this indicates that the south-easterlies are blowing well.
- 9. A TRS requires warm water and a source of rotation. In reality, this means summer or early autumn in a relatively shallow tropical sea between about 5 degrees and 15 degrees of latitude. Any less than 5 degrees means they do not have enough rotation; any more than 15 degrees means the sea is unlikely to be warm enough but this may be changing with global warming (once established, of course, they can move poleward north or south well beyond these latitudes).
- 10. In French waters the Mistral can get up to 45 or 50kts; in the Adriatic the Bora can reach over 50kts; in Greece and Turkey the Meltemi wind can reach over 30kts.



Middle Harbour Yacht Club Cruising Division Annual General Meeting 2015

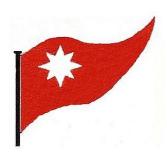
Nomination Form

Position on Committee:
Name of Nominee:
Name of Proposer:
Signature of Proposer:
Name of Seconder:
Signature of Seconder:
Acceptance by Nominee:

Please forward to the Secretary prior to the AGM Monday 15th June 2012 Or hand in prior to commencement of the meeting.

Middle Harbour Yacht Club - Cruising Division						
Treasurer's Report As at 31st May 2015						
Cash at Bank as at 30.4.15	\$	2,118.46				
<u>Plus Receipts</u>						
<u>Less Payments</u>						
Cash at Bank as at 31.5.15	\$	2,118.46				
Outstanding Receipts						
Outstanding Payments						
Account Balance	\$	2,118.46				
Signed as a true record						
Trevor D'Alton						
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