



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 36, No. 10 November 2016

Editor: Michael Mulholland-Licht

NEXT MEETING: MONDAY NOVEMBER 21 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.

PRESENTATION: REVIEW OF NAVIGATION SKILLS
BY GLYNNE ATTERSALL



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	0419247500
Treasurer	Evan Hodge	0419247500
Membership	Kelly Clark	0457007554
Name Tags	Lena D'Alton /Jean Parker	9960-2878
Compass Rose Editors	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 Clark,	Michael 0418-476-216 Phil 0411-882-760
On Land Events Coordinators	Kelly Clark, Gill Attersall	
Committee Members	Michael Mulholland-Licht, Phil Darling, Kelly Clark, Evan Hodge, Dorothy Theeboom	



Editor's note:

Deadline for the next edition of the Compass Rose, is **Wednesday November 23 2016**

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

Please forward contributions via email to:

Darling.maralyn@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		
November	12 th - 13 th	CD Harbour Navigation Trek
	21 st	Cruising Division Meeting
	26 th	Seven Islands Race – MHYC Feature Event
December	9 th	Christmas Party (replaces December meeting)
	17 th	Christmas Cup & Veterans Cup – MHYC Feature Event
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	18 th	Barefoot Ball
	20 th	Cruising Division Meeting
	24 th & 25 th	Gosford Challenge
	TBA	Late Summer Cruise
March	4 th & 5 th	Sydney Harbour Regatta
	11 th & 12 th	Harbour Night Sail and raft-up.
	20 th	Cruising Division Meeting.
April	14 th to 17 th	Easter Cruise – Pittwater/Broken Bay include Safety Practice and Slocum event.
	24 th	Cruising Division Meeting
	29 th	Anzac Day 'Two Up' Cup – MHYC Feature Event

CAPTAIN'S COLUMN – NOVEMBER 2016



Greetings fellow cruisers,

Members and guests attending the October meeting learned about dolphins' fascination and engagement with humans and the health benefits that they bring to us.

Dr Olivia De Bergerac also explained how three significant environmental improvements have led to the increase in dolphin populations and sightings in Sydney

Harbour. Dr De Bergerac actively lobbied state government support for the changes.

The three changes since the year 2000 have been:

1. Termination of commercial fishing in the Harbour by licence by back.
2. Reduction of noise pollution by banning of PWC/ jet-skis in the harbour and
3. Funding to foreshore Councils to improve stormwater quality.

At our November 21 meeting Glynne Attersall will present a review of Navigation Skills and highlight some lessons learnt from the Harbour Navigation exercise of November 12-13. These essential skills are only ever as good as the last time that we used them. Who will have the most PC acronym for TVMDC? Come along and brush up in order to remain competent with these essential skills.

Our next on water event will be the Harbour Navigation Treck on the weekend of November 12-13, coordinated by Glynne Attersall. More on page 5.

In this edition we have two members accounts of recent cruises. John Eastaway on Flemingo from Manly, Qld to Wide Bay Bar and Bill Hummel on Free as the Breeze from North Harbour to Port Stephens and return.

The Club Christmas party will be on Friday December 9. Be sure to book at the club office.

The November issue of Cruising Helmsman p.7 has an interesting boat maintenance checklist issues by WA Transport Minister:

www.transport.wa.gov.au/imarine/maintaining-your-boat.asp

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

Michael Mulholland-Licht

Vice-Commodore Cruising. SY. "Bliss"



**NEXT MEETING: MONDAY NOVEMBER 21 7:30 P.M.
B.Y.O. BBQ 6:30 P.M.**

**PRESENTER: REVIEW OF NAVIGATION SKILLS
BY GLYNNE ATTERSALL**

CHEESE PLATE NOVEMBER MEETING: JEAN PARKER

ENVELOPING COMPASS ROSE: JEAN PARKER

FUTURE EVENTS:

HARBOUR NAVIGATION TRECK

Glynne Attersall will coordinate the practice of some coastal navigation skills in order to improve our capability and help make cruising safer and more enjoyable.

Saturday starts with a raftup in Sugarloaf Bay from 1200 on Saturday followed by a guided walk ashore in the afternoon. Dinner will be arranged amongst host boats.

Sunday morning we will exit Middle harbour via the 1000 bridge and commence the exercises described in the Exercise Sheet, which the Coordinator will deliver by Saturday.

All participants are not expected to be able to complete all the exercises, which thus exposes those details currently beyond our memory or skill. All exercises will be fully discussed in a presentation at the following general meeting on Monday November 21.

Equipment required to complete the exercise is:

**Chart AUS200, pencil, eraser, protractor/parallel ruler, dividers, tide tables, Rule of Twelves graph or similar, GPS, depth sounder and log. Contact Glynne on :
0417 028 931**

NOVEMBER 26 SEVEN ISLANDS RACE – MHYC FEATURE EVENT

CHRISTMAS PARTY DECEMBER 9 (REPLACES DECEMBER MEETING)

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 comradery.

So far Flemingo and Nashira have notified their intention to cruise to Tasmania in mid to late January. This month Mike McEvoy provides us something different.

DELIVERY – HONG KONG – MALAYSIA

Not exactly your regular Cruising Division type cruise I guess but by the time you read this I hope to have been part of the delivery crew on a Farr 40 from Hong Kong to Port Klang in Malaysia for the Raja Muda Selangor International Regatta is now over 25 years old. It was back in 1989 when the then Raja Muda (Crown Prince) of Selangor, a keen sailor and member of [Royal Selangor Yacht Club](#) came up with the idea of having a regatta for boats that were coming to RSYC on their way to the newly formed Kings Cup held in Thailand during December.

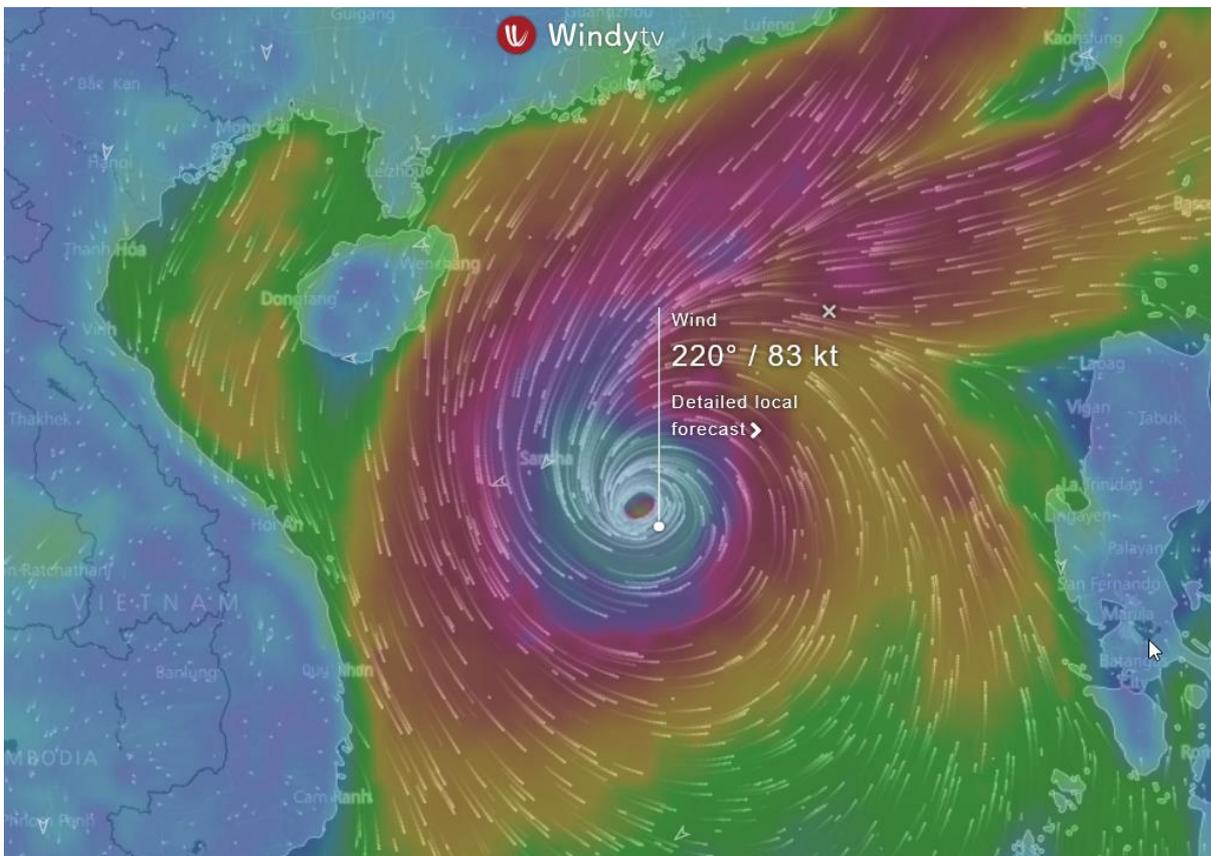
I was invited to join the delivery crew only a couple of weeks ago by the new owner of this particular Farr 40 who also happens to own ZEN, a Farr 40 berthed at MHYC, Gordon Ketelby. I have done a few deliveries with Gordon on his previous Sydney 38 and Farr 40 both named ZEN. Lots of fun and adventure on each delivery and the occasional scary moment, like surfing beside a whale which wasn't apparent when you started down the wave in the dark when one is the on-watch helmsman trying to avoid said whale and doing about 12 knots downwind. Our crew from HK includes Julie Hodder so I expect that the Nav will be fine and a couple of other MHYC folk will be on board so I will be in good company.

I can't stay over for the Regatta for reasons that follow so, my aching back tells me I should not be winching and the plan is for me to disembark on the western shore of Malaysia catch the bum boat across to Singapore to fly home in time for our latest grandchild Alastair's Christening on 20 November. Let's see how we go in reaching that target!

LATE BREAKING NEWS

The delivery was cancelled, I think very wisely, given the predicted weather pattern for where we would have been Wednesday of next week. Quote from the Navigator: “Sorry all, but we have had to cancel/postpone the trip. The eye of this typhoon would have been near to our track next Wednesday”. And if we thought pirates might be bad or even the Chinese attempt at domination of the South China Sea, they are nothing compared to Mother Nature. Sorry been there done that and I don’t want to do it again.

Happy sailing off the NSW coast in an East Coast Low. That would be fun compared to the predicted weather pattern below:



Email the editor with information about your next cruise so that others may catch up with you along the way

FLEMINGO'S QUEENSLAND CRUISE, CONT'D

PART 2

Manly to Wide Bay Bar

After topping up with fuel at RQYS, we departed Manly Boat Harbour at 1800 on Saturday 23rd for a passage to Wide Bay Bar which is ideally crossed with the morning sun on a rising tide. We had plenty of time, so with no particular wish to stop at Mooloolaba or exercise *Flemingo's* flopper stoppers waiting behind Double Island Point, we'd decided on a night passage to meet the morning tide. To simplify night pilotage we planned to follow the shipping channel outside the markers to keep clear of shipping as far as Caloundra, then to Double Island Point keeping inside the Brisbane Pilot boarding ground off Mooloolaba.

At about 2100 a large outbound bulk carrier, which was some distance away from turning into Spitfire Channel, called us on ch12 to ask our intentions. We stated our plan to keep south and west of him, but he called us to confirm twice more, seemingly in response to our small course adjustments. Each time we restated our intention to stay out of his way. He didn't sound convinced, but was soon gone on his way.

Another two inbound ships called us on ch12 between Spitfire and Caloundra, again to ask our intentions before leaving us to it. As always we were being conservative and I don't know if these vessels were actually plotting our course adjustments on AIS or ARPA or just saw us as Recreational = Unpredictable = PITA, which I suppose we were to them. Brisbane VTS didn't contact us anytime on our way out, presumably because we kept clear of shipping and only crossed the channel at Caloundra.

All went well during the night and as we passed Double Island Point at 0730 we checked in with VMR Tin Can Bay who advised that bar conditions were 'good'. I had phoned the VMR base before leaving Manly and the duty officer confirmed the latest waypoint coordinates and lead bearings, with the additional note that they would monitor our progress via AIS.

As we approached the bar we heard a couple of boats asking for waypoint information and the coast guard declined each time to confirm waypoint coordinates via VHF, offering instead to give them via mobile phone. Maybe they want to ensure that no third parties overhear and risk misinterpreting the information - fair enough I guess. We arrived off the first bar waypoint at 0845 and the entrance was straight forward, although even in these benign conditions we passed patches of disturbed water heading into the 'Mad Mile'.

Into the Great Sandy Strait

Once inside we had a look at Pelican Bay, and finding it a little crowded we headed north with the tide towards Garry's Anchorage with the shoaling sands presenting another enjoyable pilotage exercise for *Flemingo's* 1.8m+ draft. The occasional channel marker was high and dry, prompting us to muster all available eyeballs for the task. We put more trust in the lateral buoys which we reasoned could be more

easily moved to follow channel shifts. The chart caution says “depth contours have not been re-surveyed in most areas since the 2011 and 2013 floods”.

Garry’s Anchorage also turned out to be too crowded for us, so we retreated to anchor just out of the channel below Stewart Island in 3+ knots of current. Hearing the sound of water rushing past the hull without engine noise brought back fond memories. BTW, the Manson anchor, devoid of its rusty tin modification, rapidly reset during the tide changes without trouble.

Next morning we continued north through the thin waters of Sheridan Flats where the north and southbound tidal streams meet to provide interesting challenges when transited too soon after slack – like we did. First touch of the cruise.

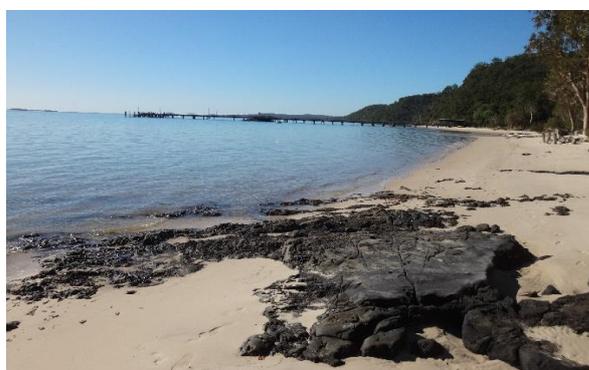
Kingfisher Bay.

This Fraser Island ‘eco’ resort is another good anchorage, albeit with that strong current. It also has good visitor facilities, shore accommodation and a small general store. The beach has a very gentle gradient so our heavy dinghy (pinnace), still without its planned 100 metre continuous mooring loop, needed a regular shove out with the outgoing tide.

Our blasé crew declined any of the Fraser Island land tours available at Kingfisher, so we settled for an afternoon explore in the dinghy and, despite large signs with both dingo *and* crocodile warnings, we bravely had a relaxed beach walk followed by sundowners among the backpackers in the beachside bar.



Flemingo’s pinnace at Kingfisher



Fraser’s not all sand



The satellite witnesses our ‘touch’ on the way up. Wharf & ferry at Kingfisher Bay

Hervey Bay – what whales?

Entering Hervey Bay at around 1030 on Tuesday 26th, we saw the odd whalewatch catamaran working the nearly empty bay. They’d race to a spot at high speed, stop,

then race off somewhere else. While we watched from afar two big cats came very close along both sides of one lonely humpback.

Here's what one whale watching operator actually advertises –

Underwater Viewing Rooms with windows to watch the whales (yes, you are beneath the waterline)!

Largest Waterline Viewing Platform for those extra close encounters (maybe touch a whale if they let you)!

Hydrophone equipped to listen to the whales singing in their underwater world!

I don't know about the close encounter touching bit but picking up whale song through 1¼ inches of ironbark planking wasn't an option for us, nor was underwater viewing, although we did have a couple seams that needed re-caulking.

There was little hope of us chasing them like the professionals, so the whales would have to come to us. Our answer was to anchor in Platypus Bay on the coast of Fraser Island where whales are 'always' seen basking.

We dawdled across to Lagoon Anchorage, anchored and piled into the dinghy to look for the garbage bins provided at the head of the inlet, but with tide ebbing and the SW breeze kicking up a nasty little chop over the long fetch, we abandoned our garbage drop and headed back to *Flemingo* which was starting to pitch in the developing chop, promising a miserable night. In keeping with our cruise philosophy of minimising misery, we upped anchor and headed over to the SW side to find some peace while maintaining our whale lookout. Needless to say, no whales were spotted and we anchored just east of Point Vernon in relative peace for a pleasant evening.

On Wednesday morning we pottered about in the bay hoping for some action, but decided that this early in the season the only Hervey Bay humpback we'd see was on page 87 of 'Cruising The Coral Coast'. We could be drifting about Platypus for days.

Time to move on.



Peter waits patiently for the perfect whale portrait
home of the whale watchers



Urangan Boat Harbour,

Urangan Boat Harbour.

When looking for a marina, we prefer a berth that allows bow in, portside to and ideally bow on with sufficient pontoon length. Although she's 50' LOD, when you allow for davits, dinghy and bowsprit overhangs, *Flemingo* needs 60' alongside, plus a little manoeuvring space.

Over the phone, Great Sandy Straits Marina confirmed that was all available on an empty T head. We arrived with a 15kn blow-off breeze and an adverse tide stream to find a large cruising catamaran (illegally as it turned out) taking up a great deal of our 'empty' T head - déjà vu - must be a Queensland thing.

We were drifting in the fairway while I pondered what our best approach might now be, when there was an "all ships" warning on Ch16, followed a minute later by a big whalewatching catamaran charging into the fairway behind us and closing. The circumstances now called for a more robust style of decision making, so I immediately executed an unconventional (for *Flemingo*) high rev reversing u-turn that put us perfectly into the remaining space on the T head with less than a metre between our davits and the squatter cat's bowsprit. This earned some admiration from the dockside audience, if not the whalewatching skipper. It turns out that the larger whale watchers give an 'all ships' warning on ch16 and expect a clear path as they enter the area – I'll know next time.

We enjoyed the commercial/cruising vibe of the Marina and the office staff were very pleasant, but there was not much for three old farts to do in the area, so after an OK lunch at the café on the wharf, Craig and Peter bussed into town for some supermarket supplies, and at 0830 the next morning on Thursday 28th we headed out for a last look at a whale-free Hervey Bay, then turned south into the Great Sandy Strait on our way to Tin Can Bay.

Next time in Part 3. Tin Can Bay to Brisbane River and on to Sydney.

John Eastway *MV Flemingo*

TECH CORNER

At the October members meeting **Max Theeboom** demonstrated a Milwaukie cordless angled drill fitted with a winch handle socket, which he used to convert any of his winches into an electric winch. Cost on Internet was \$700 plus locally acquired charger. There was some comment re ascending the mast, but using caution it should not be a problem. Max has heard of this instrument being widely used in the yachting community.

BUY, SWAP and SELL

FREE TO GOOD HOME - Lowrance Globalmap 2000, **Contact** Dot on 0409 030 984 or Max on 0432 713 793

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

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

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: 0409-401-008mob: 0409-401-008

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

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

“AS FREE AS THE BREEZE” CRUISE NORTH OCTOBER 2016.

Once again we had planned about 6 months ahead, to go cruising on a certain date, which happened to be Wednesday the 12th October 2016. This was to fit in between our individual travel plans. Starting on a certain date and not waiting for favourable weather to begin cruising, is not the best, but we three being family men and grandfathers and doing some travelling, setting a date well ahead, is the only way we are able to go cruising together.

So after shifting the date to 2 days later, then back one day, then back another day, (to use the southerly forecast on Thursday) on Wednesday the 12th October, we left Davis Marina at 8 40 am on our originally planned start date, having loaded the boat up the day before.

We were abeam North Head, heading north at 9.15 am in a gusty 18+kts westerly, with one reef in the main and full No. 2 headsail. The boat's bottom had been cleaned a few days before, so the 7+kts boat speed by Chart-plotter GPS, normally would be over 8kts, beam reaching in this wind, with a long low swell assisting from the south and only a small beam wind chop. I started thinking about Adverse Current.

At Long Reef 50 minutes later, we were thinking about an ETA at Newcastle, but it was early days. However when abeam North Narrabeen (the half way point to Broken Bay) the breeze had lightened off to 10 to 12 knots and we were struggling to maintain 6 knots boat speed around 10 20 am, even with the reef taken out. One hour and forty minutes later, at midday, we were motor-sailing and abeam and wide of Barrenjoey Head, heading for Cape Three Points. The Current appeared to be near 2 knots against us. The wind deserted us to almost calm.

It was time for Harvey's wife Viviane's lovely sandwiches, for lunch, just great. Heading for Third Point of Cape Three Points, we were motoring and achieving less than 4 kts at times. We wondered if we may have picked up some debris, plastic bag, or fishing float, around our bulb keel or rudder. Phil suggested trying reverse, which we did, and then I tried a circle. No change. With over 40 miles to Newcastle and possibly 8 to 10 hours, or nearly 30 miles and 6 to 7½ hours to Lake Mcquarie Entrance, which we did not want to enter, because of the tide times and possibly in darkness, with some disappointment, we turned back to Broken Bay and Coasters Retreat, (The Basin) for an overnight stop. The Basin was calm and after drinks at sunset and a beautiful dinner we “hit the sack” early. It was a cold night.

A Southerly whistled in the rigging through the night at the Basin. Thursday morning, it was cold, with a forecast of showers and 25 knots of southerly. We left the Basin, under a grey sky and had breakfast as we motored across Pittwater, heading for Barrenjoey. Surrounded by greyish white horses, there was plenty of breeze to day, and from the right direction, but surprisingly not another boat in sight. We expected a fast passage. Just inside Barrenjoey, in some swell we hoisted

the main with one reef in and unrolled the no.2 Genoa. Heading out between Barrenjoey and Box Head north east towards Cape Three Points the swell was 3 to 4 metres from the east, with another 1½ metre swell from the north over the top of this and a nasty wind chop (seas) from the south up to 1½ metres standing up, probably due to the strong southerly current. Our yacht was being thrown around the ocean, even with plenty of sail hoisted. On the helm, I could not find a way to avoid crashing into one lump of water or another. Climb the main swell and get rolled to windward by the northerly swell, then thrown over to leeward as we got smacked on the starboard side by the wind chop. Therefore even in this wind we were not going fast. In the distance the seas were hitting the shoreline and Maitland Reef off our port bow, sending up huge high clouds of spray and solid water, all very spectacular, but not reassuring. The clouds had very dark patches creating a threatening sky. Then Cape Three Points disappeared in a rain squall.

It was time to consider our situation. Once past Third Point of Cape Three Points, having turned north, there was no turning back against these conditions, which did not look like changing. Excluding the Lake Macquarie Entrance alternative, we were looking at 7 hours of this to Newcastle, with at times, no visibility, relying on Chart Plotter and Echo Sounder, for navigation. Going below would be a major effort, even though we had another wonderful pack of Viviane's sandwiches! Pouring a drink would be interesting. We are not superstitious, but it was Thursday the 13th. We decided to return to Broken Bay. It was late morning by the time we beat back, motor-sailing without the headsail and returned to the Basin mooring. Cruising is supposed to be enjoyable and our three crew, all past retirement age, like enjoying our cruising. This little adventure was not fitting our criteria. Harvey told me later that he was relieved when we turned back. He was not the only one. There were no complaints. Not long after returning we did justice to Viviane's beautiful sandwiches. The rest of the day became a lay day. Again it was another cold night. Friday the 14th we woke at 5.45 had a quick breakfast and dropped the mooring at 6.15. The sky was overcast except for a patch of blue at the north and south horizons. Before Barrenjoey, we hoisted a one reef main and full no.2 Genoa. The breeze was above 15 knots from the sou sou west. Out past Barrenjoey the southerly swell was down to about 2½ metres, the wind chop, was less than a metre with the northerly swell lower and intermittent. Still a roly-poly motion, but we were achieving 6+ knots of boat speed sailing.

At 7.55 am we were east of Third Point and we turned north. We were in light drizzle and Barrenjoey was hidden in rain behind us. The swell was now coming on our stern, whilst the other conditions remained the same. A Whale surfaced about 100 metres off our beam and shortly after two more Whales were sighted close together, bashing their tails down towards each other. At 10.00 am we were outside and abeam of Tuggerah Shoal and over 2 ½ miles offshore. By 10.30 we were abeam Norah Head. The breeze had shifted round to southeast and eased a little to 12 to 15 knots. Our speed was still over 6 knots.

A large Coastal Albatross made several passes very close across our stern, maybe

looking for food. We sighted another whale and then two lots of two whales. We passed Bird Island just after 11.00, then Catherine Hill Bay and went on course for Port Stephens achieving high 6s and low 7s boat speed. If the wind held we should reach Port Stephens around 7.00 pm. (19 00 hours). It was decided to stop overnight in Newcastle, because we were all feeling weary after hand steering. We

reached the mouth of the Newcastle Breakwaters at 2.35 pm, (14.35 hours) having taken 7 hours and 35 minutes for this leg of our cruise. We booked a Marina berth at the NYC Marina, which was \$60.00 a night. We had a celebratory drink and some nibbles on board and headed off to the ground floor level Restaurant, just south of the Yacht Club. The first floor Restaurant, just north of the Yacht Club is now no longer a restaurant, but an Events Centre for Weddings and Functions.

After another cold night, on Saturday morning the 15th we were up at 5.45am, for an early start as a nor-easter was forecast, late morning. The engine would not start! No fire at all! Sounded like no fuel! So I opened up the access panels to the engine (which I had made through the Wet Locker) and operated the lever on the fuel pump, to try and pump some fuel through, but no response! So as I extracted myself from the contortionist's position, of arms and head through the wet locker to the starboard side of the engine, I slid past the engine pull stop. Ah ha, it seems to be out in the stop position. Try pushing it in! Now just try the starter once more. Bingo magic! The engine started first time. Harvey and Phil thought my diagnosis was brilliant. (Push the bloody Pull Stop back in when you stop the engine, Bill.)

Under a clear blue sky, we left the dock at 7.05 am and had breakfast on the way to the entrance. A large Coal Carrier was coming in with Tugs, so we moved out of the channel, over near the Pilot Station and hoisted our main while the big ship passed. We passed through the Breakwaters at the entrance at 7.35 am in the 15 knot west nor west wind and with full main and No.2 Genoa we were sailing on course at over 6 knots. The air temperature continued to be cold, so we were in winter gear all rugged up. At 8.35 we sighted more whales breaching. The sea surface was such a contrast to the previous days. There was a long low swell from the southeast and only a small wind chop, so it was beautiful calm sailing in this cold weather.

By 9 35 am the wind was easing and our speed was about 5.5 knots. By 10.35 am we were at the northern end of 17 mile beach. By the time we could see the Lighthouse on Point Stephens Island the wind had died. We started motor-sailing with main only and 10 minutes later, a light northerly wafted in. There were contrasting colours of dark blue and a lighter blue green on the ocean surface, with different textured surfaces to these areas, indicating differing currents. At times we have seen a shark patrolling the current lines, but not this time.

By 10.55 we were abeam Anna Bay and at 11.35 we were about 1 mile south of the Point Stephens Light, when a light easterly started rippling the surface of the sea. Around the lighthouse a light nor-easter was blowing, which allowed us to roll out the headsail and turn off the engine. By 12.35 we had reached Tomaree Head, which we passed close on our port side, then turned into Shoal Bay to port to avoid the sand bank just inside Tomaree Head. We dropped the sails outside the Boat Harbour

at Nelson's Bay and found our Marina berth for the night, by 1.30 pm. (13.30 hours) A relaxing afternoon followed and later we picked up the latest forecasts from the Marina Office and listened to the BOM forecast over the phone. Northerly winds were forecast for the next 3 days interrupted only by a brief southerly front Monday afternoon. After the North-Easterlies, Southerlies were forecast for a few days. So a lay day was decided for to-morrow. The day ended with a very nice meal at the Wharf Restaurant located on the first floor of the building in the north-west corner of the Marina, with beautiful views out over the Marina and Port Stephens.

On Sunday after a leisurely early morning, which was cold again, Phil and Harvey set off at 9.25 am to climb Tomaree Head. The views from the top are panoramic and spectacular and were enhanced by the excellent weather. They returned after 2 hours, which was much quicker than I expected, so I made a chicken salad lunch for the two intrepid mountaineers. The afternoon was spent reading and relaxing, before a lovely dinner on board, by Phil.

We had originally intended to go further north, but Forster was over 40 miles to windward and Laurieton over 80 miles to windward, with both entrances exposed to the north east and this weather was followed by southerlies. Going north we would have a long beat against wind and current, followed by headwinds sailing back to Sydney. So we decided to use the following winds and head back to Newcastle in the morning and Broken Bay the next day.

So Monday morning the 17th we woke at 5.30 am and left the Nelsons Bay Marina at 6.25 am, passing through the heads at 7.10 in a northerly of 20 + knots and an overcast sky of rain clouds. The sea state was marginal. The swell was up again, from the north east, rounding the offshore Islands and meeting up and backwashing off Point Stephens Island and the Port Stephens Heads. Over the top of this, was 1½ metre seas or wind chop, but we headed out sailing in difficult steering conditions. We continued out about one mile past Point Stephens Island and Light, until we could see down the coast to the south-west. We jibed onto a starboard broad reach, heading south west for Newcastle. We were doing over 7 knots on this course. By 8.10 am we were abeam Anna Bay. By 9.00 am our speed was down to below 5 knots so we started motor sailing. By 9.10 am we were in no wind, so we rolled in the headsail and continued motoring for one hour.

With 7 miles to go, we could not sight Nobbys through the gloom. A light west south west wind had come in. This wind rapidly built to 25+ knots. We clawed to windward heading for the south west end of the beach. The seas (wind chop) built up to over a metre with greyish whitecaps. "The Breeze" lifted over one chop and dived into the next, throwing up spray over our bow, causing a slow down to 4 knots, hard on the wind, motor sailing with main only. A light drizzle added to the mix. So it was plug on, hopefully not for 1 ¾ hours. The further we progressed towards the shore the smaller the wind chop, which allowed our speed to increase. We could not sight Nobbys through the grey atmosphere, even though the drizzle had stopped, until we were only about one mile off. From the south it is not a problem, but from the north, we have previously had difficulties sighting Nobbys. At

12 00 noon we passed through the breakwaters. A Huge Coal Carrier was leaving Port, so we followed Lucas's advice and passed just outside the Channel markers. We came up harbour against the wind and tide in rain, to reach the Marina. Phil produced hot (tinned) chunky beef soup and garlic bread, which hit the spot. Tuesday morning we were up at 5.30 am and left the dock at 6.30 am, after breakfast, rounding the breakwaters at 7.00 am in a 15 knot westerly. The sea was flattened out by the westerly and we headed south at over 7 knots. By east of Redhead the wind was up over 20 knots and the yacht was doing over 8 knots. By Moon Islet (the entrance to Lake Macquarie) at 8.50 am, the wind had eased and the boat speed was down to 5.5 knots. By 10.30 we were abeam Bird Island, motor sailing and by 11.00 am we were abeam Norah Head. By 12.00 midday, we were abeam of the Entrance and at 2.00 pm 14.00 hours, we had one mile to go to Third Point of Cape Three Points. A nice nor-easter blew in to take us to the heads of Broken Bay, where the wind dropped out and wafted in from all points of the compass, where the sea breeze and westerly met. So we motor sailed again into the bay and then into the westerly and picked up a mooring in sheltered Pinta Bay off Jerusalem Bay, for Tuesday night.

Wednesday we had a really enjoyable lunch at the Cottage Point Boatshed Cafe. After spending Wednesday night in Americas Bay, Thursday morning we set off for Pittwater, about 11.00 am, but after hearing the forecast, (there was no reception for radio or mobiles in Americas Bay) we decided to sail down to Sydney this afternoon. We cleared Barrenjoey at 1.30 pm 13.30 hours in a 20 knot nor-nor-easter, doing around 7.5 knots. Once past Bangally Head, the wind was more behind us and it was difficult to keep the headsail full in the sloppy sea. We rounded North Head at 3.40 pm 15.40 hours had dinner at a bouncy mooring off Quarantine and decided to dock at Davis marina at 8.30 pm 20.30 hours.

The weather was unseasonably cold, but we all enjoyed the cruise, even though we did not go as far as intended. The Auto-Pilot would not work, so we hand-steered all the way. Fortunately both Phil and Harvey are good helmsmen,

Bill Humel "As Free as the Breeze"

PHOTO CORNER COMPETITION 2016



Final Winner.....Photo of the Year.

Each Month the best photo received has gone into the running to win a prize at the end of the year.

No photos were submitted for the November and so the competition has been concluded.

The photo judged the best in the Year has been awarded a bottle of hand-selected wine to a well-deserved winner.

This Year's Winner isMaralyn Miller



"Rarotonga",...by Marilyn Miller...

Note the sharp depth of focus, using a slower exposure combined with a small aperture to yield a good depth of field.



CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET

JAN - DEC 2016

USE YELLOW CELLS ONLY	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	CompassAttendance			Technical	TOTAL	
		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Rose	at		Corner
ENTER CREW FOR EACH	EVENT =	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														
Bliss	Crew											2	4	0	9
	Michael & Astrid														
Breeze	Crew											6	2	0	8
	Bill & Helen														
Dignity	Crew											0	0	0	0
	Peter & Sue														
eXpresso	Crew											2	5	0	7
	Phil & Maralyn														
Flemingo	Crew	2	1		1	1					0	3	0	15	
	John Eastway	2	1		1	1									
Galan	Crew											0	0	0	0
	Mike & Hilary														
Jabiru	Crew											0	4	0	4
	Mike & Suzanne														
Jenzminc	Crew											0	0	0	0
	Andy & Jen														
Kachina	Crew	2									2	3	0	11	
	Trevor/Lena	2													
Mereki	Crew											0	1	0	1
	Richard														
Nashira	Crew		2		3	2					6	5	0	21	
	Evan & Kelly Clark		1		1	1									
Rapture	Crew	0	1		1	1					6	5	0	17	
	Paul & Anne		1		1	1									
Simply Irresistible	Crew											8	3	0	14
	Glynne & Gill														
Shazam	Crew											0	0	0	0
	Colin & Scott														
Galaxy 3	Crew	2			2						0	3	0	12	
	Chris & Diane	2			1										
Slack'n'Off	Crew	2	2		2						4	4	0	20	
	Gabriele & Martin	2	1		1										
Caviar	Crew											0	5	0	11
	Max & Dot Theeboom														
Altair	Crew											2	5	0	7
	Kieth Watson														
No. of Boats =		4	5	0	7	4	0	0	0	0	0				Points 21

The Leading Boat is....
Nashira

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.

Compass Rose Articles = 2 points per feature
 Representation at Meetings = 1 point per month
 Technical Projects implemented = 3 points each

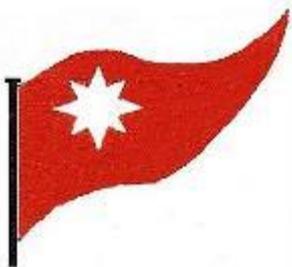
First 3 Bottles of Wine
 Second 2 Bottles of Wine
 Third 1 Bottles of Wine

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

Cash at Bank as at 30.09.16	\$1,968.43
<i>Plus Receipts</i> <i>Interest</i>	\$0.93
<i>Less Payments</i>	
Cash at Bank as at 31.10.16	\$1,969.36
<i>Outstanding Receipts</i>	
<i>Outstanding Payments</i>	\$0.00
Account Balance	\$1,969.36

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