



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 40 No. 2 March 2020

Editor: Dorothy Theeboom

NEXT MEETING: MONDAY 16TH MARCH 7.30 P.M.
B.Y.O. BBQ 6:30 P.M.

MARCH SPEAKER: DIANA BRIDGFORD
SAILING THE NORTHWEST PASSAGE



The original Bantry Bay, County Cork, Ireland

CRUISING DIVISION OFFICE BEARERS – 2019-20

| | | |
|------------------------------|--|-------------------|
| Cruising Captain | Evan Hodge | 0419-247-500 |
| Vice-Commodore Cruising | Evan Hodge | 0419-247-500 |
| Secretary | Kelly Nunn-Clark | 0457-007-554 |
| Treasurer | Mike McEvoy | 9968-1777 |
| Membership | Kelly Nunn-Clark | 0457-007-554 |
| Name Tags | Mike McEvoy & Kimberley Pratt | 9968-1777 |
| Compass Rose Coordinator | Committee Members | |
| Safety Coordinator | Phil Darling | 0411-882-760 |
| Maritime Group | Mike McEvoy | 9968-1777 |
| Sailing Committee | Evan Hodge | 0419-247-500 |
| Guest Speakers | Committee Members as required; Royce Engelhardt (winter months) | |
| On Water Events Coordinators | Phil Darling, Evan Hodge | Phil 0411-882-760 |
| On Land Events Coordinators | Committee Members | |
| Committee Members | Martyn Colebrook, Phil Darling, Royce Engelhardt, Evan Hodge, Mike McEvoy, Kelly Nunn-Clark, Dorothy Theeboom, Jeremy Clarke, Sabiene Heindl | |



Editor's note:

Deadline for the next edition of the Compass Rose is [30/03/2020](#)

The **EDITOR** for the next Compass Rose is [Phil Darling](#)

Please forward contributions via email to the editor at cruising@mhyc.com.au

Opinions expressed in the Compass Rose are those of the contributors, and do not necessarily reflect opinions of either Middle Harbour Yacht Club or the Cruising Division

| MHYC CRUISING DIVISION PROGRAM 2020 | | |
|-------------------------------------|------------------------------------|---|
| March | 16 th | Cruising Division Meeting 7.30pm (B.Y.O. BBQ 6.30pm) |
| | 22 nd | MHYC CD Sunday Breakfast and Safety Training Workshop |
| April | 10 th -13 th | Easter Cruise to Pittwater |
| | 20 th | Cruising Division Meeting 7.30pm (B.Y.O. BBQ 6.30pm) |
| | 26 th | MHYC CD Sunday Breakfast and Safety Training Workshop |
| May | 3 rd | On land event |
| | 18 th | Cruising Division Meeting 7.30pm (B.Y.O. BBQ 6.30pm) |
| | 25 th | MHYC CD Sunday Breakfast and Safety Training Workshop |
| June | 6 th -8 th | Queen's Birthday long weekend |
| | 15 th | Cruising Division Meeting 7.30pm (B.Y.O. BBQ 6.30pm) |
| | 20 th -21 st | CD get checked weekend and raft-up |

MARCH SPEAKER DIANA BRIDGFORD

Sailing the North West Passage.

What do you think about sailing to the North Pole via the North West Passage? In 2018, Diana and 20 other adventurous crew who believe in World Peace sailed on a 120 ft ketch through storms, icebergs sub-zero temperatures for 7 months to raise the flag for Planet Earth. The photographs are fantastic... as are many of the once in a lifetime stories...Don't miss this...

MARCH CHEESE PLATE:

MARTYN COLEBROOK

UPCOMING EVENTS

Sunday March 22nd - Breakfast and Safety Workshop 'How to use a Multimeter'



This month we are starting with a new topic:

How to use a Multimeter- A Multimeter allows you to understand what is going on in your electrical circuits. Whenever something in your circuit isn't working, the multimeter will help you troubleshoot.

Paul Wotherspoon will canvas his vast knowledge and guide us through a hands-on approach to the basics of how to use a Multimeter.

Breakfast will be available downstairs in the café at 9:00am before heading up to the Commodores room. You are more than welcome to join for breakfast only and a catch up if not attending the workshop.

Bring, borrow or buy a cheap multi-meter and bring it along. Grab some batteries you have laying around to test these or anything else you would like to test.

Later in the year Phil Darling will return to complete his Navigation workshops



By Alex Comino



We're at your service.

Right next door to MHYC is the most comprehensive service offering available in Sydney Harbour. Unlike other facilities, **everything we do is done in-house**, by our own trades and own employees. This is what gives us the edge and enables us to offer a quality of work and customer experience like no other. Try our services for yourself and experience the difference. Free pick up and drop off for MHYC members.

- ✔ Travel Lift (31 tonne)
- ✔ Antifouling (spray or roll)
- ✔ Mechanical Services
- ✔ Shipwright Services
- ✔ Detailing Services
- ✔ Electrical Services
- ✔ Free wet rub and hull inspection with every antifoul

SHORT MARINE

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Drama and Frenzied Fury



Rapture in Pittwater

Thus only *Flemingo* and *Rapture* put to sea with *Flemingo* insisting that Radio schedules still be rigidly observed to maintain proficiency. Accordingly, *Rapture*, being the flagship, called all Compass Rose vessels to stand by and await their turn as all vessels would be called alphabetically !!?

A following breeze and mild southerly swell suited both vessels heading north, but to keep up with a 60 ft motor boat, *Rapture* kept her motor running.

Much time was spent dodging floating logs in the water, the result of the preceding week of rain, but the promise of *Kodiak* meeting up with us in Refuge bay would give a final fleet of three boats. Trevor D'Alton and his *Kodiak*, an Alaska 44ft, are past members of the Cruising Division. (Again Sail was outnumbered by Motor).

Drama #1 Off Barrenjoey Light, the none too vigilant crew on *Rapture*, noticed the temperature gauge was showing the engine temperature was climbing. The throttle was immediately closed to idle and the temperature resumed its normal reading. Somewhere there was a partial blockage. So after letting the engine cool somewhat, it was stopped and the remainder of the passage was made under sail alone, tacking all the way to the club mooring in Refuge Bay.

The rest of the day was spent urgently looking for the blockage as the engine was needed to keep the fridge cool, not just the food,.. but the beer as well !! So began the long process of elimination....



Rapture's Engine Room

AFTER a week of savage storms and torrential downpours, it took more than a little courage to issue the Sailing Instructions for the annual Late February Cruise north to Broken Bay.

The start date loomed closer with the promise of five participating boats, but by Sunday 16th February, sadly *Simply Irresistible* and *L'Madre* dropped out when plans changed.

Little did we know what was in store for each participant.

- a) The back-pressure device installed to prioritize engine block cooling was removed and the spring checked. That was not the problem
- b) The thermostat was removed and tested in a saucepan of water to ascertain the temperature at which it opened. A digital thermometer showed that was not the problem.
- c) The main intake filter was emptied and cleaned. That was not the problem.
- d) The saltwater cooled engine was flushed with diluted hydrochloric acid for 15 minutes. This fixed the problem somewhat but, there was still a further problem.
- e) By now the main intake seacock had become blocked as I could not blow bubbles through it and hear them gurgle to the surface. After an interval to recover my breath, one last desperate lung busting blow dislodged whatever it was that had blocked the engine intake and I could hear bubbles.
- f) Finally, with so much debris in the water, the extra fine in line filter was removed and cleaned and this proved to be the final problem. Nonetheless the filters were cleaned twice more during the week, such was the level of decomposed litter in the water.

Drama #2 The next day, no sooner than *Rapture* had solved her problem, than a resounding crash emanated from *Flemingo*.

While attempting to hoist her pinnace to the davits, the aft block failed at the central pin, allowing the Honda outboard a brief dunking in the briny. Quickly the crew lowered the forward hoisting tackle, allowing the inflatable to assume a more normal attitude. Fortunately no one was under the pinnace at the time so there was no fatality, ...or injury.



MV Flemingo underway

Having witnessed the accident, *Rapture's* crew dived below to the Spares Locker and produced two large blocks with shackles, and a wire strop in the hope they might be of assistance. These were collected by *Kodiak's* crew in their inflatable and ferried to *Flemingo*. By noon on Day 2, temporary repairs on *Flemingo* were completed and all three boats were able to depart Refuge Bay bound for Yeomans Bay. By luck all four moorings were free in Castle Lagoon so we quickly diverted into that more desirable anchorage.

Drama #3 Day 2 and *Kodiak's* crew were short of petrol so *Rapture* donated her fuel to Trevor as his new 2-stroke motor was smoking badly and he needed it pick up Glynne Attersall as crew from the Cottage Point Public Wharf. This donation of fuel would later prove to be significant for *Rapture*, with the immediate smoking proving to be no more than incorrect mixing. An accompanying fuel leak proved elusive, but controllable in the short term.

Just after noon, the ever generous John Eastway launched his pinnacle and after a mild coughing attack, (motor, not John) the Honda settled down to a comforting hum carrying we three with

Glynne Attersall, to the Cottage Point Kiosk where a delightful lunch was washed down with two of the last bottles of Brokenwood white wine, the vineyard having been destroyed in the recent bushfires. Over Lunch, Glynne came to discover he could not stay away and promised to bring his own boat next time and so joined Trevor D'Alton on-board *Kodiak* for the next three days. That night was spent in Castle Lagoon listening to the sound of a noisy waterfall bubbling down the broken rocks in the far corner of the anchorage.

Day 3

On the afternoon of the third day, all three boats motored to the second arm of Smith's creek and picked up two moorings with *Kodiak* dropping her pick.

A short snooze and all repaired aboard *Kodiak* with their provisions for a BBQ. Trevor pushed a button and fired up his electric BBQ which resulted in no flames and the minimum of mess to clean up.

By 20:00 hrs that night all crew had departed *Kodiak* and were shortly thereafter in their respective bunks on a calm and peaceful night.

Rapture's crew rowed home in her tiny 2.2 M inflatable, as the small Honda outboard remained firmly attached to the pushpit due to having given my fuel to the crew of *Kodiak*.



MV Kodiak in Refuge Bay

Drama #4 At 23:00 hrs that night, suddenly and without warning, , crews were startled awake by the frenzied fury of a blast of wind that howled like a banshee, vibrated the rigging and shook each boat like a rag doll causing each to swirl around the mooring.

Lasting around ten minutes and measured by BOM at 55 knots, it blasted the stern of *Rapture*, picking up all loose items in the cockpit and hurling them like missiles past the face of the crew and on though the boat. Thunder rolled and the night darkened, lit only by the wild lightning that danced beyond the rim of high hills that surrounded the bay.

On *Rapture*, the inflatable was snatched into the air on the end of the long painter and performed wild acrobatics some three metres in the air, the attached oars spreadeagled like the outstretched wings of some tormented storm bird, until at last tired of such a plaything, a further gust slammed the tiny defenceless inflatable into the surface of the water where it at last became stable, rescued by the suction of the water surface. On all three boats an anxious anchor watch was kept for the next two hours or so, until it was apparent the squall was over.

Both Flemingo and Kodiak, having wide sterns were able to prevent their inflatables becoming airborne by mooring them fore and aft and suffered no more than a fright.

Next morning *Rapture's* inflatable was righted and the Skipper was *more* than thankful the outboard had not been on the inflatable overnight.

Rapture now has plans to lash the inflatable to the gunwale each night in a manner yet to be determined, ideally with the outboard safely on the pushpit.



More secure position for Rapture's dinghy

Day 4.

With no damage done, all three vessels motored to Houseboat Bay where the boats were left and we all made our way in Flemingo's pinnace to the restaurant at Bobbin Head in sparkling sunshine. The new manager, Nicki, made us feel very welcome as a visiting group from a nearby Retirement Facility, made us appear some of the youngest present.

Back on board after Lunch, the decision was made to relocate to Castle Lagoon for the evening as a certain nervousness still prevailed after the fury of the previous night.

Days 5, 6 & 7

A leisurely morning ride in *Flemingo's* pinnace took us back to the Cottage Point Kiosk, for a full breakfast of bacon and eggs. Gill joined us and became Glynne's ride home.

By the afternoon Flemingo had decided to overnight in Morning Bay in preparation for an early passage home to Sydney on Friday. Kodiak also decided to make for home to be able to berth in light winds

Rapture stayed on for Day 6 in Refuge Bay for a wet Friday and sailed home Saturday on a windless sea.



Raging Waterfall in Refuge Bay

Paul Wotherspoon ...*Rapture*

CD Quiz – March 2020 by Phil Darling

1. Firstly – after recent weather. We had a big East Coast Low recently that caused much damage (it even tried to fill up eXpresso on her mooring!). What is an East Coast Low?
2. How does an East Coast Low form?
3. Where are the most dangerous areas of an East Coast Low?
4. Do we get many East Coast Lows here (in eastern Australia)?
5. Phew – back to more normal questions. At night you see a vessel showing two all round red lights, one above the other. What does this mean and what should you do?
6. Watching the vessel in Q5, you notice that it's "running lights" (ie the red/green sidelights and white stern light) have suddenly turned on in addition to the two red all round lights. What does this mean and do your responsibilities change?
7. What is a "Cunningham Hole" and what is it used for?
8. What is the term for the height between MLWS and MHWS?
9. In a motor cruiser (yes- we have a few of them in the division now) in a following sea – do you adjust the trim tabs up or down?
10. In the "Master and Commander" series of books, Captain Aubrey sets great store by keeping a "taught bowline". Why, and when did they splice it or the mainbrace?

CHEF'S CORNER
BY DOT STERN 'CAVIAR'

Korean Carrot Salad



Ingredients:

- 1 kg carrots
- 5-6 cloves garlic
- 1 tsp salt
- 1 tsp black pepper
- 1 tsp ground hot chillies
- 1 tsp ground coriander seeds
- 1 tbsp Vegeta
- 2 tbsp vinegar
- 3-4 tbsp oil (olive or your choice)

Preparation:

Peel and finely slice the carrots in long thin strips. Mix all the other ingredients and pour over carrots. Marinate for at least 1 hour.

If you don't want it too hot, do not add all the chillies.

CRUISING NANU BETWEEN PORT JACKSON 33.48S 151.14E AND PORT DENISON 20.10S 148.15E.

By: Michael Mulholland SV Nanu.

Part 2. "Out the Heads and turn left!"

The previous article covers the 12 months of preparation that we needed to sail away for six months. One of my sailing heroes, Bernard Moitessier, wrote that dropping the mooring lines is the first and hardest step. He also suggested that the boat will never be perfect, so save some of your budget and just GO! You will need the extra funds along the way. People had asked me where we wanted to go cruising when taking a year sabbatical leave. I just said; "Out the Heads and turn left". An obvious choice in winter. The crew was wearing a ski suit on day one.



We were under way for 29 Days and one night to reach Port Dennison, 1233nm North of Sydney. Most sailing days were between 6 and 11 hours, though some were shorter. This took us 41 days overall because we waited for a couple of gales to pass in Camden Haven and Mooloolaba and took time to explore local ports on folding bikes and on foot as well as snorkel around the Whitsunday Islands. Port Denison has a small marina behind a breakwater at the town of Bowen. If you saw Baz Lurmann's film, Australia, you may remember the long cattle jetty. This is at the end of the main Street of Bowen and today home to 3 tug boats that move ships at Abbot Point coal loading facility, 20 nm to the North.

On July 31, 2019 we dropped those mooring lines! We did feel a bit privileged leaving MHYC while the Spit bridge was chocked with commuters making the daily grind to work.

First stop was our beloved Pittwater, where we filled fuel and water tanks at Quay Marina in Church point. Friends were joining us for the next leg to Newcastle so they were able to board there. Our first tranquil night was in Morning Bay, followed by an extra-ordinary walk at low tide on the sand flats, which were alive with acres of soldier crabs. It was like a scene from a Pirates of the Caribbean movie, where Captain Jack keeps imagining that he hears something, until the land moves under his feet with crabs. We could hear the army of soldier crabs, scurrying away from us and over each other. An auspicious, mild, blue sky day for our first relaxing day ashore after all of 24 nm north! Just one example of the wonders of nature when we take the time.

The next leg was a longer day of 55 nm in 9.5 Hours to Newcastle. Leaving pre-dawn to enable a daylight entry into Newcastle was foggy start with light drizzle. This was our friends first seagoing experience. It rained all day and winds were light so we motor sailed. This was the only rain that we encountered going north over the 41 days.

Newcastle Cruising Yacht Club is always welcoming and has the best bathrooms and laundry facilities on the NSW coast. It also has a 24 hour fuel dock. Harris Farm market is a short bike ride away and one of our favourites for fresh produce. There are plenty of great restaurants and cafes in this once steel city that reinvented itself after the earthquake in 1989.

Port Stephens, Broughton Island and Forster/Tuncurry were easy day sails. Port Stephens has a shallow bar just at the entrance which we passed to the South for a night in the aptly named Shoal Bay. Tuncurry was our first real bar crossing and quite benign on an almost high tide, though there is quite a current at the 2 courtesy moorings just before the bridge on the Tuncurry side.

I had crewed on deliveries to and from the Whitsundays with crews of 6 on watches around the clock in order to get there in 10 days. It is quite different with a crew of 2, where you are the responsible skipper. It is also calmer with less male egos on board! I spend a lot of time on passage planning the night before. Wind, swell, tides at departure and arrival port, especially over bars, all need to be considered.

The iPad with Navionics charts is my first rough route that is quick and easy with the tap of a finger. Then I transfer that course onto paper charts so that I see every rock, reef and headland that may be missed on electronic charts not properly zoomed! I try to make waypoints less than 2 hours apart to punctuate the passage with manageable goals. This helps engagement of both of us and helps alleviate boredom on longer days. I write the waypoints and estimated times into the log book. Finally I put the waypoints and route into the ships plotter. Once that is done I sleep well knowing that I have done my due diligence. That is just my personal OCD version of passage planning.



Rob's Passage Planner is really helpful for route distances, VHF channels and phone numbers for Volunteer Marine Rescue and Coast Guard, marina plans, charts required, lights, safety and more. Alan Lucas's Cruising NSW Coast and Coral Coast are indispensable. We logged on each day. In NSW we use the App which is very handy and efficient. Qld requires radio log on and off. Sometimes we couldn't contact local VMR to log off in the evenings in remote locations.

On the way north we had mostly SW- SE winds, though more than expected northerlies. Our first proper bar crossing and decent wind was entering Camden Haven. Tide was high at the bar but the Northerly wind had built to 30 knots on its way around to the ensuing SW gale. We had heard radio reports of a whale in the Bay and concerns that it may be injured. When I radioed VMR for an update and any local knowledge regarding the bar the operator was asking me if I'd seen the whale! I told him that we had passed it on our approach, saw it blow and dive. He was relieved that it dived and then was able to tell me about the bar while sheets of water blew across our dodger in the gusts. Once safely inside we used the two courtesy moorings to sit out the gale. Wind over tide created havoc until I rigged a longer, out board bridle directly to the mooring beehive.

Brother mountain is a wonderful 3 hour bush walk, enabling clear views of the river and bar. The local Art Deco cinema was great for a couple of movies too. The Laurieton Services Club has shower facilities and a wharf with water for visiting sailors. A \$50 key deposit is required.

SW winds allowed open road-stead anchoring at Crowdy Head and Trial Bay on the way North, which was not possible heading South due to Nor'easters.

At anchor in Trial Bay Gabriele was distracted by a loud blast in the morning, causing her to run up to the cockpit. She was awe-struck to see an inquisitive whale calf with its nose only a centimetre away from Nanu's hull. It probably wondered why she yelled; "Michael! Michael!" to it. By the time I arrived it had dived and Gabriele was beside herself for the rest of the day.

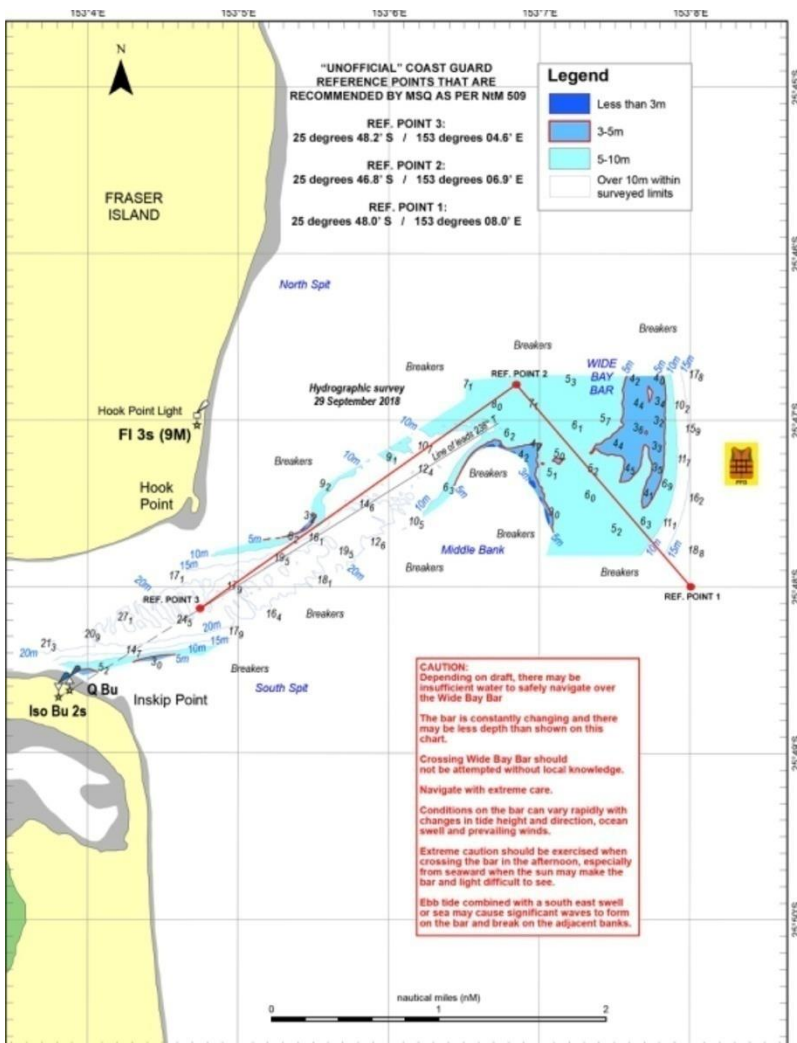
Mother and calf put on a display as we sailed out of the Bay. Gabriele is certain that this was all due to the whale music that she played the night before.



Another SW forecast spawned a plan for another open road-stead anchorage in Byron Bay, between Iluka and Southport. Alas as we neared Byron, close to sunset, the breeze was NE, not SW at all. So plans had to change to our first overnight to Southport. We slowed down in order to cross the Gold Coast Seaway after sunrise. A long slow night of motoring and slapping into a short, sharp chop made the crew seasick, cold and uncomfortable. In hindsight we would have been better off putting some sail up and zig zagging a longer course across the slop.

From Southport we took the inland passages to Moreton Bay. Approaching the shallowest parts North of Jacobs Wells half an hour before the high tide ensured that we had several centimetres of water below our 2.05m keel. Local VMR were helpful regarding recent changes to sand banks and a couple of specific marks to near or stay off. Tides change direction about this point so we were able to work the tides in both directions. Flood to the shallows and ebb out towards Moreton Bay.

After a night in Deception Bay, NW Moreton Bay, we snuck around the South of Bribie Island on a high tide and reached North between the Island and the shipping channel in a fresh South easterly all the way to Mooloolaba, where we waited out another gale until we had ideal conditions to cross Wide Bay Bar.

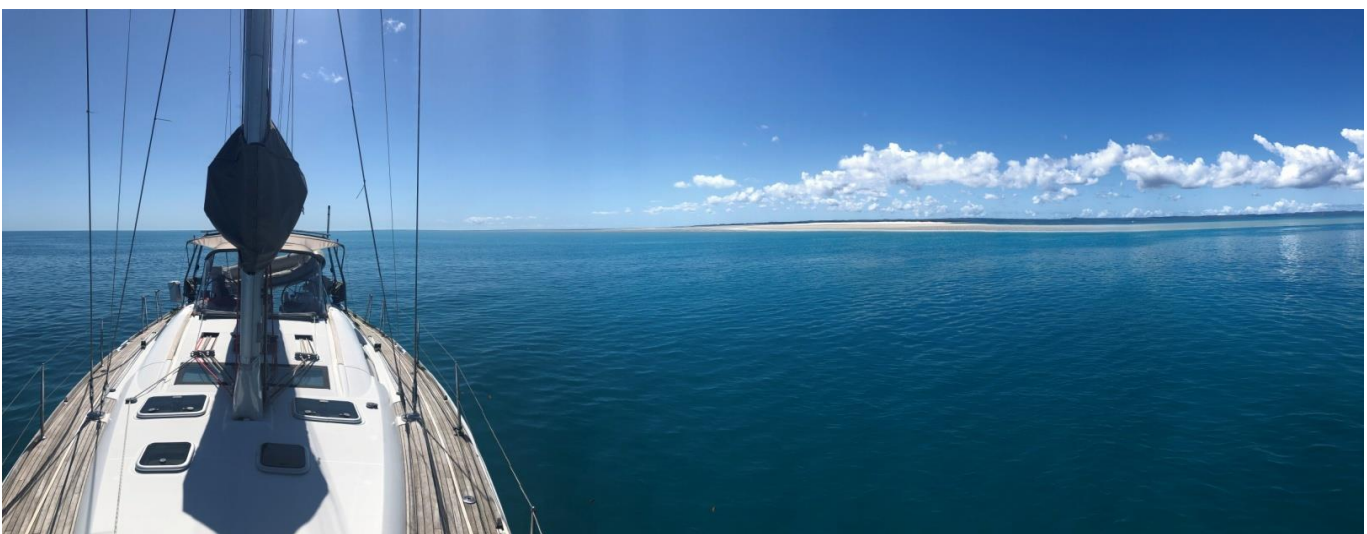


High tide and light off-shore wind after a 4 am departure and 9 hour sail from Mooloolaba worked well. Coast Guard Tin Can Bay emailed us the co-ordinates of three way points to cross the bar and then run the "Mad Mile". We hoped to be following a local in, but we ended up with two boats following us.

With Gabriele on the chart plotter giving me directions on the helm we had a calm crossing. Better than my previous two with all the gun sailors on board. It is surreal to see turquoise waves cresting on both sides of a yacht as we motor turbulent but unbroken water!

Great Sandy Straights are beautiful and from there North is another world. Dugongs and sea turtles make that point as well as turquoise water, white sand, tropic warmth and in parts sand flies. The Straights, bordered by Frazer Island to the East, opens into Hervey Bay which is 42nm across and brimming with whales in July-August.

We made friends from a couple of boats over sundowners at Garry's Anchorage that we caught up with repeatedly over the following months.



I will cover Hervey Bay to Whitsundays in a later article as there is too much to cover in one go.

PHOTO COMPETITION for 2020

March WinnerPhoto of the Month by Gavin Randall

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



The winning photo for March is called
'Camden Haven' and was taken by Gavin Randall.

Send your best photos (as a JPG / JPEG) - Remember ... to be in the running to win the prize you must be in it. Hint Give your favourite photo a Title and Place taken. Submit your photos to Darling.maralyn@ozemail.com.au.

Good Shooting ...!! Maralyn.

CD Quiz – March 2020 – Answers

1. Courtesy of the BOM (Bureau of Meteorology): *“East Coast Lows (ECL) are intense low-pressure systems which occur on average several times each year off the eastern coast of Australia, in particular southern Queensland, NSW and eastern Victoria. Although they can occur at any time of the year, they are more common during Autumn and Winter with a maximum frequency in June. East Coast Lows will often intensify rapidly overnight making them one of the more dangerous weather systems to affect the NSW coast. East coast lows are also observed off the coast of Africa and America and are sometimes known as east coast cyclones”.*
2. Again courtesy of the BOM: *“East Coast Lows may form in a variety of weather situations. In summer they can be ex-tropical cyclones. At other times of the year, they will most often develop rapidly just offshore within a pre-existing trough of low pressure due to favourable conditions in the upper atmosphere. ECL's may also develop in the wake of a cold front moving across from Victoria into the Tasman Sea. The sea surface temperature gradients associated with the warm eddies of the East Australian Current also contribute to the development of the lows”.*
3. Yet again – still courtesy of the BOM: *“The gales and heavy rain occur on and near the coast south of the low centre, while to the north of the low there can be clear skies. The challenge for forecasters is to accurately predict the location and movement of the centre of the low”.*
4. Finally – still courtesy of the BOM: *“Each year there are about ten "significant impact" maritime lows. Generally, only once per year do we see "explosive" development”.*
5. This is a vessel “not under command” ie one which cannot adequately control their own course. You must give way and avoid it by all means possible and safe.
6. The new lights mean that it is now under way – the requirements on the previous answer still apply.
7. The Cunningham Hole (if present) is situated a short distance above the mainsail tack. It is used to take a line which can increase the mainsail luff tension in the lower part of the mainsail – much beloved of racers when going to windward to increase the efficiency of the mainsail.
8. Mean Spring Range.
9. Up – to keep the bow from burying in the waves.
10. Keeping the bowline taught on a square rigger was similar to pulling on the backstay in a modern yacht – it tightened up the rig and assisted in going to windward. “Splicing the mainbrace” – on the other hand – usually referred to breaking out the rum and issuing a ration to each crew member. Hmm.

CALAMITY CORNER

Where did our Mooring go?

Saturday evening, we planned on returning Nashira to her mooring in Long Bay and Sunday return Sanctum back to her mooring in Quakers Hat Bay. Returning Nashira was straight forward and once she was tucked in safely, we dinghied back toward the club.

On the way we passed Sanctum's mooring which was being used by a Dufour 412 enjoying a break from sailing. We waved hello and went on our way not worried as they looked like they were only stopping for a short time.

Sunday rolled around and with Sanctum ready to motor through the 2:30pm Spit bridge opening, we were on our way, heading home early to take advantage of some free time. Arriving in Quakers Hat Bay to pick up our mooring and..... we can't find it! Where the devil did it go? I know we haven't been there very often, but we were sure it was right out front yesterday. We circled several times looking. Were we in the wrong area? No, it was gone! It was there yesterday evening. What do we do now?

Stumped for a few minutes and looking at our choices, we can return to the club through the 4:30pm bridge, we can drop an anchor, we can pick up the police mooring we passed on the way out, we can ring Roads and Maritime services (RMS) for help.

In the end we rang RMS and they were a great help. They organised for us to go onto the police mooring around the corner. We rang Jean who was able to look up the mooring identification number while RMS also managed to find the mooring identification number based upon the yacht registration number and owner's name.

RMS also put us in touch with the Boating Safety Officer (BSO) who manages the Mud Map of all the moorings with their exact coordinates. With Jean's help locating their mooring service guy (Timothy Gordge) we were able to connect the two.

Sanctum was on the police mooring for several days during wild weather before Timothy was able to resurrect the mooring. In the end he found the old mooring and successfully transferred Sanctum home.

Luckily, we remembered the name of the sailboat that had been sitting on the mooring the night before it went missing. The vessel, 'Heeling Time' turned out to be a Sydney by Sail charter boat. As things would have it, after calls from Evan and Jean to Sydney by Sail, the charter boat captain on this vessel admitted they still had the mooring buoy on their boat!!! The buoy was returned to Sanctum before the wild weekend weather but was not there after the storms so must have blown away.

Jean is in negotiations with Sydney by Sail to cover the costs.

By Kelly Nunn-Clark, SV 'Nashira'

PARTICIPATION POINTSCORE

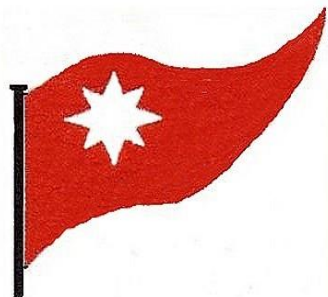
| YELLOW | | JAN - DEC 2020 | | | | | | | | | | | | | | | | | |
|---------------------|------------|------------------|-------------------|----------|-----------|--------|-------------|-----------------|--------|-----|--------|-----------|---------------------------------------|------------------------------------|--|----------------------------|--|--|--|
| CELLS ONLY | DATE = | Dec 28- Jan 4 | Jan 25- Jan 27 | Mar 9-10 | Apr 10-13 | 10-May | 6-8 June | 7-20-21 June | Jun-19 | TBA | 30-Oct | 17-18 Nov | Compass | attendance | Technical | TOTAL | | | |
| ENTER CREW FOR EACH | EVENT = | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th | | Rose Feature Articles Points | at Monthly Meeting Points | Corner Project s complt' d Points | CUMUL' SEASON POINTS | | | |
| YACHT | No. Nights | 6 | 2 | 1 | 3 | 2 | 1 | 1 | 1 | 4 | 1 | 1 | 2 | 1 | 3 | | | | |
| Altair | Crew | | | | | | | | | | | | 0 | 1 | 0 | 1 | | | |
| Keith | Nights | | | | | | | | | | | | | | | | | | |
| Breeze | Crew | | | | | | | | | | | | 0 | 0 | 0 | 0 | | | |
| Bill & Helen | Nights | | | | | | | | | | | | | | | | | | |
| Caviar | Crew | | 2.5 | | | | | | | | | | 0 | 1 | 0 | 6 | | | |
| Dorothy | Nights | | 2 | | | | | | | | | | | | | | | | |
| eXpresso | Crew | | | | | | | | | | | | 0 | 2 | 0 | 2 | | | |
| Phil & Maralyn | Nights | | | | | | | | | | | | | | | | | | |
| Flemingo | Crew | | | | | | | | | | | | 0 | 0 | 0 | 0 | | | |
| John | Nights | | | | | | | | | | | | | | | | | | |
| Tonic | Crew | | 3 | | | | | | | | | | 0 | 2 | 0 | 8 | | | |
| Manfred & Sebiene | Nights | | 2 | | | | | | | | | | | | | | | | |
| Sisu | Crew | | | | | | | | | | | | 0 | 1 | 0 | 1 | | | |
| Mike & Suzanne | Nights | | | | | | | | | | | | | | | | | | |
| Nashira | Crew | 1 | | | | | | | | | | | 2 | 2 | 0 | 10 | | | |
| Evan & Kelly | Nights | 6 | | | | | | | | | | | | | | | | | |
| Rapture | Crew | | 1 | | | | | | | | | | 0 | 0 | 0 | 2 | | | |
| Paul | Nights | | 2 | | | | | | | | | | | | | | | | |
| Simply Irresistible | Crew | | | | | | | | | | | | 2 | 2 | 0 | 4 | | | |
| Glynnne & Gill | Nights | | | | | | | | | | | | | | | | | | |
| Slack'n'Off & FI | Crew | | 2 | | | | | | | | | | 0 | 0 | 0 | 4 | | | |
| Martyn | Nights | | 2 | | | | | | | | | | | | | | | | |
| Galaxy III | Crew | | | | | | | | | | | | 0 | 0 | 0 | 0 | | | |
| Chris | Nights | | | | | | | | | | | | | | | | | | |
| Sanctum | Crew | | 3 | | | | | | | | | | 0 | 1 | 0 | 7 | | | |
| Jean | Nights | | 2 | | | | | | | | | | | | | | | | |
| Bloodhound | Crew | | | | | | | | | | | | 0 | 0 | 0 | 0 | | | |
| Alex | Nights | | | | | | | | | | | | | | | | | | |
| Buggalugs | Crew | 1 | | | | | | | | | | | 0 | 2 | 0 | 8 | | | |
| Jeremy & Kristin | Nights | 6 | | | | | | | | | | | | | | | | | |
| Tulip | Crew | | | | | | | | | | | | 0 | 1 | 0 | 1 | | | |
| Dick | Nights | | | | | | | | | | | | | | | | | | |
| Ra Ra | Crew | | 3 | | | | | | | | | | 0 | 2 | 0 | 8 | | | |
| Niklas & Sanna | Nights | | 2 | | | | | | | | | | | | | | | | |
| Delphin | Crew | | 4 | | | | | | | | | | 0 | 2 | 0 | 6 | | | |
| Simon & Gavin | Nights | | 1 | | | | | | | | | | | | | | | | |
| Hunky Dory | Crew | | | | | | | | | | | | 0 | 2 | 0 | 2 | | | |
| Aileen & Cam | Nights | | | | | | | | | | | | | | | | | | |
| Isobel II | Crew | | | | | | | | | | | | 0 | 1 | 0 | 1 | | | |
| Val & Des | Nights | | | | | | | | | | | | | | | | | | |
| La Madre | Crew | | 2 | | | | | | | | | | 2 | 2 | 0 | 6 | | | |
| Selina & Dallas | Nights | | 1 | | | | | | | | | | | | | | | | |
| Nautilee | Crew | | | | | | | | | | | | 0 | 0 | 0 | 0 | | | |
| Lee | Nights | | | | | | | | | | | | | | | | | | |
| No. of Boats = | | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | The Leading Boat is.... | | | POINTS | | | |
| | | | | | | | | | | | | | | | | 10 | | | |
| | | | | | | | | | | | | | | | | Nashira | | | |

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

| | |
|---|-------------------|
| Cash at Bank as at 01.02.2020 | \$1,886.18 |
| <i><u>Plus Receipts</u></i> | |
| Membership | \$0.00 |
| Interest 29 January 2020 | \$0.14 |
| <i><u>Less Payments</u></i> | |
| Maralyn Miller Reimbursement for photo competition prize | \$100.00 |
| Cash at Bank as at 29.02.2020 | \$1,786.32 |
| <i><u>Outstanding Receipts</u></i> | \$0.00 |
| <i><u>Outstanding Payments</u></i> | \$0.00 |
| Account Balance | \$1,786.32 |

Signed as a true record
Mike McEvoy
Treasurer

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



The Cruising Division of MHYC 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.