



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

Volume No. 37 No. 04 May 2017

Editor: Evan Hodge



**GALAXY III - ARE WE THERE YET.**

## CRUISING DIVISION OFFICE BEARERS – 2016 - 2017

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



### Editor's note:

**Deadline** for the next edition of the Compass Rose, is **31<sup>st</sup> May**

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

**Mike McEvoy**

Please forward contributions via email to the editor: [mmcevoy@bigpond.net.au](mailto:mmcevoy@bigpond.net.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 CALENDAR

May	6 <sup>th</sup>	Annual Prize Presentation
	15 <sup>th</sup>	Cruising Division Meeting
	28 <sup>th</sup>	On Land Event – TBC
June	8 <sup>th</sup>	Lunch with Tracey Spicer & Book Launch
	10 <sup>th</sup> to 12 <sup>th</sup> LWE	CD Get Checked Weekend and Raft-up.
	16 <sup>th</sup>	Commodore's Black Tie Dinner & fund –raising for Frank Likely trust.
	17 <sup>th</sup> & 18 <sup>th</sup>	Club Get Set Weekend.
	19 <sup>th</sup>	Cruising Division Meeting (AGM)
July	16 <sup>th</sup>	Senior's Lunch
	17 <sup>th</sup>	Cruising Division Meeting
	30 <sup>th</sup>	Long Lunch
August	21 <sup>st</sup>	Cruising Division Meeting
	24 <sup>th</sup>	Skippers Briefing
September	TBA	Club Opening Day and Sailpast
	16 <sup>th</sup> & 17 <sup>th</sup>	090 plus Sugarloaf Raftup
	18 <sup>th</sup>	Cruising Division Meeting
October	Sept 30 <sup>th</sup> to Oct 2 <sup>nd</sup>	Oct LWE Cruise to Lake Macquarie (Tides OK)
	5 <sup>th</sup>	Twilight racing starts
	16 <sup>th</sup>	Cruising Division Meeting
November	18 <sup>th</sup> & 19 <sup>th</sup>	On Water Event (TBA)
	20 <sup>st</sup>	Cruising Division Meeting

**NEXT MEETING: Monday May 15<sup>th</sup> 7:30 p.m.  
 BYO BBQ from 6:30 p.m.  
 Followed by our guest speaker:  
 Alex Comino – Our Sky by Night**



## CAPTAIN'S COLUMN – MAY 2017

Greetings fellow cruisers,

A small flotilla from the Division sailed out the heads at 12:00Hrs on Sunday April 23 to farewell Chris Canty aboard Galaxy III. Once at sea, Galaxy III tacked to port as we waved and offered our best wishes for a safe and speedy circumnavigation.



First stop was Hardys Bay for Chris's son Ben to board. David James taunted Chris that if he was only going to cover 12 miles per day, he would need more than a year to go around! We look forward to welcoming Galaxy III back home next year.

One of the great benefits of the Cruising Division is the coming together of sailors of varied experience. Some with thousands of miles and decades of experience under their keels and others full of fresh enthusiasm to learn and broaden their experiences. Many of us love to share our cruising dream with family and friends.

My sailing this month offers some sound tips on cruising with novices:

<http://www.mysailing.com.au/cruising/before-you-go-top-ten-tips-when-cruising-with-novices>.

I would like to extend a warm welcome from the Cruising Division to our new Sailing Manager, David Staley. Please make yourself known to David and make him welcome at the Awards night on May 6. This will also be Roger Wragby's last event at MHYC as he takes on his new role of Sailing manager at RANSA. Thanks to Roger for his service to MHYC and we wish him well.

Thanks to David James who gave some very useful and practical tips on how to keep our rig aloft at last month's members meeting.

This month's speaker at the May 15 meeting will be Alex Comino, who will share his extensive knowledge of astronomy to help us simplify and recognise what is visible in the night sky. Alex will show us how to read charts of the sky and use simple tools to understand what those complex light sequences actually are.

Our June meeting and AGM will include the election of committee members. If you have enthusiasm to assist the stewardships of the Division for the coming year, or would like to nominate another suitable member, please use the form provided in this magazine.

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

Michael Mulholland-Licht

Vice-Commodore Cruising. SY. "Bliss"



## FUTURE EVENTS

On Land Event. May 28. TBC at May monthly meeting  
Get Checked Weekend & Raftup – June 10-12 – Sugarloaf

## MEMBERS' PLANNED CRUISING:

### **CAVIAR**

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

### **GALAXY III**

'Are we there yet world cruise' – Chris & Ben Canty. Follow Chris & Ben Canty on their blog and tracker at <https://www.are-we-there-yet.com.au>



**THE GALAXY III ESCORT FLOTILLA**



**TREVOR & LENA CHEERING FROM THE SIDE LINE**

## A LIFETIME OF PLEASURE WITH BOATS

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

In the 1960’s a berth in the Sydney to Hobart was a rare commodity. I had to get more experience, and one way to do this was to help sail a boat back after the race. So I took a punt and in January 1968 flew Ansett down there with no funds for accommodation or indeed for the fare home.

The flight to Hobart was memorable, both for the deep throated rumble of the Lockheed Electra’s turbo engines and for the fetchingly attired lady seated next to me who was reading, of all things, “Man” magazine.

By the time I reached Constitution Dock it was getting dark. I was invited to join a party on “Fidelis” and spent the night enjoying the good cheer and great music of the Maori guitar players amongst the Kiwis on board.

The next morning my great mate John, who had also flown down with me, announced he had arranged a trip home for us both on “Lorita Maria” , a gorgeous 39 ft. sloop owned and skippered by Norman Rydge Jr. She was designed by Alan Payne, built by Jeff Clist and named after Norman’s elegant and very Italian wife. The crew comprised the legendary Peter Green, a young Englishman named Trevor Haworth and now the two Johns. Trevor went onto a distinguished career in the tourism industry, founding Captain Cook Cruises.

I learned much on that trip. This was the first time I had helmed a yacht with a wheel, for example. I also learned something of salty humour when during a bitterly cold middle watch Peter passed up a peach tin from the cabin. “Here, warm your hands on this” he said. I thought he was being nice, and the tin was indeed warm, so maybe that explains why I was a bit slow to realise he wanted its contents tipped over the side.

The compass and stars were everything in those days before electronic navigation and without the existence of mobiles Norman made port at Kiama just to phone Lorita. With great mirth, the crew good naturedly canvassed Norman about the reasons he had to do that.

Back in Sydney, while awaiting the launch of “Melite” John and I sailed a few races with Noel Long on “Matika”. We were particularly interested in the sheet winches he had developed, and very impressed with Noel’s sang-froid whenever the boat developed death rolls in hard running conditions. He would take off his tinted glasses, wipe them with his handkerchief , then announce rather laconically “here we go again!”

At last the “Swanno” was finished, and we basically spent the next two years trying to beat Norm Brooker’s “Moonbird”, without success. That job had to wait for new designs , such as “Boambillie” and later “Stormy Petrel” because Norm seemed to know his way around and generally had a Treharne or two in his crew.

John Brodziak and I sailed “Melite” in the 1969 Hobart. At 22 John was one of the youngest skippers, and Eric Mentz navigated. We were pleased to finish in the middle of the fleet, but the real star was the SS 34 “Morning Cloud” which sailed a sensational race and finished ahead of many larger yachts. The Tattersalls Cup went to her owner, Mr Heath.



As a service to the competing yachtsmen (and women?), Ansett flew to Hobart whatever duffels and suitcases had been left at the CYCA. Mine had been borrowed from my Dad, Ed Howard, and was a natty little leather case stamped in gold with his initials, “EDH”. After 5 days at sea I was keen for a change of

clothes, so was disappointed that my case was nowhere to be found. In what was to be a brush with fame, I sauntered along to “Morning Cloud” and inquired as to the possibility that my suitcase may have been collected in error. I was rather rudely dismissed...such a mistake was apparently unthinkable.

Two days later a large Bentley pulled up alongside our boat at Constitution Dock. The liveried chauffeur alighted, retrieved my suitcase from the boot and announced “Mr Heath sends his apologies”.

John and I sailed the boat back from Hobart together with David Bradley and John Crawford, both friends from Uni. We transited Denison Canal, and swapped bottles of beer for crayfish at Wineglass Bay. As navigator and using only DR and RDF I was happy indeed to sight Gabo Island again. Further along, after a frustrating afternoon working against the set up the NSW coast, Crawford announced “I think we are gaining on that yacht in front.” We were indeed gaining, but unfortunately it was the smokestack (now demolished) at Port Kembla! Crawford went on to become a great ocean sailor as well as Commodore of the Sydney Amateurs and owner of the



beautiful black enamel Ranger class, "Vanity". His brother, Robin, won the Hobart Race a few years later in "Assassin".

Marriage and the subsequent arrival of babies curtailed hours spent sailing for a few years and "Melite" found new owners, firstly with David Gonski and later with Peter Mounsey, who changed her name to "Breakaway" and sailed her around the world.

John Howard, Sydney 2017

Ps: I will interrupt this short series next month to report on the recent trip to Hobart with Rob Ogilvie, Glynne Attersall and Rob Wilton.

## **REGIONAL BOATING ADVISORY GROUP (RBAG)** by Mike McEvoy

Previously, I have reported from time to time on matters arising from my attendance at the Middle Harbour User Group (MHUG), where I represented MHYC. That group has been suspended in that RMS no longer Chair the meetings. RMS have stated that they will support the continuance of the MHUG if the members wish to continue the Group, which brought together interested parties e.g. Marine Rescue, Mosman Rowers, MHYC, some of the commercial interests along the shoreline, Balmoral Sailing Club etc.

With RMS stepping back from MHUG, MHYC has supported my nomination to RBAG and I attended its inaugural meeting last week. RBAG, is Chaired by the RMS Manager of Sydney Harbour Operations and is one step up from MHUG. RBAG has representatives from across the whole of Sydney Harbour e.g. Sydney Ports, Sailing Australia, Captain Cook Cruises, Harbour Ferries, the Sydney Rowing community, the Commercial Vessels Association and a number of other interests. I seem to be the only representative for Middle Harbour and MHYC.

The following article is the main item to arise from the first meeting of the Sydney Harbour RBAG, one of 11 across the State.

### **Western Harbour Tunnel and Beaches Link**

Fact Sheet issued by NSW Government Transport, Roads and Maritime Services, March 2017

Insofar as it affects the MHYC community the Fact Sheet talks about the Beaches Link Tunnel which will connect the Warringah Freeway with the Burnt Bridge Creek Deviation at Balgowlah. The Wakehurst Parkway will be duplicated to Warringah Road. Thus the tunnel would go under the Seaforth Bluff thence under Middle Harbour across under Clive Park, Northbridge and emerge onto the Warringah Freeway.



*Navigation Restriction – Seaforth Bluff Point to Clive Park Point, Middle Harbour, Port Jackson*

*A Marine Notice under the Marine Safety Act 1998 s.12 advises that: Vessel Operators are advised that due to marine barge works, navigation will be restricted in the area of Seaforth Bluff and Clive Park Point in Middle Harbour. The barges will be conducting marine works within the area. Each barge will have a 25 metre exclusion zone, marked by lit yellow buoys. Unauthorised vessels are prohibited from operating within the 25 metre exclusion zones.*

*Directions:*

*Roads and Maritime advises:*

- a. Vessels are required to maintain a safe distance and speed from the works and operators are reminded that the production of wash which impacts unreasonably on the works is an offence (Marine Safety Regulation – clause 11(2)- Maximum Penalty \$5,500.00)*
- b. Persons within the vicinity of the works must comply with any direction given by a Boating Safety Officer or Police Officer in relation to the works or to marine safety, Failure to comply with any such direction is an offence (Marine Safety Act 1998, s.15A – Maximum Penalty \$3,300.00)*

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The Western Harbour Tunnel will connect West Connex at Rozelle with the Warringah Freeway via a new tunnel beneath Sydney Harbour.

Test work will include geotechnical drilling on both dry land and in Sydney Harbour and Middle Harbour. Geotechnical testing involves drilling a small diameter hole (about the size of an orange) to extract a rock sample used for scientific testing and analysis. Drilling at each site will take about a week and will occur between 7am and 5pm Monday to Friday and between 7am and 12 noon on Saturdays. There will be no test drilling on Sundays or public holidays. When the work is complete, drill holes on dry land will be capped and the test site restored to its previous condition.

According to the Fact Sheet the new cross-harbour bypass of the CBD will take pressure off the Sydney Harbour Bridge and the Sydney Harbour Tunnel. “The project will provide essential capacity to connect the North Shore and Northern Beaches with the Sydney CBD and beyond.

Confirmation of project scope, final costings, including options for funding and public sector involvement due mid-2018.

For more information: [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

Telephone: 1800 789 297

Email [motorwaydevelopment@RMS.nsw.gov.au](mailto:motorwaydevelopment@RMS.nsw.gov.au)

#### Other Items:

1. Barangaroo Ferry Hub: Work is scheduled to complete in late May 2017 with a possible commissioning date soon after Vivid Sydney. The extended 4 knot zone is now in place with appropriate signage indicating the start of the zone.
2. Safe Water Mark: The Port Authority is considering removing the Safe Water Mark off Bradleys Head. The attendees were opposed to this. RMS to engage a Boating Education Officer to conduct a targeted safety campaign for recreational boaters using Sydney Harbour.
3. Mooring Review Update: Transport NSW is initiating steps to review and implement outcomes of the Moorings Review Paper – seagrass moorings, long wait lists, insurance, mooring contractors.
4. Wharves: Milsons Point and Cockatoo Island wharves are to be rebuilt, expanded.
5. Homebush Bay Precinct Rowing Facility: Planning is well under way.

#### DRIFTWOOD:

Its amazing to think what is going on under your yacht while at anchor. Fish life in Jervis Bay is alive and well if this view under Nashira is anything to go on.



## MARCH 2017 YACHT CRUISE – PART I



Once again Phil, Harvey and I, had organised months ahead, to start a cruise of about 9 days, on Wednesday the 29<sup>th</sup> March 2017, on “As Free As The Breeze”. We had not reached our target destination north, on a number of previous cruises, due to bad weather. So this time, we were prepared to go either north, or south. Checking the weather several days before, the forecast on our start day Wednesday, was for light variable wind, turning north-east in the afternoon, with southerly winds for Thursday and the following few days. Maybe at last we will go some distance north. Cyclone Debbie was heading for Hamilton Island and Queensland’s central coast. It was a thousand miles away and a thousand miles in diameter, a big one. We had about a 500 mile safety margin.

By early Tuesday, the day before our departure, Seabreeze was showing the southerly starting about 08.00 on Thursday and building up all day to over 40 knots by midnight. Brown arrows on the Seabreeze wind strength chart, are rarely seen. Oh and 4 to 5 metre swells, plus big seas. Oh and heavy rain in the afternoon. The media were issuing warnings and advising, the Ferries may be suspended by 18.00. As the posh voice from BOM says, *wind gusts maybe up to 40% stronger than the maximums given here and maximum waves, maybe up to twice the height*. How nice, definitely our kind of weather, mmm ah, for lay-days. For Friday, the swell was forecast to be larger, the further north one went, with 25 to 30 knot southerly winds and for the days following, both sea and wind were not going to change much and showers every day. This is not even good fishing weather. Two days before, Harvey had left hospital after a short stay. He had played serious Tennis in very hot conditions and ended up in hospital, under observation.

At load the boat time Tuesday afternoon, we considered the alternatives. To head south, we would have one reasonable day and then be held up going further south, by the strong head winds and big seas. Botany Bay, or Wollongong are not long stay destinations and Port Hacking is limited because it is shallow. Heading north into a nor-easterly, Broken Bay was Ok. At Lake Macquarie entrance, at our arrival ETA, the tide would be too low, to enter on Wednesday. Newcastle was too far, for us, against a nor-easterly. Well, Broken Bay is not bad, to be port bound, for a few days. We left Davis Marina at 09.45 hoisted the main, then passed through Sydney Heads and turned left at 10.15. The clouds cleared away. Under a hazy blue sky and gentle swell, with some backwash and a small rolling, left over wind chop, we motor-sailed north under main only, at about 6 knots, with ½ a knot favourable counter current.

Just before Long Reef our trolling line began to run. The pull was quite strong. Harvey was selected to pull the fish in, while we stopped the boat. Near the yacht we saw a good sized white belly flash. Harvey landed about a 2 kilo, Bonito, smaller than we had expected. At least it was a good bait fish. We were going to have time to fish. A little later Phil caught another Bonito and I brought in a third. We released these last two. A previous attempt years ago by Helen, to cook a Bonito, by making fish cakes, was unsatisfactory. Their taste was too strong, the whole boat smelt of Bonito and the lot was thrown over the side. The fishing, the sighting of 2 large Albatrosses gliding over the gentle swells and then dozens of porpoises, (Dolphins) spread over the ocean around us and passing alongside and under the bows of our yacht, were all great entertainment. Viviane, Harvey's wife, had kindly made beautiful fresh sandwiches very early this morning for our lunch. The filling was marinated Marlborough King Salmon, slow wood roasted over aromatic timber, Avocado and lettuce. Wow, just tip top.

By Bangally Head, about 5 miles south east of Barrenjoey Headland, we were well offshore in the building nor-easterly. So we rolled out the headsail and turned off the motor at about 12.40, for a pleasant fast sail, towards Barrenjoey. Our speed was over 7 knots at times hard on the wind and when we eased the sheets near Barrenjoey, at 13.30 our speed was around 8 knots. This was reduced as we entered the run out tide. We sailed into Broken Bay favouring the Lion Island side for reduced adverse current. Surprisingly the wind did not freshen, but eased. We were down to 3 knots over the ground, against the tide. After jibing, with poled out the Headsail we sailed past Patonga, then, across the mouth of the Hawkesbury into Cowan Waters, surrounded by the beautiful natural Ku ring gai National Park. Off Yeoman's Bay, the sails were lowered and we motored into the eastern end of this Bay and picked up a very sheltered mooring at 15.20. We had enjoyed the lovely sail to finish this entertaining trip.

We launched the dingy and it was time to turn the gas on at the bottle and light the stove to boil the kettle, *for a nice cup of tea*. Woops, no flame. The saga of the stove had begun. Strange, the gas bottle must be empty. Well, just switch the connection to our second bottle. Disaster!!!, still no flame, only intermittent flashes of flame. Only the faintest supply of gas was coming through. No stove and the freezer full of frozen meat, chicken and Salmon.

To keep up the maintenance on the boat, the gas regulator had been replaced recently, because it was slightly corroded. We did not carry a spare, because the previous one had functioned for over 20 years. Maybe the new gas regulator had failed. Considering the situation, firstly our most immediate problem was, what can we have for dinner? We had a very nice supply of nibbles, more of Viviane's magnificent sandwiches and plenty of beer, wine, gin and port. For breakfast in the morning, we had an excellent range of fruit, for our fruit salad breakfast. The freezer



and frig were kept in order by the engine. Right, now that is all sorted out. Neither our mobile phones, nor our VHF radio, had contact in this fiord like bay. I forgot we had our HF radio. It was too late in the day to go for spare parts, at Cottage Point, or Akuna Bay Marina.

On Thursday morning the 30<sup>th</sup>, after erecting the Bimini and all round clears, we set off for the Cottage Point Café. Mooring in drizzle and went ashore to the Boatshed. A shipwright responded to our enquiry, saying they don't carry spare parts and that taxis are very difficult, if not impossible to get to come out to Cottage Point, (all negative) but there is a Bunnings Store at Terry Hills. Upstairs in the Cafe we ordered coffee and mentioned our problem. We were told a couple at another table were about to leave for the city. Phil asked them for a lift to Terry Hills on their way. They very kindly offered to drive us up to Terry Hills and wait while we bought the part and bring us back. It is wonderful to receive such kindness. They were farmers, who only weeks before had retired and would take nothing for their great help. The Bunnings Store was actually at the Austlink Centre, which is in the south east corner of the intersection of Mona Vale Road and the road to Belrose. We bought 2 Gas regulators, one as a spare, identical to the one we suspected was faulty. We had taken it with us of course, to ensure we got exactly the same model. Back on board, the new gas regulator was connected. To connect the Stove end of the Gas line, one had to take out the Stove, which we must have done several times, up to this stage. Oh no!!! Still no gas was coming through. Our diagnosis was incorrect. How deflating. Time for more thought. We started to check the gas line, where it was visible. It is copper and seemed fine. Well it was now time for lunch. We rowed ashore in the drizzle, back to the Boatshed Cafe and ordered lunch. The rain became heavy. Over lunch we considered what is next. We tried to come up with various ideas. Call a plumber, out here! Disconnect the gas line again and pump the line backwards or what else?

At the back of my mind was the memory of previously keeping our gas gun lighters in the oven. Before our last cruise, I had bought 2 additional small cigarette lighters to add to our lighters collection and put them in with the others in the oven. About the second day of that cruise, it was time to heat up the Lasagne in the oven. The lighters were taken out of course. While relaxing and sipping a pre dinner glass of wine, there was a big bang. Front hatch blown shut? No. What then. Aa Oh!!! The second of the 2 little lighters had been left in the oven!!! It had exploded and shattered the inner layer of glass in the oven door. Well, the Lasagne was still OK! The stove had continued to operate without using the oven.

Back on board, I had almost given up with this uncooperative stove and Harvey was losing his enthusiasm for the stove, but tenacious Phil disconnected everything again, including the stove. Out came the manual double action T bar (Inflatable dingy) pump. We do have an electric pump, but this new manual one produces real

pressure. With Phil observing the gas bottle end and Harvey jamming the pump onto the stove end of the gas line, I started pumping. Opps! No air was going through. Try opening the gas shut off valve, near the stove end of the line. Now pumping again, out came an amount of water at Phil's end. We kept pumping and blew it all out. Now, reconnect everything, put the stove back in, turn on the gas, open the shut off valve, light the lighter, turn the control knob on and wait. Whoopee,!!! We had a beautiful bluish flame again. How wonderful to see. Oh the joys of yachting! We headed back to Yeoman' Bay for an overnight mooring. Sitting in the protected cockpit, as the rain came down, having a **hot** cuppa, was very satisfying. Later, dinner was just a fillet of beautiful pink salmon. We listened to beautiful music from our entertainment officer Harvey.

The southerly really blew through the night. The wind was roaring through the hilltop trees. We were sheltered. Occasionally the boat yawed and the rigging whistled and whined as bullets of wind hit the boat.

On Friday morning the 31<sup>st</sup> we woke to a beautiful clear blue sky, with only a band of cloud low on the western horizon. Remembering the forecast of 5 plus metre swells and strong southerly winds, there was no talk about trying to go further north today. Instead, after a leisurely full breakfast, we motored to Bobin Head public wharf, to unload our garbage. We tied up after 11.00. There is a 2 hour time limit at this wharf and the outside face must be kept clear for the ferry to come alongside. Near high tide, there was about 2.7 metres depth under our bow, which was about 6 metres from the shore stone wall. Phil and Harvey set off on a one hour walk, around the shore past Appletree Bay. I abstained. I wanted to attend to a few little jobs. Drain the dingy of accumulated rainwater, with the help of, a keen to help, bystander. He told me of a good Cafe across the bridge, run by Korean people in the old building, which had been closed for decades. It is controlled by the NPWS, who now, have their office there.



Now at Bobbin Head there is another choice of cafe to the Marina Cafe. Harvey and Phil returned from their long walk and suggested we try lunch at this new cafe, they had discovered.

The knowledgeable skipper said, "yes, I know, it is run by Korean people." We got the OK from NPWS to stay longer at the wharf. We ate inside

the cafe, looking out over the park to the bay. It is basic, clean and the food is good. The service was quick and pleasant. After quick showers, we departed for Cotton

Tree Bay. I call it 2 Rock Bay. It could be 30 years since my second visit to this bay. Again we picked up a public mooring about 14.45 for the night. It was mill pond conditions in this bay. During sunset, drinks and excellent snacks, followed a restful afternoon. We decided to-morrow would be a lay day. This is definitely a low stress cruise.

Bill Humel "As Free As The Breeze"

## **BUY, SWAP and SELL**

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

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

DETAILS:

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

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

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

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

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

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

**Free to a good home - GME VHF Aerial,** 1800mm high, with pedestal base, 3 metres of cable and screw connector attached. Approx 4 years old. Just been removed from service- superseded. **Contact:** Jeff Wille 0417 064 352





**Middle Harbour Yacht Club - Cruising Division  
Treasurer's Report As at 28<sup>th</sup> April 2017**

<b>Cash at Bank as at 31.03.17</b>	<b>\$1,905.37</b>
<i>Plus Receipts</i>	<b>\$0.46</b>
<i>Interest</i>	
<i>Less Payments</i>	<b>\$0.00</b>
<b>Cash at Bank as at 28.04.17</b>	<b>\$1,905.83</b>
<i>Outstanding Receipts</i>	<b>\$0.00</b>
<i>Outstanding Payments</i>	
	<b>\$0.00</b>
<b>Account Balance</b>	<b>\$1,905.83</b>

Signed as a true record  
Evan Hodge  
Treasurer

## **PREPARATIONS FOR GET CHECKED WEEKEND**

If you are planning on taking advantage of the CD Get Checked weekend remember to have your forms filled out and checked off prior to the audit. Forms can be obtained at the following link:

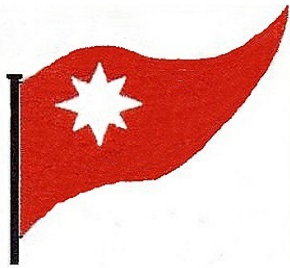
<http://www.yachtingaustralia.com.au/?MenuID=Forms%2F21688%2F0%2CYA%5FCategory%5FEquipment%5FAudit%5FForms%5FCat%5F1%5Fto%5F7%2F1092%2F0%2FO>

Remember Category 4 is required for any yacht intending to participate in any Cruising Division events that go outside Sydney Harbour ie offshore and coastal cruising. Category 7 is for inshore including the twilight racing.

A board will be passed around at the next meeting for members to book the preferred day for the audit. Audits will be conducted on Saturday and Sunday 10/11 June 2017.

If you cannot make it for the CD weekend the Club Get Set is the following weekend at MHYC.

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



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

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

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



# Middle Harbour Yacht Club

## Cruising Division

### Annual General Meeting

**\*\*Monday, 19<sup>th</sup> June 2017\*\***

#### **Nomination Form:**

Position on Committee:

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Name of Nominee:

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Name of Proposer:

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Signature of Proposer:

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Name of Seconder:

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Signature of Seconder:

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Acceptance by Nominee:

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Please forward to the Secretary prior to the AGM Monday 19th June 2017 Or hand in prior to commencement of the meeting.