



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 38 No. 4 May 2018

Editor: Martyn Colebrook, with a little bit of help from Anna



Nashira and Bundeena fast asleep in Jervis Bay NSW

**Next Meeting: Monday May 21st 7:30 pm
BYO BBQ 6:30 pm**

Guest Speaker: Diana Noyce

Topic: Charles Darwin, The Gourmet Traveller

Cheese Plate May Meeting: Royce Engelhardt

Enveloping May Compass Rose: Mike McEvoy

CRUISING DIVISION OFFICE BEARERS – 2017 - 2018

<i>Cruising Captain</i>	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	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 (summer months)	
On Water Events Coordinators	Phil Darling, Evan Hodge	Phil 0411-882-760
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Phil Darling, Royce Engelhardt, Evan Hodge, Mike McEvoy, Kelly Nunn-Clark, Dorothy Theeboom, Max Theeboom	



Editor's note:

Deadline for the next edition of the Compass Rose is **Saturday 2nd June.**

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

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 ANNUAL PROGRAM 2018		
May	13th	Mothers Day at MHYC, the Harbourview Bistro will be open from 8am for breakfast and 12pm for lunch. With live music by Keff McCulloch at 12:30
	21st	Cruising Division Meeting.
June	16 th	Commodores Black Tie Dinner
	23rd	MHYC Get Checked Day
	18th	Cruising Division AGM
	30th-1st	Cruising Division Get Checked Week End
July	8 th	Annual Senior Members Lunch
	15th	MHYC Cruising Division Long Lunch
	16th	Cruising Division Meeting.
	19th	MHYC Annual General Meeting
August	12th	On Land Event: Garden Island Museum via Ferry
	20th	Cruising Division Meeting.
September	1st	MHYC Season Opening Day
	8th	Cruising Division Night sail as part of 090, Alternate skipper support to complete a segment of the Wachman Award
	17th	Cruising Division Meeting.

Captain's Column – May 2018



How quickly the year is disappearing. Autumn has finally arrived and it is again pitch black at 5.30am while I am writing this column.

Although the past month seems less hectic, without the need to get Nashira out mid-week for the twilight races, there has been plenty to keep us busy on and off the water.



Kelly and I presented at last month's meeting sharing our experiences and photos of our 2017 trip to Tasmania. The main purpose of doing this now is to try and raise some interest and participants for our next Tasmania adventure planned for mid to late January 2019. The Australian Wooden Boat Festival in Hobart is on again 8-11 February 2019. For those that have not been this is a fabulous event and worth visiting if you have not already done it.

By now Zingara II should be on her way to the Gold Coast awaiting the departure of the fleet for the Down Under "Go East" Rally to New Caledonia and Vanuatu on 14th May. Read about this rally at <https://www.downunderrally.com/about-go-east/>. Sounds like a great way to adventure to these destinations in an organised cruise. We wish Jeff and Fiona fair winds and best wishes as they undertake this adventure.



Meanwhile the intrepid Chris Canty on Galaxy III has reached the Marquises in French Polynesia. So he is almost ½ way across the Pacific on the return leg of his Circumnavigation.

Meanwhile back at home please note the change to the CD Get Checked Raft-up weekend which has been moved to 30th June-1st July due to a

clash with the Commodore's Black Tie Dinner on the 16th June.

This is one of my favourite times of the year, as the weather cools down, the harbour becomes less crowded and anchorages are quiet and serene. The perfect time to overnight on weekends waking up to cool, crisp mornings.

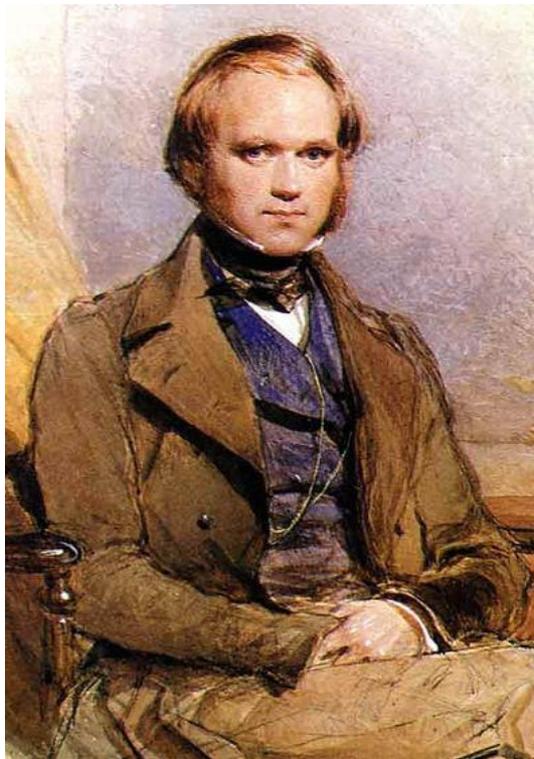
Before I sign off, special thanks go to Keith Watson, one of the founding members of the MHYC Cruising Division, who has donated a copy of "Sailing Alone Around the World" by Joshua Slocum. This book will become part of the "Slocum Trophy" the CD awards for solo sailing achievements.

Stay safe and enjoy the good life out on the water.

Evan Hodge
Cruising Captain. *SY. Nashira*

May 2018 Guest Speaker: Diana Noyce

Charles Darwin: The Gourmet Traveller



The young Charles Darwin

While much has been made of Charles Darwin's (1809–1882) seminal work, the *Origin of Species* there was more to Charles Darwin than merely challenging the way the western world thought about the natural world. Curious from an early age, Darwin's interest in the origin of species was always rivalled by an interest in their flavour. Comparable to a modern day 'foodie' Darwin, however, was an unusual gourmet. He had a distinctly scientific approach to eating and was never more satisfied than when digesting species unknown to the human palate, at least the English palate. From his days at Cambridge University and throughout the five-year voyage of the *Beagle*, Darwin not only collected specimens but also ate them. Darwin was a prolific writer and his diaries and correspondence reveal countless insights into Darwin's life and times both on dry land and on the high seas.

Diana Noyce holds a Master's degree in Gastronomy from the University of Adelaide, South Australia (the term 'gastronomy', is the study of the relationship between food and culture) and has been researching and teaching food history and food culture for a number of years. Her main areas of interest are Charles Darwin, Antarctica and Food and War. She has also presented papers at various conferences both in Australia and overseas, in particular, The Australian Symposium of Gastronomy, the International Commission for Research into European Food History and the Oxford Symposium on Food and Cookery. Diana has also presented lectures relating to food history on cruise ships to Antarctica and South America. Publications include various journals including online journals as well as newspapers and book chapters.

FUTURE EVENTS:

Cruising Division “Get Checked” Safety Inspections and Raft-Up June 30th -July 1st and MHYC Get Checked day June 23rd 2018.

We know this is early to start getting all your safety gear together and updated but we wanted to give you a heads up that this is coming. Next month more information will be provided on the details. Remember that you can download the Australian Sailing Special Regulations for 2017 – 2021 along with the necessary audit forms at: <http://www.sailing.org.au/sport-services/safety/special-regulations/>

MHYC Cruising Division Long Lunch – Sunday, July 15th 2018

Mark this in your calendar now! The delightful long Sunday lunch is on its way. It is a wonderful way to catch up with your friends in the cruising division both old and new and relax in the quarterdeck room amongst a sumptuous feast. The fine details are being worked out now by our tireless long lunch crew.

PAST EVENTS:

Port Stephens regatta



Once again Middle Harbour Yacht Club was well represented at Sail Port Stephens as was mentioned in the weekly newsletter. Caviar departed Sydney on Saturday and motored almost all the way to Newcastle due to the prevailing head wind. We did see three pods of dolphins along the way, one of which swam along our starboard side, nearly touching.

After a night at Newcastle Cruising Yacht Club we had to continue motoring to Port Stephens and we were very glad that we had not opted to take part in either of the lead up races. Monday morning dawned hot and fine with little wind. We were all eagerly anticipating the first race of the Commodore's Cup. For the first time in regatta history there were three divisions due to the large number of entries. The course was the "pub to pub" route which is an inshore course. There was a westerly blowing which gradually died. Unfortunately for Caviar we got caught behind an island as the wind died. After a while when we were going backwards due to tide alone, we called it quits and turned on the motor. Later that night we heard that people had been swimming around their boats whilst waiting for wind and someone even went fishing! Oh well we got back in plenty of time for Max to cook curry for our crew and that of Buggalugs.

On Tuesday an offshore course was set around the three islands near the entrance to Port Stephens. Once again it was hot and the wind was a favourable 6-10 knot south easterly. Whilst Caviar managed to finish we ran out of time by a few minutes. Macscap and Buggalugs did much better. Day three was a repeat of the hot weather and light winds. Once again it was an inshore course. Unfortunately, we had spinnaker trouble so didn't go anywhere (perhaps a story for Calamity Corner at a later date). Thursday was the lay day and Max and I together with some other sailors enjoyed a trip to the Hunter Valley organised by Peter Lewis. A good time was had by all, much wine drunk and good food consumed.

Friday saw the beginning of the Performance Cruising races but we were still having spinnaker trouble which saw us having to withdraw. Sunny, one of our crew was hoisted up the mast twice to solve the problem. Saturday was our last day of racing as we needed to sail home on Sunday. Once again, we went offshore passing Cabbage Tree Island on both sides. It was still hot but the wind was good for most of the race. This race is for the Roger Hickman trophy and the different classes sail different courses.

The trophy winner is the first boat past the post and this year it was Kayimai.



A large fleet of boats was approaching the entrance to the harbour when the wind, which had reached 20 knots died.



Even Wild Oats X slowed to a gentle crawl. We all made it across the finish line in the time allotted so Caviar managed to finish a race, hooray! That afternoon, just on sunset, the sky in the west turned an ominous green and it was time to batten down the hatches. Apparently, the winds reached 60 knots and the hail stones were quite big, up to the size of a golf ball at least. Sunday morning saw us up bright and early for the return trip to Sydney. We had a number 3 headsail up and once we were out of the harbour the winds picked up, so much so that we ended up with 2 reefs in the main. The wind was hovering around 20 knots from the south-west to west and sometimes it reached 28 knots. We thought about trying for a berth in Pittwater but apparently the wind was even stronger as evidenced by the 40 knots that hit us as we were approaching so we dropped the sails and motored the last couple of hours arriving at Middle Harbour after about 14.5 hours well and truly salt encrusted.

Dorothy Theeboom, Caviar



The latest instalment of Chris Canty's adventures

Panama Canal – the belly button of the world

By *Chris* On *March 22, 2018*



The Panama Canal was conceived by the Spanish following the discovery of the isthmus (narrow land bridge) in the 16th century, a sea level canal was started by the French in the 19th century and the Americans changed the design to a system of locks that was completed in the twentieth century (1914)[\[i\]](#). A second set of locks opened in the twenty first century (2016). As well as the many engineering and financial challenges, an estimated 25,000 people have died building the canal, primarily due to tropical diseases like malaria and yellow fever. Today the canal plays a pivotal role in the Panama economy with around \$3 billion in direct revenue and multiplier effects in associated services, including those like canal agents who make it possible for foreign yachts to navigate the red tape.

The date for Galaxy III to transit the Panama Canal, 4th March, finally came up and we were advised that our transit time had moved from 3pm to 4am – this was good news and meant we would transit the canal in daylight hours. The mandatory four-line handlers, four specified blue mooring lines and extra fenders were loaded on board around 11pm prior to departing Shelter Bay and anchoring in Area F, a.k.a. the flats. The idea was to get a few hours' sleep before the canal adviser arrived at the appointed time of 4am. The adviser pitched up at 530am with a cheery “are we

all good?” and his first advice was we needed to get moving or risk losing our slot! Anxious, I ran the motor hard, though couldn’t get more than 6.5kts & put it down to current coming from the locks.



Photos in this post by Cui Zhipeng

We rafted with two other yachts and made our way into the first Gatun lock at dawn – lines with lead monkeys (about the size of a cricket ball) on the end are hurled from the side of the lock to the line handlers. If you’re not paying attention and one of the lead monkeys hits you, expect a good bruising or serious injury. Once the vessels are secured, the gates close and the lock begins to fill – in a few minutes we are 10m higher. The process is repeated twice more and now 30m above sea level, we start our journey across the dam/lake toward the Pacific Ocean.



One of the requirements of the transit is to provide a 'proper meal' for the adviser – he can radio for a meal to be brought to him if he's not satisfied and that costs the boat owner USD300! With this in mind, I had a bag of chicken wings and three large pizzas on board to keep everyone happy. Chicken wings got the nod for breakfast – this was a paradigm shift that my new crew member, Cui Zhipeng, had difficulty grasping. Nevertheless, he served up Chinese style chicken wings to the delight of the crew.



Meanwhile, smoke started coming from the engine compartment and Galaxy was losing speed. Shit. Took a while to figure out the oil seal on the gearbox failed – much of the oil had leaked, causing the gearbox to overheat & burn the leaked oil. We now had three options each of which cost roughly the same number of B.O.A.T.[\[iii\]](#) units; a) turn back & have to re-book a transit, b) get towed or c) continue on at reduced speed & risk the gearbox completely failing. So I added some engine oil (not suited for a gearbox) to cool it a bit and kept going @ 4 knots. There was a decent tail wind and with the genoa out, Galaxy could have easily kept up with the other boats. The adviser wouldn't allow sailing, so we fell behind and settled into a long slow day, with fingers crossed that the gearbox could go the distance. Fortunately, the authorities allowed Galaxy to pass through the locks in our own time and on sunset we passed under the Bridge of the Americas, which spans the Pacific Ocean entrance to the canal. With the gearbox almost finished, our last challenge on dusk, was to pick up a mooring at Balboa Yacht Club against 2 kts of current & a brisk trade wind.



Humans have evolved to survive with a cognitive bias for optimism that filters out negative data – perhaps that is why the next few weeks trying to get the gearbox repaired or replaced, has largely been erased and difficult to recall. As the days and then weeks slipped by, urgency to stay on schedule for Tahiti eventually gave way to resignation and acceptance. I met an English sailor at a bar who forthrightly told me I was resisting the now and needed to be in the now. I was choosing to be pissed off and the last thing you want to be told when you need to be in the now, is to be in the now. I felt like belting him across his sapphire studded ear – fortunately for us both, I restrained myself.

Suffering from cabin fever, I hired a car and set off in search of waves, which I found at el Palmar. I enjoyed some good size waves after a few hours' drive from Panama and stayed overnight at the surf camp (<http://www.palmarsurfcamp.com/index.htm>), looking forward to another session in the morning. The swell was still holding 1m and I was the first out, hoping to get a few before the crowd showed up. The waves literally switched off after 20 minutes and I sat there in muddy water, unable to see my feet & wondering if this was paradise for bull sharks. Fish were active & dark black/grey coloured pelicans (about 1/2 the size of the Australian species), were diving for them. I imagined using my leg rope as a tourniquet before my thoughts wandered elsewhere.

The tide range is 4.5m and I was surfing an ebb tide – before long, the rocks I was sitting over waiting for waves, were clear out of the water – which perhaps explains why no one else was out. After breakfast, I drove about looking for other surf spots using Google Maps and invariably ran into roads blocked by private gates. So I returned to Galaxy feeling better for a couple of surfs – it's like pressing Alt+Ctrl+Del and rebooting.



Oranges are sometimes hard to find in this part of the world, so a 10kg bag for \$5 was too good to drive past

It took almost 2 weeks to ship the gearbox from Miami, a few hours flight away, to Panama. It was installed by mid-afternoon and after a shower & departure formalities, we are underway on the longest passage of the circumnavigation, 4,500 nm to French Polynesia via Galapagos.



While Panama will become a faded memory, the people here live under a culture of corruption that Manuel Noriega^[iii] became infamous for and others have followed, including 36th President, Ricardo Martinelli, who is currently being held in a Federal Detention Centre in Miami. ^[iv] The pressure is building and it will be interesting to see what gives and how it plays out^[v].

^[i] https://en.wikipedia.org/wiki/History_of_the_Panama_Canal

^[ii] Bring On Another Thousand

^[iii] https://en.wikipedia.org/wiki/Manuel_Noriega

^[iv] https://en.wikipedia.org/wiki/Ricardo_Martinelli

^[v] <http://www.thepanamanews.com/2017/09/panama-slides-deeper-into-a-corruption-crisis/>

CD Quiz – May 2018 by Phil Darling

With this year's "longest on record" summer finally looking to be over, it may be the time to look at possible autumn/winter weather patterns so I have included a few more questions than normal on these for this month.

1. What time of the year are East Coast Lows most likely off the eastern Australian coast?
2. What drives the formation of an East Coast Low off the eastern Australian coast?
3. A strong East Coast Low has formed just off Newcastle. What weather and winds would we expect in Sydney?
4. The low in question 3 has moved south to be off Jervis Bay. What weather and winds would we expect now in Sydney?
5. How long do East Coast Lows usually last?
6. You are heading north in winter and wish to get an idea if the south-easterlies (the "trade winds") are blowing strongly up the Queensland coast. Where would you look and what feature should you look for?
7. You see a marker with (from the top down) black, yellow, black. What is it and what does it signify?
8. You see another marker with what looks like (from the top down) yellow, black, yellow, black. A quick check with other crew members and in the book comes back with a result of "no such marker in the IALA scheme". What is it most likely to be? (it is low tide at the time).
9. What are the names of the three corners of a triangular sail?
10. You are sailing on a beam reach. How can you reduce twist in the headsail?

Chef's Corner: Martyn's lentil pie



This is what to do when you have run out of ideas and want something simple and quickish.

I use a large oven dish, eat what I can, then store the remainder in the fridge to be heated up for the next day, and the next and sometimes the next. It can become boring after five days so it's best to share.

Ingredients:

- 2 cups lentils
- 8 medium size potatoes
- 1 red onion
- 4 tomatoes
- 4 large flat mushrooms
- 2 large sprigs rosemary
- 1 small broccoli
- 1 lemon
- olive oil
- coconut oil

Method:

Wash lentils and heat in saucepan for 20 minutes, or until al dente. Choose any colour lentils.
Boil potatoes for 10 minutes or so.
Dice red onion and fry in coconut oil until soft.
Add chopped tomatoes, thinly sliced mushrooms and plenty of fresh rosemary.
Steam broccoli in a saucepan for about 3 mins.
Warm oven for 5 mins at 220 degrees.
Line a baking dish with coconut oil.
Drain the lentils and pour into dish.
Layer the onions, tomatoes, mushrooms and broccoli on top. The order doesn't really matter.
Pour olive oil onto the potatoes and mash. Spread evenly over the dish.
Grate the skin of a lemon and sprinkle on top. Add grated goats Manchego cheese. Place in oven for 20 minutes, or until the cheese has melted and the potatoes have started to turn brown.
As an option add curry powder or chili powder with the vegetables.

CD Quiz – May 2018 – Answers

1. They can form at any time of the year but are most prevalent in late autumn and early winter
2. They usually form from the interaction of a low-pressure system or trough bringing cooler air to interact with the warm East Australian Current.
3. We would expect very strong east to south easterly winds and heavy rain.
4. By now we would expect strong (but maybe slightly less intense) south westerly to westerly winds, and clearing skies.
5. Often, they last for 24 to 36 hrs before moving offshore (maybe to batter Lord Howe Island or maybe New Zealand). The one in April was unusual in that it stayed off the central NSW coast for several days!
6. You could look for current observations at various ports – however a good indication is to look for a ridge of high pressure along the Queensland coast in the forecast weather charts – this indicates that the south-easterlies are blowing well.
7. This is an East Cardinal mark – safe water is indicated to the east of it (but check you chart to see how safe!)
8. One of the Sow and Pigs markers in Sydney Harbour looked like this for some time. A West Cardinal marker (yellow, black, yellow) with a black ring of barnacles below high tide mark!
9. Head (top corner), tack (front corner) and clew (aft corner)
10. Move the genoa car forwards so that it is pulling more directly down along the leech.

Calamity Corner

A couple of weeks ago I took the family over to Castle rock for a floating picnic on Bloodhound. We anchored in 10 feet of water over the famous Middle harbour sandbar where I put down a brand-new rode of 50feet of 8mm stainless steel chain link with a 10lb Danforth anchor.

I had not used this anchor/chain before - both were brand new. I waited until the anchor bit, tied off and proceeded to enjoy the day. The weather conditions were idyllic, as there was no wind and the tide was hardly running. About 20 minutes later I noticed we had drifted quite a distance away from the original position and that a neighbouring yacht was calling out that my chain was broken. I went forward to discover that a link had broken on the chain, and that all I had left was about 2 meters of chain to the rope.

I have subsequently been informed by a ship chandler that stainless chain can behave this way as it is brittle unlike galvanized chain which is not. I would hate to think what would have happened if life and limb depended on this rode setup. Perhaps this factor is known to all, however when I bought the chain I was told by the ship chandler after I explained what its intended purpose was, he assured me that it would be fine.

Be warned stainless has limitations.

Alex Comino
Bloodhound

Technicalities

Do you ever become annoyed when trying to pump the head and the handle is stiff? Do you wish you had that electric motor fitted but then wonder what would happen when it breaks down, which it will?

The answer lies in olive oil. Sprinkle a spoonful into the loo every month or so and pumping will be a delight.

Martyn
Slac N Off

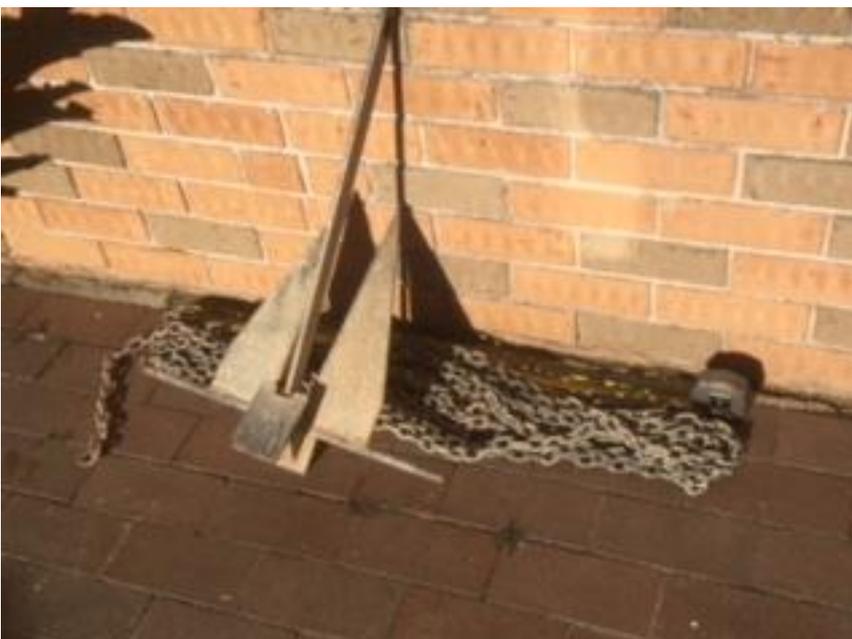
BUY, SWAP and SELL

SELL – Anchor, Manson NZ 60 lb galvanised anchor in excellent condition

Suit cruising boat 35ft to 50ft. Good anchor that has never let us down when set correctly. Open to any offer if you need an anchor of this size. **Contact:** Jeff Wille on 0417 064 352



SELL – Anchor, Danforth anchor 13.5 lb. galvanised with 13 metres of galvanised chain. Reasonable condition- suitable as a kedge anchor or primary anchor on a small vessel. Good for emergency dinghy deployment if you go aground. \$50.00 or best offer. **Contact:** Jeff Wille on 0417 064 352



SELL – Emergency Bilge Pump, Bilge Pump Rule 1500 with hose and wiring. Battery clamps and fuse included. \$20.00 or best offer. **Contact:** Jeff Wille on 0417 064 352



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

PHOTO COMPETITION for 2018 – May



Photo of the Month Winner is Lena D’Alton

The winning photo for May is called “A sparkling sea and sky on the way to Yamba Iluka” and was taken by Lena D’Alton

Send your photos to **Maralyn Miller** to enter the 2018 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 2018.

Only one photo per month (as a JPG / JPEG) to be submitted. 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 photo to Darling.maralyn@ozemail.com.au. Good Shooting!!
Maralyn.



Literary Lunch

with guest speaker

Amanda Hampson

on her new book
'The Yellow Villa'

*An intoxicating and
hugely entertaining
domestic drama by the
bestselling author of The
French Perfumer.*

Thursday 7th June, 2018

12 Noon

Middle Harbour Yacht Club

\$60 per person

\$55 for members

Includes 2 course meal
and arrival drink

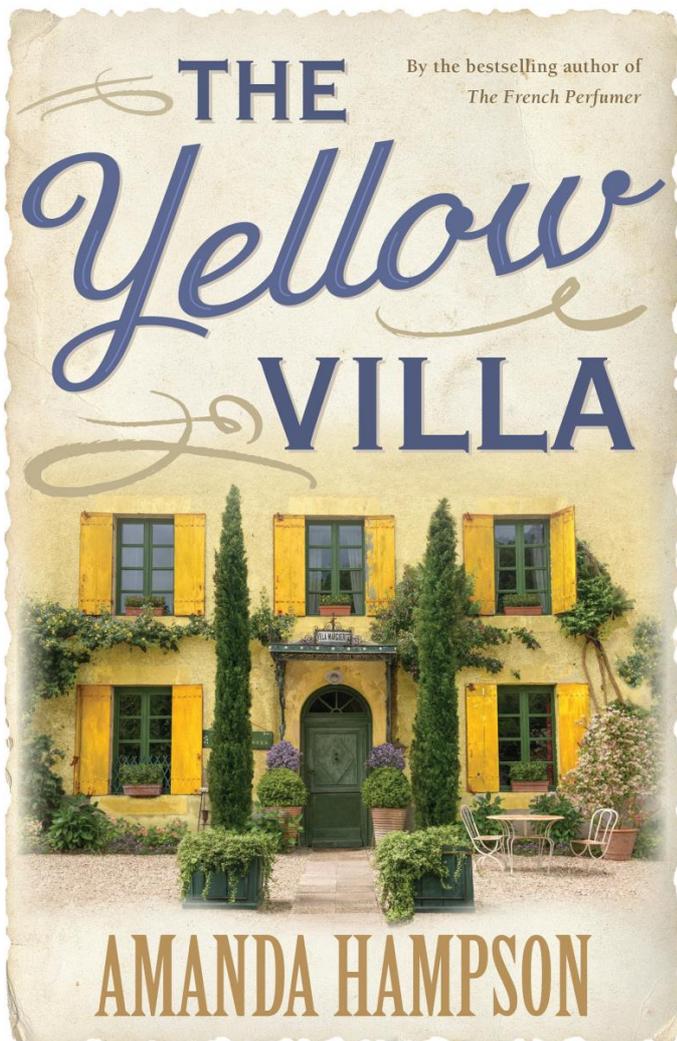
The Yellow Villa will be
available for purchase
at the event.

To Book contact

Middle Harbour Yacht Club

9969-1244 | www.mhyc.com.au

**Lower Parriwi Road, The Spit,
Mosman**



Middle Harbour Yacht Club

VIVID CRUISE

Thursday 31st May, 2018 | 6pm - 9pm

An Exclusive MHYC Members Cruise

On board MV Bennelong

Boarding at MHYC Marina at 5:45pm

\$80 | \$45 (Kids up to 14yrs)

Includes Drink on Arrival, Buffet Dinner, Tea and Coffee

To book call the MHYC office on 9969-1244



Participation Pointscore

C

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET													TOTAL
		JAN - DEC 2018										Compass Rose Feature Articles Points	Attendance at Monthly Meeting Points	Technical Corner Projects complt' d Points	
DATE =	EVENT =	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th				
ENTER CREW FOR EACH		Gooford Challenge	Late Summer Cruise	Harbour Night Sail, Trivia Quiz & Raftup	Easter Cruise - Jervis Bay	On land Event - TBA	Get Check Safety & Raftup	Long Lunch	On Land Event - Garden Island Naval Museum	090 - Night Sail & Safety Exercise	TBA				
YACHT	No. Nights	1	8	1	4	1	1	1	1	4	1	2	1	3	CUMUL' SEASON POINTS
Altair	Crew											0	1	0	1
Kieth Watson	Nights														
Nanu	Crew											0	1	0	1
Michael	Nights														
Breeze	Crew											0	0	0	0
Bill & Helen	Nights														
Caviar	Crew	7		2								6	3	0	20
Max & Dot	Nights	1		1											
eXpresso	Crew											0	7	0	7
Phil & Maralyn	Nights														
Fleming	Crew		1									0	2	0	10
John	Nights		4												
Kai-Lag	Crew			2								0	1	0	4
John	Nights			1											
Sisu	Crew											0	1	0	1
Mike & Suzanne	Nights														
Kodiak	Crew											0	2	0	2
Trevor & Lena	Nights														
Nashira	Crew			2	2							6	6	0	27
Evan & Kelly	Nights			1	4										
Rapture	Crew		1									4	3	0	15
Paul & Anne	Nights		4												
Simply Irresistible	Crew		2									2	6	0	20
Glynnne & Gill	Nights		4												
Slack'n'Off	Crew				2							2	1	0	15
Martyn	Nights				4										
Tommy	Crew											0	0	0	0
Mark & Lee	Nights														
Sanctum	Crew											0	1	0	1
Jean & Noel	Nights														
Bloodhound	Crew											0	0	0	0
Alex	Nights														
Buggalugs	Crew											0	4	0	4
Jeremy & Kristin	Nights														
Tulip	Crew											0	1	0	1
Dick	Nights														
Zingara II	Crew											0	2	0	2
Jeff	Nights														
Zingarro II	Crew											4	0	0	4
John	Nights														
Hunky Dory	Crew											0	6	0	6
Aileen & Cam	Nights														
Isobel II	Crew											0	3	0	3
Val & Des	Nights														
La Madre	Crew											0	2	0	2
Chris	Nights														
															=====
	No. of Boats =	1	3	3	2	0	0	0	0	0	0				Points 27
															The Leading Boat is....
															Nashira

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 30 April 2018**

Cash at Bank as at 30.03.2018	\$2,227.89
<i>Plus Receipts</i>	
<i>New members Dalla & Selina O'Brien</i>	\$50.00
<i>Interest</i>	\$0.19
<i>Less Payments</i>	
<i>Bottle wine guest speaker</i>	\$0.00
Cash at Bank as at 30.04.18	\$2,2278.08
 <i>Outstanding Receipts</i>	 \$0.00
 <i>Outstanding Payments</i>	 \$0.00
 Account Balance	 \$2,278.08

Signed as a true record
Mike McEvoy
Treasurer



Mothers Day

AT MIDDLE HARBOUR YACHT CLUB

Treat mum to breakfast or lunch in our Harbourview room,
overlooking the beautiful waters of Middle Harbour

BREAKFAST 8AM - 11AM | LUNCH 12PM - 3PM

With live music from Keff McCulloch from 12:30pm
Sunday 13th May, 2018

BOOKINGS ESSENTIAL

 Middle Harbour Yacht Club
9969-1244 | www.mhyc.com.au
Lower Parriwi Road, The Spit, Mosman

The updated version of the Wachman Award manual (including motor boat handling) is now available from the Cruising Division at a charge of \$20.00 to cover printing and Award costs. [I have given one to my son to give him more confidence in handling my boat. Ed] Please approach the Secretary for a copy.



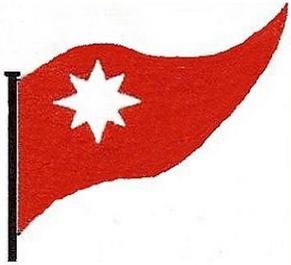
**MIDDLE HARBOUR YACHT CLUB
CRUISING DIVISION**

THE WACHMAN AWARD

**Skills for
Alternate Skippers**

**SELF ASSESSMENT
MANUAL**

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:

<http://mhyc.com.au/sailing/cruising/compass-rose-publication>

Having fun on boats
That's what it's all about.