



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 38 No. 6 July 2018

Editor: Evan Hodge



Our Beautiful Coast Line at Watsons Bay near the Gap, NSW

CRUISING DIVISION OFFICE BEARERS – 2018 - 2019

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	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
Committee Members	Martyn Colebrook, Phil Darling, Royce Engelhardt, Evan Hodge, Mike McEvoy, Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theeboom, Max Theeboom, John Tregea	



Editor's note:

Deadline for the next edition of the Compass Rose is [Wednesday 1st August](#).

The **EDITOR** for the next Compass Rose is [Dorothy Theeboom](#)

Please forward contributions via email to the editor at theeboom1@tpg.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.

CAPTAIN'S COLUMN – JULY 2018



Wow it is already a year since you first elected me to be your Cruising Captain. I am humbled that you saw fit to re-elect me to that position. I have to thank Kelly and the rest of the CD committee for supporting me and sharing much of the effort required to keep the Cruising Division sailing. I would also like to thank the board and management of MHYC who have continued to support the division and assist us in our endeavours.



We have had a great year with new members joining us and a number of momentous cruising efforts being undertaken by our members. Chris Canty on Galaxy III will complete his circumnavigation in the next few months. He is currently in Fiji after already covering over 23,000 nautical miles. Jeff and Fiona Wille on Zingara II are currently participating in the Go East Rally to Noumea and Vanuatu. Lee Laurie on Nautillee completed her trans-Pacific puddle jump. I had better stop listing these adventures as I am getting more envious with each.

Arawai, Nashira and Bundeena ventured to Lord Howe Island in January as part of an MHYC Cruising Division event. After the successful completion of this event I am hoping to encourage more of these MHYC sanctioned adventurous cruises. These allow us to put into practice the skills we learn and practice in the safety of Middle Harbour. These longer cruises in company provide an opportunity for us to push our boundaries whilst knowing we are not entirely alone and there are others watching our backs not too far away.

Speaking of skills development, the next year will see the ramping up of the Wachman Award program which is designed to increase the skills of the "Alternative Skippers". The CD provides a safe and supportive learning environment so in the event of an incapacitation of the primary skipper the alternate skipper will be able to bring the vessel safely back to shore. We will be arranging some short days on the harbour where we will spend a few hours reviewing and practicing the exercises leaving plenty of time for getting out on the harbour for a sail etc.

We are continuing to support local charities this year with the Make-a-Wish Foundation Charity Sailing Day on October 28th. This event is open to all MHYC owners who would like to spend a few hours on a Sunday sharing the on-water experience with a Make-a-Wish family. Contact cruising@mhyc.com.au if you are interested in participating in this event.

Stay warm, safe and enjoy the good life out on the uncrowded winter waters

Evan Hodge

Cruising Captain. *SY. Nashira*



Renew your MHYC Membership
before 31st July 2018
and you will go in to the draw to

**WIN A 3 NIGHT HOLIDAY
ON HAMILTON ISLAND
FOR 2 PEOPLE**

(airfares not included),
compliments of Robert Oatley
Vineyards!

Contact our Membership Co-ordinator Freya on
9969-1244 or email membership@mhyc.com.au
to renew your membership today!

FUTURE EVENTS:

Cruising Division Safety Checks – Weekend 7 & 8 July – Sugarloaf Bay

As usual, the Cruising Division are holding our own Safety Check weekend. Come along and get your boat checked by one of the friendly division auditors.

Our requirements are that you be to minimum Category 7 standard for harbour sailing, and Category 4 for our offshore events.

Please download the forms from the club website, not forgetting the MHYC front page as well as the Australian Sailing Cat 4 or 7 form, run through the items ahead of time, renew any that have expired.

Key items to check:

- Lifejackets (serviced by a professional or if self-checked – as per the manufacturer's recommendation - and don't forget to fill out the form from the manufacturer and write service date on each lifejacket
- Fire Extinguishers – serviced by a professional with stamped tag
- Flares – all in date?
- Medical Kit items – all in date?
- EPIRB – battery in date and proof of registration with AMSA?
- Registration – no stickers any more but bring some kind of evidence
- Any other inflatable items (danbuoy, etc) – treat the same as lifejackets

The requirements are the same as last year with the exception that the Club is now requiring a working VHF (fixed or handheld) for all categories but we should all be OK with that one.

We will be staying overnight for the usual convivial raft-up.

Please let Phil Darling know on 0411-882-760 of your attendance and a likely time you will need to be checked.

If you cannot make the Cruising Division weekend, then book on the club day – Sunday 26 August.

You may even get the same CD auditor checking your boat!

Flying Fish Marine First Aid Course at MHYC – Saturday August 4th

Seven of us attended the July Marine First Aid course. I would like to say first hand that it was the best first aid course I have participated in. The instructor was very knowledgeable with a lot of interesting real life experience and anecdotes. There were plenty of practical tasks and lots of group interaction to strengthen our understanding and confidence. We spend part of the day on the vessel to get a better understanding of rendering first aid in confined spaces. All in all, I give it a 10 out of 10 and highly recommend this course to anyone serious about gaining the skills to deliver first aid on land and on the water.

To register go to:

<https://flyingfishsailing.com.au/events/31-marine-first-aid/>

Please make your booking online using the link above and enter the following code in the box called promotional code. This will reduce your invoice by 10%

CODE: MHYC.CD

NOTE: Please Secure your place as soon as possible as the maximum class number is 10 per session.

August On-Land Event
Naval Heritage Museum Garden Island - Sunday August 5th
Followed by late lunch at Watsons Bay

We are planning to visit the Naval Museum on Garden Island on the morning of Sunday August 5th, followed by lunch at the Watsons Bay Hotel (outside in the garden).

Plan is to meet at Circular Quay and catch the 9.35 ferry to Garden Island.

After several enjoyable and informative hours, we will then proceed (again by ferry - the 12.05 service – to Watsons Bay for lunch.

May we suggest travelling to the Quay by ferry, and also home again by ferry? There are also regular services from Watsons Bay to Manly, the Zoo and the Quay on weekends.

Keep the day free – sounds good! Queries to Phil Darling – 0411-882-760

Cruising Division Meeting Day – (Monday or Wednesday) Survey and Trial

The May CD meeting saw an address by the Commodore Peter Lewis, who proposed a change in meeting day for the Division, he presented a reasoned discussion proposing that we move from Monday to Wednesday as overall staffing costs would be reduced, the club is already open and is staffed for the Wednesday racing, the BBQ facilities are already out and ready to operate as well as outlining other possible club advantages.

After further discussions during the June CD meeting it was decided that a Survey will be created to canvas each CD members' thoughts and opinions. It is envisioned that we would then undertake a three-month trial with the meetings on Wednesday evenings to test the waters. This would be most likely to occur August, September and October as it will give us a more realistic idea of Wednesday nights after the Wednesday races have commenced. Then a final vote will be conducted and the outcome published.

When the initial survey comes around later this month please take the time to answer. Your involvement as always helps to shape our division and your input is important.



Long Lunch

AT MIDDLE HARBOUR YACHT CLUB

Hosted by the mhyc Cruising Division

SUNDAY 15TH JULY, 2018
12 NOON

\$60 MHYC Members | \$65 Non Members

Includes drink on arrival and
3 Course Lunch

To book contact the office on 9969-1244

Cruising Division Long Lunch 15th July 12:00
Spanish Theme – all welcome in a touch of Red and Yellow



The MHYC Cruising Division Long Lunch will be a celebration of the excitement and the adventures that cruising brings.

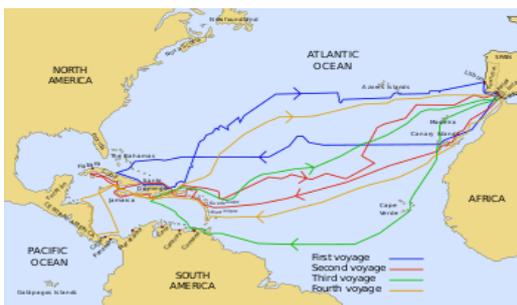
This year we have themed it around that famous cruiser – Christopher Columbus – and his sponsors the King and Queen of Spain. His four transatlantic cruises opened the way for European exploration and colonization of the Americas.

Like some cruisers we know, Columbus ended up somewhere other than where he intended. He set sail on August 3rd 1492 from Palos de la Frontera, Spain with the objective of sailing until he reached the Indies (in Asia) and riches of gold, pearls and spice. Of course, America was in the way, but his discovery did set the scene for untold riches for the Spanish Conquistadores, not to mention pirates and others in the Spanish Main over the next few centuries.

It also introduced massive variety into what must have been a very stodgy European cuisine. Food items such as Chiles, Potatoes, Pumpkins, Beans and Corn, Tomatoes, nuts including Peanuts Brazil Nuts and Cashews, Cocoa (Chocolate), a whole lot of fruits such as Avocado, Pineapples and Pawpaw and as well Turkeys quickly made their way back across the Atlantic from what they called the New World.

In celebration, we will be eating some of the New World foods, and also wearing a touch of the Spanish colours of Red and Yellow. It will be a fun day with a quiz and prizes to be won. Booking via the office - \$60 per person (non-members \$65) for a fabulous afternoon. Advise any food requirements when booking.

PS – you may be aware that Columbus was actually from Genoa, in modern Italy. That didn't stop him claiming the area for Spain, and it also didn't stop them from calling the area the West Indies once they found out it was not in Asia (in contrast to the East Indies, which is modern Indonesia).



MEMBERS' CRUISING - UPDATE:

THE ADVENTURES OF CHRIS CANTY ON GALAXY III

Schadenfreude - By *Chris* On *June 25, 2018* (www.are-we-there-yet.com.au)



Downwind with two headsails

It was a pleasant surprise that Cui (Trey) Zhipeng, re-joined as crew on Galaxy III in Tahiti, so I delayed my departure for Fiji by a week for his arrival, thinking I would also be able to surf every day as well as finish some jobs on the boat; e.g. importing from NZ & installing a GPS receiver



Trey's creation – arguably the best food on the high seas!

It's about 20min in the dinghy from Marina Taina to a lefthander at Taapuna Pass – as one local described it, like a little Teahupoo. I enjoyed a few good waves on Monday & thought I'd be in good form by the weekend. Tuesday the dinghy motor overheated & I returned to the marina sans surf with another job to fix the water pump. I was ready to give the 14-year-old motor away then & there, to someone needing spares or mechanically minded, though decided I would hang on to it, for now.

Then I stabbed myself in the foot – I was in the middle of changing the engine oil on Galaxy when a knife fell off the table and speared into my bare foot – there was blood & oil everywhere. I used a paper towel for the blood & finished the oil change before cleaning myself up to go to a clinic for some stitches and antibiotics – the doctor took a long look at the cut, asked me to wriggle my toes and decided the tendons were OK. A dodgy dinghy motor and a sore foot was enough to keep me out of the surf – soft I know, though I wasn't about to tempt a foot infection in the middle of an ocean passage.

We cast off for Fiji (circa 2,000 nm) on the 4th June. The forecast average wind speed is 15kts and with a South Sub-Tropical Current to help us along, conditions are ideal and I expect we'll be there in 2 weeks. Except, as we discovered, averages can be deceiving.

While Galaxy is well south of the equator (18°S) in the trade wind belt, we are also in the midst of the South Pacific Convergence Zone and encounter long periods with winds 0 – 5 kts. At one point we are going backwards at 1kt in a counter current and averaged 2.8kts for the day.



A Slow Night

The annoying monotony of sails flogging in light air was broken when a French jet flew very low overhead, circled back for another low pass & a radio check. So much more panache than the propeller planes Australian Border Force uses! They found it difficult to believe that a job like that for a pilot exists. Morale on a passage tends to rise and fall with the wind and as we motor sailed in a calm spell, I dared to wonder what could possibly go wrong on this passage.

Not long after, I noticed water spinning off the propeller shaft – the engine needed to be realigned after the new gearbox was installed in Panama, which it wasn't, so the seal inevitably wore & started leaking. Bugger! To avoid the risk of catastrophic failure of the shaft seal & possibly sinking Galaxy, I stopped motor sailing and limited the use of the engine as a generator to keep the batteries charged.

By now, I had a case of *gethomeitis* and spent the next few days vacillating between continuing to Fiji or making a beeline for Sydney, to wrap up the circumnavigation & have Galaxy hauled out for the repair. The fuel remaining was barely enough and turning for Sydney would mean most likely encountering SW winter gales – I recall

the gale force winds and 8m waves between Lord Howe Island & Sydney two years ago (Careful what you wish for) – and on reflection, probably not a great way to finish the last leg.



In case you were wondering what a leaking propeller shaft seal looks like

arrived at night and so we made our way for several hours through the reef passes under sail, with a pilot map & electronic navigation – many of the navigation lights on the chart were missing, presumably after being damaged by the recent cyclones that have hit Tonga



Trey's pilot map

The latest breakdown begs the question; Is Galaxy III a lemon & too old? Or is my experience similar to what every boat owner can expect? I could fill a blog with stories from people I have met along the way, and I might yet, of breakages, breakdowns and misadventures, a.k.a. “challenges.” What has surprised me is that new boats as well big expensive boats with professional crew, seem to have similar challenges as older boats. I must confess to enjoying the stories about the misadventures of other boats & I suspect other yachties do as well – all helps the camaraderie. There is no English word for enjoying someone else’s misfortune and in German it is; Schadenfreude.

After 12 days & 1,475nm, Galaxy made an unplanned stop for victuals at Nuku alofa, the capital of the Kingdom of Tonga. Normally, when arriving at a port for the first time, you would choose to do it daylight, with the sun at our backs, so we can see our way between the reef passes and any coral bombies. Galaxy III

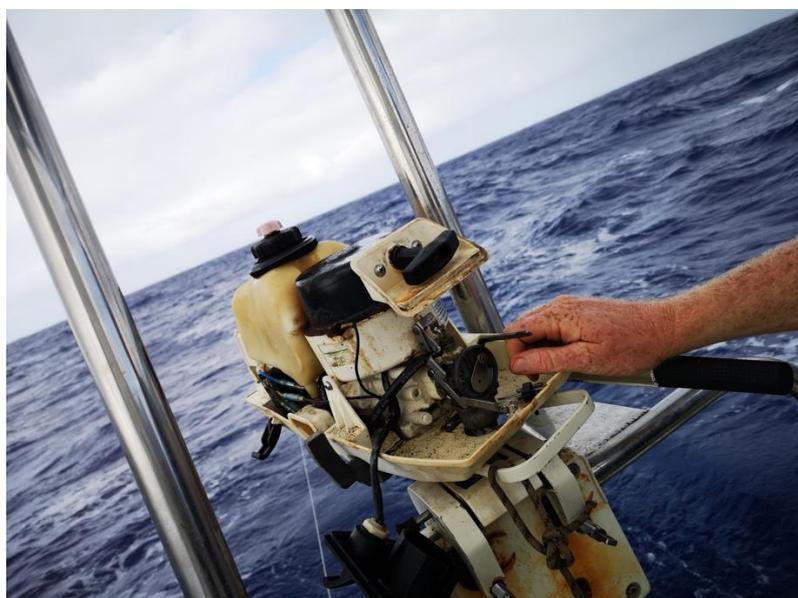
Fortunately, the electronic charts are accurate in Tonga. Once safely anchored about a mile from the harbour, near Pangaimotu Island & Big Mamas Yacht Club & Bar, Trey & I unwound with a few well-earned red wines.

Tonga a.k.a. The Friendly Islands, is spread over 700,000 square kilometres with 169 islands, 36 of which are inhabited. 70% of the population of circa 100,000 live on the main island of Tongatapu. Clearing in was also a friendly process with the officials coming to the boat at the small boat clearing wharf.



The small boat clearing wharf at Nuku alofa

John, the taxi driver & a keen fisherman, who helped with fuel, gas, water and provisions became the beneficiary of the dinghy motor. It starts, just gets a bit hot

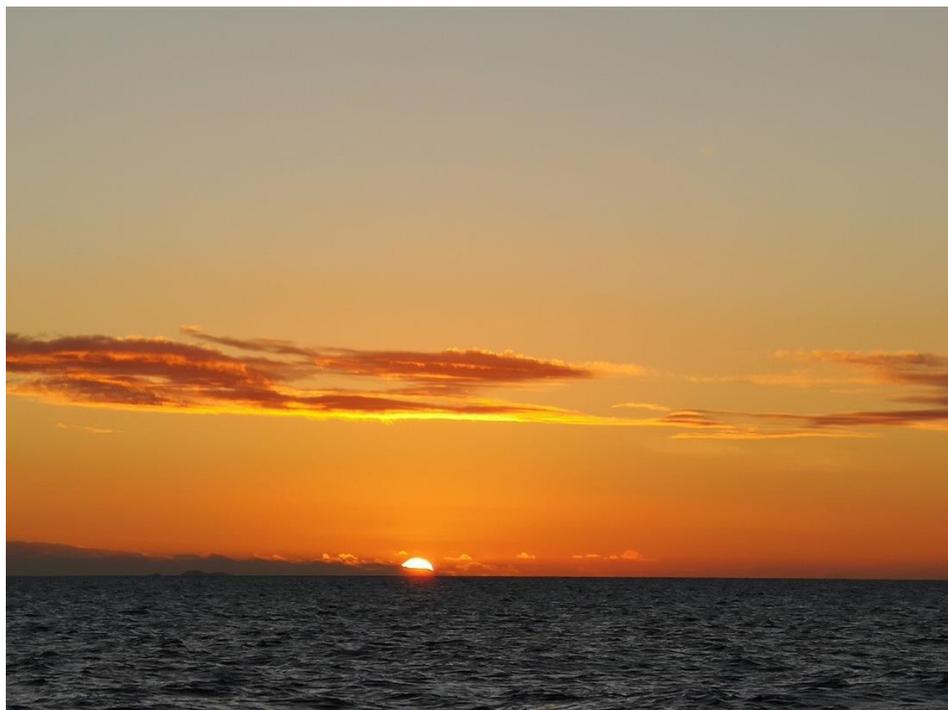




The TYEE crew about to go fishing

I also had some fishing & snorkeling gear to give away which the Tonga Youth Employment & Entrepreneurship group were happy to receive.

After more back & forth with emails and phone calls, I complete my vacillations and decide on Fiji. Before weighing anchor on 20th June, I install yet another set of navigation lights on the pulpit. (I'm getting good at the wiring by now; this time a wave cracked the lens to let the water in.) To avoid clearing in over the weekend, we reduced sail and boat speed to 4-5kts, so we arrived at sunset after 4 days sailing, on Sunday 24th June.



Sunset on arrival in Fiji



**Macquarie 2012 Access World & International
Championships - or
Oh help! how on earth can we make this happen!**



All started simply enough for us with a friend who helps out with Sailability in Pittwater saying: - I believe Middle Harbour have offered to host the next Access Dinghy World Championships, I hope they know what they are up for!" So, the next time Glynne bumped into Julie Hodder, who was our Commodore at the time, he asked if she was getting any help "No, not really" was the reply.



So we put our innocent hands up, with Trevor and Lena offering a bit of assistance, which somewhat expanded (!), and meetings were organised on "Kachina". The first 2 or 3 meetings only identified insurmountable problems. Registrations started to arrive at the office, by the first race we had 120 sailors from 10 different countries. 80% of the sailors were disabled - this is a Championship where the disabled compete with able bodied sailors.

~. Where were we going to accommodate so many disabled sailors, with their personal groups of carers/supporters? How were we going to feed them all?

~. Where could we borrow all the dinghies needed for overseas sailors?

~. Where would we safely store 94 Access boats, some on land, Skuds and Liberty (single handers) boats would be left in water on the marina. Regular patrols would be necessary for security. (Skuds are a super high tech. dinghy as fast and probably more expensive than an 18ft Skiff due to modifications for individual disabilities)



~. All the Access 2.3 and 303s would need launching from the beach (carried by 4 people) 'tugged' to a crane where their 25kg centreboard would be lowered in. Often followed by the sailor craned into the boat from their wheelchair! And this was to happen 2 or 3 times a day.

~. A flotilla of RIBs were needed to take the dinghies from the beach to the cranes. Plenty of safety boats were needed round the course as well as the Starting boats.

~. MHYC had one crane, hardly adequate, we would need many more.

~. Two containers full of boats) were due to arrive from New Zealand and W.A. Where to store?

~. 28 Trailers needed safe storage close to MHYC. Parking for cars delivering sailors needed addressing. Trevor!!

~. Something like 45 wheelchairs would need to be stored out of the weather, (a motorized one costs the same as a not so small car). Storage was needed for sail bags and personal gear, so that wheelchairs had access on walkways.

~. T-Shirts and caps were needed to be ordered for competitors and volunteers, and a sail bag for competitors with sailing instructions. Prizes organised and engraved.

~. We would need an army of volunteers, dinghy lifters, crane winchers, tug drivers, sandwich makers, race officials, BBQ cooks, locker room attendants, parking attendants, professional photographers, etc. Judges and Protest Committees were organised by the Association.

~. The Championships were held over Easter, which meant many young fit people would not be available to help. It also meant we had huge tides to take into account, therefore no beach in front of the club on which to leave boats.

~. Julie had her golden heart set on worthy Opening and Closing ceremonies to honour local disabled sailors and those who have flown in from USA, England, Malaysia and Japan, but we had a restricted budget.

~. Disabled toilets were needed, two permanent ones built in the men's toilet and upstairs. A bank of disability porta loos in the car park would be needed as all sailors would need toilets at the same time.

~. The (long planned) lift needed to be installed so that upstairs of the club could be used by the wheelchair sailors.

~. All sails needed to be officially measured. Even a doctor to check competitors' disability assessments! Results of the local sailors went towards inclusion in the Paralympics, as far as I remember.

~. How were we going to pay for all this? Luckily Wendy Bates got on the job of fund raising selling a very good Access wine, organising donated gifts, holidays, sailing gear, paintings, for auction, she also put together baskets of gifts to be raffled.

All this had to be done in only something like 2 months, help!

If you think Julie is a pretty good sailor/navigator that is nothing compared to her ability to get things done. Glynnie is no slouch either, or Trevor.

Thank goodness our David Staley was Chris Mitchell's (who created the Access dinghies) right-hand-man and gave us lots of advice from Melbourne, and local contacts.



The rigging deck extension was on hold as the builder was not available. Not good enough. Julie/Tony, help! It was finished in a hurry. We first considered an awning to cover the wheelchairs and in which to hold ceremonies. But a marquee fitted the bill perfectly, suitable also for registrations, sail measuring, etc.

The area where Olympic Sailing now stores boats and gear was emptied and that became the locker room where Jean Parker reigned supreme and checked in/out 1500 bags! The Dragon boats, usually stored on the adjacent beach, were politely asked to move for dinghy storage.

Glynne and I drove all round Sydney borrowing cranes from other Sailability Clubs and installing bases for the cranes on MHYC wharf. Wolfgang Kullick was given a list of Clubs and owners to help with his job of organising 40 rubber dummies. No small task!! Can I borrow your RIB for a week, please? To say nothing of organizing them throughout the championships.

I had very little luck getting young muscles to lift boats. Tried Scout groups, Health Studios, High Schools, etc. until Glynne rang the Navy (at Balmoral) and we had half a dozen slightly confused Naval boys and girls to help out. During the first day of welcoming, measuring and invitation race they kept to themselves until they saw people with amazing disabilities buoyed up with the excited energy of the championships.



An officer, used to having a few hundred tonnes underneath him, had quite an embarrassing time initially trying to control a rib to a T-arm as he towed a dinghy that had no centreboard or rudder! Also they saw that most of our volunteers were passed retiring age, from there on they couldn't do enough to help. Glynne got in touch with a friend, Errol Jones, who organised Company functions to ask for ideas for the Opening and Closing Ceremonies. Whilst Errol was waiting to talk to Glynne, I told him how the creator of the Access dinghy, (now HANSA) Chris Mitchell, taught a 50-year-old Cerebral Palsy sufferer the basics of sailing on paper. On his first trip out in an Access dinghy with Chris alongside in a rib, he took to sailing immediately and for the first time in his life was able to move of his own volition. There wasn't a dry

eye on the wharf watching him disobey orders and sail off down the harbour by himself!

Glynne was still on another call, so I told him about Ame. Born with no arms or shoulders, so she could not have prosthetics, only one shortened leg with a few toes, but she skippers a Scud! You might have seen her round the Club getting her Scud in the water. She has a life jacket on but has to be strapped in, so in a collision would not be able to help herself. Oh yes and her crew is blind! Makes you feel quite humbled. By the way she can also play a trumpet, go figure, but not at the same time as skippering. She has also attended University and has competed in the Paralympics.

Errol did the most amazing set decorations for the Opening and Closing Ceremonies, organised the Sydney Harmony Choir, flags of all competing nations were presented, a smoking ceremony and welcome to country performed. He also acted as compere. Speeches by Sir. James Hardy, Nigel Smyth from Macquarie Group foundation, Graham Annesley our Sports Minister and Tony Abbot were all most appropriate. The best being from Liesl Tesch, our Gold Winning Paralympian, representing the Disabled Sailors. Errol and his Sound Engineer, who could both command top fees, gave their time for free. Chris Mitchell, the man who has brought so much joy to so many people, and his invaluable partner Jacky Kaye attended. During the week Chris was happier fixing up boat problems and tried to avoid the limelight. Sally O'Neil, from Sailability Middle Harbour, did an amazing job organizing the daily Sausage sizzles consuming approximately 1500 sausages!



Sir. James Hardy brought 'Nerida' to the Club for officials, relatives and Volunteers to join him in watching some very exciting racing. One day was very windy and quite cold, a carer came out inadequately dressed, so Gentleman Jim lent him his jumper and cap. All he could say was "I can't believe I'm sitting here on Sir James' boat wearing his hat and jumper". You would think he had gone to heaven.

There were so many tales to tell from the sailors, some funny, many courageous, but as it is this article has turned out longer than planned. Maybe I could tell a couple in another article, including the many contributions from the race officials, who conducted a superb event.

Suffice it to say Julie Hodder and MHYC excelled, and The Access Worlds was considered a resounding success by all.

Gill Attersall, "SV Simply Irresistible"



DRIFTWOOD

“Your ship is your best lifeboat” is a saying from naval wartime experience, and the 1979 Fastnet Race demonstrated that, however uncomfortable a yacht might become in extreme weather conditions, she is the best refuge as long as she remains afloat. The life raft should be a last resort - to step up into!

Seven of the 15 fatalities on this race occurred to crew who had taken to the life rafts, and of the 24 yachts that were abandoned, 19 were recovered afloat.

Peter Bruce - Heavy Weather Sailing.

TOOL AVAILABLE TO CRUISING DIVISION MEMBERS FOR LOAN

The Cruising Division along with a few members have tools available that we are willing to loan to others members if the need arises. Presently we have the following available for loan.

BOLT CUTTER & SWAGING TOOL – Custodian is Paul Wotherspoon, Mike McEvoy also has these available if needed.

SEXTANT – Custodian is Evan Hodge

If you happen to have tools available that you are willing to loan short term please let us know at cruising@mhyc.com.au and we will put this into the Compass Rose next month.

Calamity Corner

This is an ALMOST calamity, A couple weekends ago whilst Evan and I were escaping land life and hiding out on Nashira for a much needed break we were quite happy with our Wabasto Diesel heater on-board because it was very cool and damp outside. Generally, one of us can be found boasting about how well it operates in the cold climate or Evan can be heard giving me grief for wanting to turn it on when it is “Not really that cold”.

Well on Sunday morning we woke up, promptly turned it on and waited until the cabin was warm before getting up. Heading to the club for breakfast, we got dressed and just as we were ready to jump in the dinghy found the painter was almost burned all the way through!! A few more minutes and our dinghy would have been going to the club, or floating off to find a new home without us. Lesson learned!!!! Tie the painter away from the diesel heater exhaust! Doh!!!

CHEF'S CORNER.....WITH JOHN TREGEA



This is a great one pot recipe for cooking on the boat. I have moored at the rear of the Sydney Fish Market and bought the seafood marinara mix fresh (pictured above). There is also an Asian mini-mart at the fish market where I was able to get the laksa paste, coconut milk and basil. (Coles and Woolworths also have the marinara mix in their seafood departments). I tend to treat the recipe as a “whatever I have in the pantry” sort of mix as it is very forgiving and always popular.

Ingredients.

- 250g rice vermicelli
- 20ml (1 tablespoon) peanut oil
- 1/4 cup laksa paste
- 2 x 400ml coconut milk
- 1kg Seafood Marinara mixture
- 100g deep-fried tofu, quartered (optional)
- 200g bean sprouts, trimmed
- 1/2 cup fresh coriander
- 1/2 cup Vietnamese mint
- 1/2 cup Thai basil leaves, plus extra to serve
- 1 small red chilli, seeds removed, cut into thin strips
- 2 tablespoons chopped peanuts, to serve
- Fried Asian shallots, to garnish

Method.

Step 1 - Place the vermicelli in a bowl, cover with boiling water and leave for 10 minutes to soak. Drain and set aside.

Step 2 - Place oil in a wok over medium-high heat. Add the laksa paste and stir-fry for 1 minute. Stir in the water, bring to the boil, then add the coconut milk and simmer for 2 minutes. Add the marinara mix and deep-fried tofu and cook for 2 minutes before adding 1 teaspoon of salt.

Step 3 - Divide the noodles between serving bowls, top with bean sprouts and fresh herbs. Pour the laksa soup over the noodles, dividing the seafood equally among the bowls. Garnish with slices of chilli, peanuts, shallots and the extra fresh herbs.

PHOTO COMPETITION FOR 2018 – JULY

JULY WINNER PHOTO OF THE MONTH IS JOHN EASTWAY

Send your photos to **Maralyn Miller** to enter into 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.



**The winning photo for July is called 'Dinghies at Franklin'
and was taken by John Eastway**

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. HintGive your favourite photo a Title and Place taken.

Submit your photo and to Darling.maralyn@ozemail.com.au. Good Shooting ...!!
Maralyn.

PARTICIPATION POINTSCORE

USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET													
		JAN - DEC 2018													
DATE =		Feb 26-Mar 4	Mar 10-11	Mar 30-Apr 2	TBA	16-17 June	Jul-15	01-Aug	TBA	Nov 18-19	Compass	attendance	Technical	TOTAL	
EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Rose	at	Corner	
ENTER CREW FOR EACH		Gosford 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	Feature Articles Points	Monthly Meeting Points	Projects completed Points	CUMUL' SEASON POINTS
		YACHT	No. Nights	1	8	1	4	1	1	1	1	4	1	2	1
Altair	Crew											0	2	0	2
Kieth Watson	Nights														
Nanu	Crew											0	1	0	1
Michael	Nights														
Breeze	Crew											0	1	0	1
Bill & Helen	Nights														
Caviar	Crew	7		2								8	7	0	26
Max & Dot	Nights	1		1											
eXpresso	Crew											0	11	0	11
Phil & Maralyn	Nights														
Flemingo	Crew		1									0	3	0	11
John	Nights		4												
Kai-Lag	Crew			2								0	3	0	6
John	Nights			1											
Sisu	Crew											0	2	0	2
Mike & Suzanne	Nights														
Kodiak	Crew											0	4	0	4
Trevor & Lena	Nights														
Nashira	Crew			2	2							6	10	0	31
Evan & Kelly	Nights			1	4										
Rapture	Crew		1									4	5	0	17
Paul & Anne	Nights		4												
Simply Irresistible	Crew		2									6	10	0	28
Glynnie & Gill	Nights		4												
Slack'n'Off	Crew				2							2	3	0	17
Martyn	Nights				4										
Tommy	Crew											0	0	0	0
Mark & Lee	Nights														
Sanctum	Crew											0	2	0	2
Jean & Noel	Nights														
Bloodhound	Crew											0	1	0	1
Alex	Nights														
Buggalugs	Crew											0	8	0	8
Jeremy & Kristin	Nights														
Tulip	Crew											0	1	0	1
Dick	Nights														
Zingara II	Crew											4	2	0	6
Jeff	Nights														
Zingarro II	Crew											4	0	0	4
John	Nights														
Hunky Dory	Crew											0	10	0	10
Aileen & Cam	Nights														
Isobel II	Crew											0	5	0	5
Val & Des	Nights														
La Madre	Crew											0	6	0	6
Chris	Nights														
No. of Boats =		1	3	3	2	0	0	0	0	0	0				====
															Points 31
															The Leading Boat is....
															Nashira

MHYC Cruising Division
Detailed Profit and Loss Account
For the year ended 30 June 2018

		2015/16	2016/17	2017/18
		\$	\$	\$
Cash at bank as at 1 July		2119.20	1818.88	1966.30
Income				
	Interest received	1.93	1.89	2.15
	Membership Fees	500.00	100.00	450.00
	Sale of Burgees			
	Sale of Wachman Manuals		16 0.00	20.00
Total Income		501.93	261.89	472.15
Expenses				
	Purchase of burgees	734.25		
	Catering for BBQ	68.00		
	Prize for photo comp.		15.00	
	Pointscore Prizes		99.47	
	Gift to Guest Speaker			40.00
Total Expenses		740.25	114.47	40.00
Less outstanding Payment				
Plus outstanding Receipt				
Operating Profit/ Loss		238.32	147.42	432.15
Cash at Bank 30 June 2016		1818.88		
Cash at Bank 30 June 2017			1966.30	
Cash at Bank 30 June 2018				2398.45

Signed:

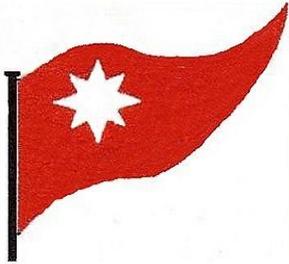


Mike McEvoy

Treasurer

2 July 2018

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