



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 41 No. 8 September 2020

Editor: Maralyn Miller

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

SPEAKER: **ALEX COMINO 'BLOODHOUND'**
'FIRE DRILL FOR YACHTING DUMMIES.'



THE CREW ON 'DELPHIN' (SEE CALAMITY CORNER)

CRUISING DIVISION OFFICE BEARERS – 2020 - 2021

Cruising Captain	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Mike McEvoy	9968-1777
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Mike McEvoy & Kimberley Pratt	9968-1777
Compass Rose Editors	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Dallas O'Brien, Phil Darling	0404 892 077
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge and CD members	Phil 0411-882-760
On Land Events Coordinators	Committee Members	
Committee Members	Martyn Colebrook, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge, Mike McEvoy, Dallas O'Brien, Jeremy Clarke, Sabiene Heindl	



Editor's note:

Deadline for the next edition of the Compass Rose, is **30/09/2020**

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

Please forward contributions via email to the editor @ 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 2020-2021

Saturday, 5 September 2020	MHYC Season Opening Day & Commodore's Front Up Cup
Sunday, 13 September	MHYC Get Checked Safety Day
Monday, 21 September 2020	Cruising Division Meeting
Sat, Sun & Mon 3 – 5 Oct 2020	Long Weekend Cruise to Pittwater
Monday, 19 October 2020	Cruising Division Meeting
Sat & Sun, 7-8 November 2020	Tapas Tie-Up
Monday, 16 November 2020	Cruising Division Meeting
Sunday, 22 November 2020	MHYC Sunday Breakfast and Safety Training Workshop
Date TBC	MHYC Xmas Party

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

SPEAKER: ALEX COMINO 'BLOODHOUND'
'FIRE DRILL FOR YACHTING DUMMIES.' OR

WHAT DO YOU DO IF A FIRE BREAKS OUT ON YOUR YACHT AND YOUR GOD HAS ABANDONED YOU?

Changes to the Cheese Platter at Meetings

There were some concerns that we were breaching the Social Distancing norms last meeting when we all got together over the cheese platter at the end of the meeting. So the committee has decided not to have a communal cheese platter (at least until the COVID-19 pandemic is under control).

Such a shame!

But do feel free to bring your own instead.

We look forward to seeing many individual, socially-distanced platters or snacks!!!

CAPTAIN'S COLUMN – SEPTEMBER 2020



Spring is here but the pall of Covid-19 still invades our space. Whilst we were able to have the CD meeting at the club the limit of 25 attendees still stands hence the need to continue the corresponding Zoom meeting.



Apologies for those who Zoomed last month as I did not do a good job of including you in the discussions. For the September meeting I will be trying something different in an attempt to be more inclusive of those attending by Zoom.

If you have not yet heard the Opening Day sailpast and events at the club had to be cancelled with only the Coomodore's Cup event being held. We still have to adhere to the get-in, sail and get-out policy for racing.

Unfortunately, CD events have also been affected hence no events have been run. We do however have the planned Pittwater Cruise over the long weekend 3-5 October 2020. Provided we observe the Covid rules this should be able to proceed. Please register your interest at the next CD Meeting on Monday 21st September 2020.



Even though the Breakout Cruise and Race Series were cancelled a few of us cruisers left Sydney and made our way to Port Stephens. As this is our first time exploring the area, we felt it a waste to return home after a few days. As we can work from the boat, Sanctum is still cruising Port Stephens.

One Sunday we visited the Soldiers Point Marina for a look around, lunch and as it turned out, a bit of sailing history. At the marina they have a room full of Alan Bond and Ben Lexcen memorabilia. There were some radio-controlled yacht enthusiasts having some races including a model of Australia II. It turned out that this was actually one of Ben Lexcen's design models used for tank testing. It has been turned into a perfect scale model and sails spectacularly well. The new owner obtained it when Ben Lexcen's family sold it.

Sanctum will continue exploring Port Stephens for a few more weeks before returning to Sydney. Until then stay safe, remember social distancing and welcome to spring.

Evan Hodge
Cruising Captain. *SV Sanctum*



VIRTUAL AGM & CRUISING DIVISION COMMITTEE

As the Corona virus playing havoc with whether we can meet face-to-face and when we do meet, whether we are limited in numbers. It has created a dilemma for holding our annual general meeting (AGM).

We have decided the best and fairest solution would be to hold an online/email AGM.

HOW?

We will include the voting form on the last page of this Compass Rose and attached to the distribution email, so it can be filled out and emailed back **NO LATER THAN 21st September**. This gives everyone time to nominate someone and/or offer to be on the committee. Giving everyone a chance to ask questions and think about their possible level of support.

By 22nd September we will email the cruising division members to announce who has nominated. Everyone will then have one week to either approve or disapprove by email.

On September 29th the new 20/21 CD committee will be announced.

FUTURE EVENTS:

October Long Weekend Cruise to Pittwater and Broken Bay 3rd to 5th October 2020

The CD Long Weekend Cruise this year will be to Pittwater and Broken Bay.

Starting at 10.30am on Saturday 3rd Oct from Hunters Bay, the cruise will proceed up to the Pittwater/Broken Bay area and overnight stops will adjust to suit the weather.

Bring your singing voices and be prepared to enjoy yourself in a Covid safe environment.

Register your interest at the next CD meeting. Sailing instructions will be issued just prior to the event.

GET CHECKED – SAFETY CHECKS



Special Regulations Safety Checks Sunday 13th September

This year we are having two safety check days – the first one was in August and the other one is coming up fast this month.

The August day was well patronised – 28 boats attended and the Cruising Division, as usual, provided a large number of the auditors as usual. Thanks Evan, Mike and Glynne, also Kelly who ran the desk while I did some checks myself!

The remaining day this year is Sunday 13th September.

Of course, you don't have to stick to these days – we will check your boat at any time so long as you can find a friendly safety auditor to oblige – however you may be asked to make a donation to the club as a result!

A reminder – the Cruising Division expects all members to keep their boats in a minimum of Category 7 (inshore only) or Category 4 (for offshore events). All existing certificates expire on September 30 this year (extended from the usual June 30 due to Covid).

Please book in with Catherine at the Sailing Office to ensure a place. All usual facilities will be available and it should be quick and efficient. As usual, we hope.

Download the forms from the club website, not forgetting the MHYC front page as well as the Australian Sailing Cat 4 or 7 form, and run through the items ahead of time to renew any that have expired. It is a good idea to bring last year's form to the audit to make the process quicker.

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. Matt Pine at the club does a good job and tells me his rates are competitive.
- **Fire Extinguishers** – serviced by a professional with stamped tag (David Lavings will be in attendance at the club days)
- **Flares** – all in date?
- **Medical Kit** – all items in date?
- **EPIRB** – battery in date and proof of registration with AMSA?
- **Registration** – no stickers any more but bring some kind of evidence such as your notice of renewal
- Any other inflatable items (danbuoy, etc) – treat the same as lifejackets

If you want to discuss the requirements with one of the division auditors then contact either: Mike, Evan, Dallas, Glynne, Paul or myself.

Phil Darling

Advance Notice – Flare Practice – November Meeting

The much-anticipated Flare Practice is on again – at our November meeting.

What better time to learn how these essential safety items work – much better than in the middle of the night during some disaster!

As usual we will notify all authorities and the plan is (weather and fire bans permitting) to hold the practice on the beach prior to the meeting.

Feel free to bring your old flares (plus suitable safety gear – gloves, safety glasses and long sleeves are recommended) and either watch or participate.

However:

- No rocket or parachute flare please
- We recommend no out of date flares (if you do then strictly at your own risk and DEFINITELY nothing over 10 years)
- Be very careful and mindful of other participants

Phil Darling

CD QUIZ – SEPTEMBER 2020, BY PHIL DARLING

1. When measuring distance on a chart – should you use the side (latitude) scale or the top/bottom (longitude) scale?
2. Still on distance measuring – what minimum unit do we generally go down to and what distance is this?
3. You have a riding turn on a winch and want to attach another line to take the strain off it – which knot would you use?
4. On which tack is it best to heave to?
5. What does DSC on your radio button stand for?
6. When should you use the DSC button?
7. Which channel does the VHF implementation of DSC use?
8. In the distance you see a navigation mark with what appears to be a single spherical top mark (too far off to see the colours). What type of mark is this?
9. You see the following on a chart: cS.bkSh. G.P. What does this mean?
10. On which days of the year is the sun's declination zero?

FEATURE ARTICLE

Our first Cruise on Sanctum - by Kelly Nunn-Clark & Evan Hodge

The Breakout Cruise I was organizing was to be our first cruise away from Sydney Harbour on our recently purchased Catalina 445 "Sanctum". Unfortunately, due to the Corona virus, the formal cruise was cancelled. A few of us opted to head north anyway. The forecast was not looking great and being new to Sanctum we decided to go to Broken Bay first and sit out the East Coast Low before heading north to Port Stephens. Sanctum had Kelly, Kristen, Max (the dog) and Evan on board. Jeremy had gone up the day before with Peter Lewis on "Ca Va".

So on a quiet Saturday we met up with Delphin (Gavin, Simon, Kimberley and Dallas) and Escape at Clifton Gardens for a sail to Pittwater. Winds were light from the north west so we all went for the asymmetrical spinnakers to get us moving. Whilst not a race it is always fun to get the most out of the given conditions.



Sanctum in hot pursuit



*Delphin after being caught.
Escape in background.*

By midday the breeze had picked up and we had a nice 12-15 knot NNW so down came the spinnaker and we had a nice tack towards Palm Beach. The others had stayed well offshore and that made for hard work to come in on an outgoing tide. I'm sure it will be disputed but I think Sanctum showed that the length at the waterline does count and being the largest of the three we squeaked around Barrenjoey before the others.

Ca Va joined us for dinner at Coasters Retreat and we all had an early night. Delphin had gone to RPYC for the night and had an early start to get to Newcastle before the southerly kicked in. Ca Va headed south to reach Sydney before the southerly hit.

Meanwhile Sanctum decided to hide in Pinta Bay and sit it out until an easier ride north existed. While there we kept track of the 3 musketeers on Delphin. They had a lively sail on the southerly from Newcastle to Port Stephens. Their exploits will make another article in the Compass Rose.

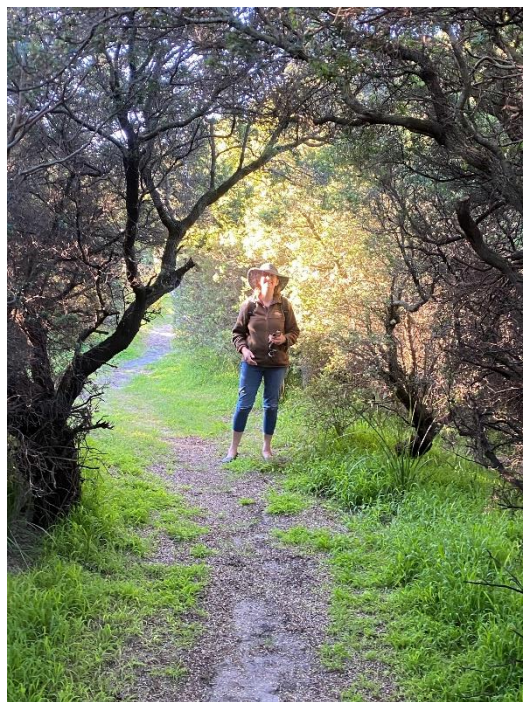


Meanwhile on Sanctum we ate, drank, read and slept until it was time to head north. Once the weather cleared we returned to Coasters Retreat ready for an early departure. At 0535 on Tuesday we let go of the mooring and headed north bound for Port Stephens. When we left, we had 15-18 knots of wind from SSW and made good progress. The seas were about 2-2.5 metres but well-spaced so it made for a nice sail. Never having sailed north beyond Swansea (the entrance to Lake Macquarie) before, I estimated we would get to Port Stephens by 1630 but the wind dropped. I learned that Stockton Bight gets bigger the closer you get.

It was nightfall and dark by the time we got to Shoal Bay. After a bit of trial and error we located one of the public moorings and settle down for the night. Thursday morning we dropped Kristen at Nelson Bay to catch transport home.

Thursday afternoon looked like the perfect time to head out to Broughton Island. We have heard many people speak highly of it but had never been there. So, Kelly and I set off for the 8nm motor out to the island. There are 3 anchorages that we know of. Coal Shaft Bay on the western side, Providence Beach on the northern side and Esmeralda Cove on the southern side. As the swells were South East and East we decided to look at Coal Shaft Bay first then head to Providence Beach and choose which was best.

We chose Providence Bay on the northern side. There is one public mooring which was occupied so we anchored towards the middle of the beach. After dinghying ashore, leaving Max to stand



guard on Sanctum, we went for a walk across the island. It was late in the afternoon and we did not have much time before the sun started going down and the temperature cooled. The next morning we grabbed the mooring which had become free and went ashore for more of an explore. This time we walked past Esmerelda cove and over to the Coal Shaft Bay side.



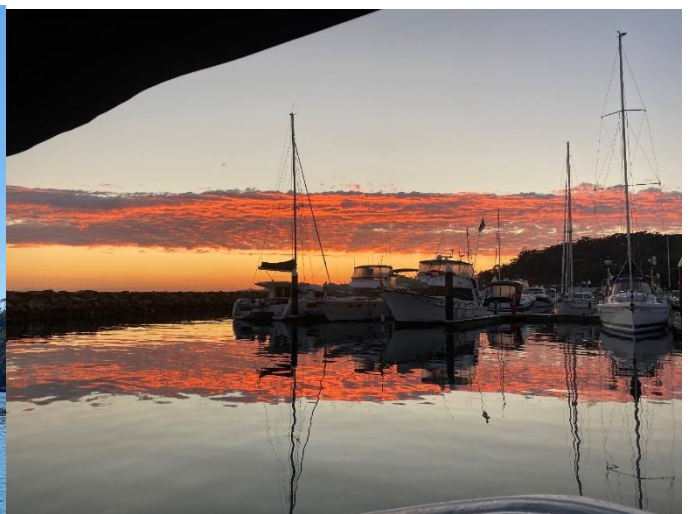
Views of Coal Shaft Bay

We could not see a way down to the beach as there are steep sand cliffs but by dinghy from your anchored vessel it would be quite pleasant. The bay is small and had about the same amount of swell as Providence beach but probably only 2 or 3 vessels could anchor at any time. The toilet block for the camping area (located near Esmeralda Cove) is currently being replaced so there is no camping on the beach. On the day we arrived we watched a helicopter with a load slung below delivering new building materials, they then took the old toilet building back to the mainland. The new toilet block should be open by the 25th of September I believe.

After the morning walk it was time to return to Port Stephens. We went to Nelson Bay and picked up a public mooring. Saturday morning was the start of the vicious westerlies so we booked into the Anchorage marina for a week so we did not have to worry about Sanctum. We had to work in Sydney periodically, so it made for peace of mind. Mind you, we were still buffeted with 40+ knot winds but without the waves we felt Sanctum was safe. These winds blew for more than the week so we made the decision to keep Sanctum in Port Stephens for a month to give us time to explore different areas when we had free time.

When the wind finally abated it was blissfully quiet and peaceful. Similar to the feeling you have when you go outside after a heavy snow fall. We have had a full week of sunshine, light breezes and warmth to explore Port Stevens. One day we sailed slowly up to Jimmy's beach at low tide, watching the depth all the time, to make sure we didn't get caught in sand. Just to be safe we were doing it on a rising tide but that was not required.

We spent one night in Fame Cove which was beautiful and quiet and the next day visited Soldiers Point marina. Where we were given a grand tour of the facilities and enjoyed eating lunch on the marina and watching radio operated sailboats racing. Afterwards sailed around Wanda point and Salamander bay before heading back to Anchorage marina for the upcoming work week.



Sanctum and Beyond Cool in Fame Cove

Sunrise from Sanctum's marina berth

We are very much looking forward to more exploration as time and weather permits.

It is a far larger and grander body of water up here than we expected and so different from Sydney. It is our maiden trip north of Lake Macquarie and fuels the desire for more in the future.

This weekend though we are going to see if the weather holds for a trip to Seal Rocks.

DRIFTWOOD



A massive compass rose is painted onto a dry lake bed at Edwards Air Force Base in Kern County, Southern California. With a diameter of more than 4,000 feet (1,220 meters), the compass is almost perfectly aligned with magnetic north and is used by aircraft to test navigation equipment. At the top of this Overview is the Neil A. Armstrong Flight Research Centre, NASA's premier site for aeronautical research.

34.954060°, -117.873340°



Source imagery: Maxar

Memories - by Alex Comino

When we won the Americas Cup, I attended a luncheon at the CYC to celebrate the win. I was able to get John Bertrand and Ben Lexcen to sign the menu. Ben drew the yachts. Alan Bond unfortunately was not there.

Memories are made of this

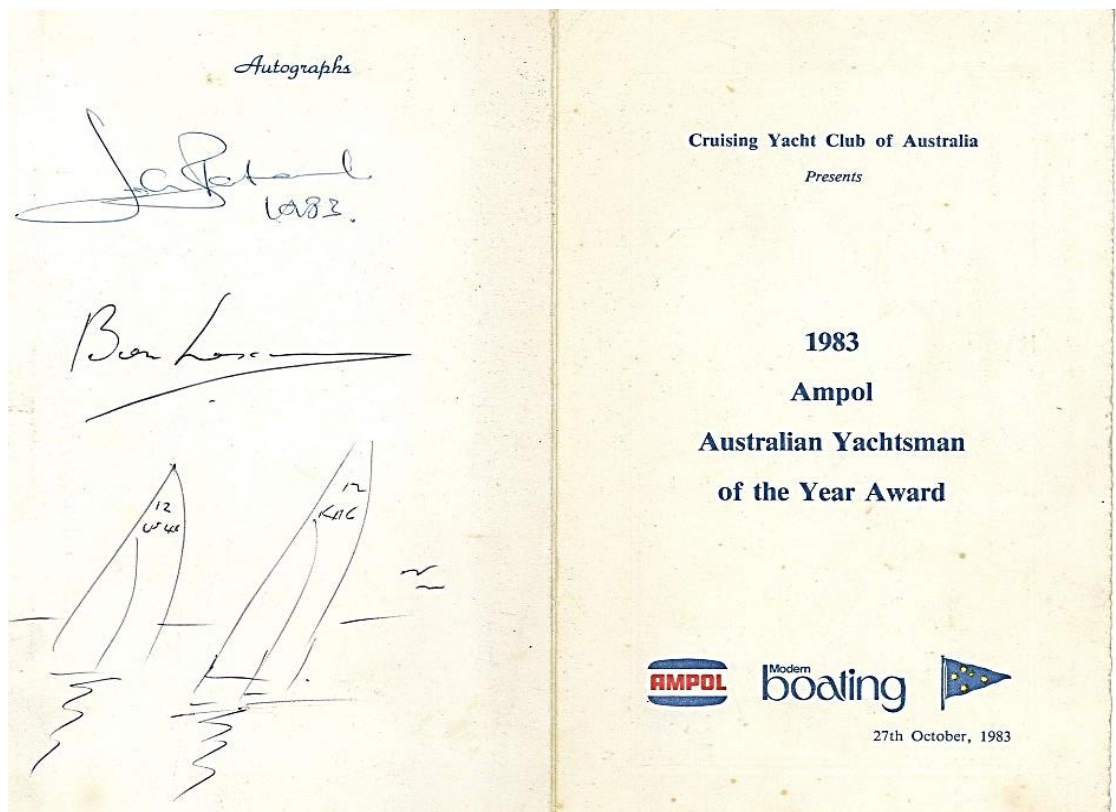
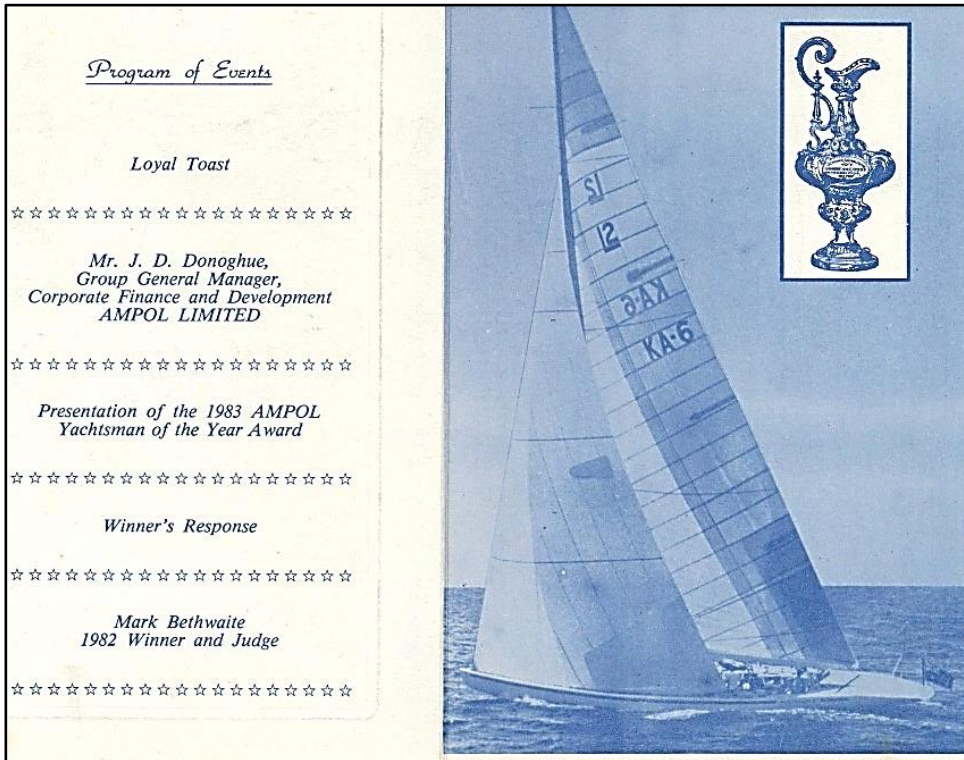


PHOTO COMPETITION for 2020

September WinnerPhoto of the Month is EVAN HODGE

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



The winning photo for September is called
'Winter sunshine on the Lane Cove River' and was taken by Evan Hodge.

Send your best photos (as a JPG / JPEG) - Remember ... to be in the running to win the prize you must be in it.

Hint Give your favourite photo a Title and Place taken. Submit your photos to Darling.maralyn@ozemail.com.au.

Good Shooting ...!! Maralyn.

CALAMITY CORNER

A very close shave



Though the August Rally north became yet another Covid casualty, *Delphin* 'raced' up the coast with *Sanctum* and *Escape*, took line honours by a couple of days, and then departed back for Sydney as the others arrived in Port Stephens. It was on the passage back that things went awry.

We three (swabber, bailer and hitchhiker) had set a goal optimistically to sail non-stop back to Middle Harbour, and were pushed along from dawn by a 15-knot northerly, but we had to head a long way out to pick it up in strength.

The hitchhiker (Dallas) was on duty around two when the autopilot started to misbehave. He went to manual, but soon the wheel itself became very stiff; there was obviously a problem. We woke the swabber (Gavin) and he poked around below before coming up, advising we had a major problem with the steering. The entire rudder post had dropped down by around 4 inches, and was only still aboard because the arm that connected the rudder post to the wheel was jammed on a timber panel. Oh dear.

We looked wistfully at the faint coast, 16 miles away, and discussed our options. We got out the emergency tiller, but then found the problem;



The capping flange that screwed on to the top of the rudder post to hold it in place had unscrewed itself and allowed the whole rudder assembly to drop. The emergency tiller was of no use. And the drogue we set up would also not help. In fact, the rudder needed to be lifted up manually from below, and this wasn't possible out at sea.

Worse still, if the steering arm failed, the entire rudder would be quickly gone. We discussed this, and agreed a lost rudder would be a Pan Pan call, but a lost rudder that allowed water to flood in the large hole it left would definitely become Mayday.

Feeling in rather deep water, the bailer (Simon) steered gingerly for the closest coast, while the hitchhiker earned his ride by discussing options at length with Marine Rescue Lake Macquarie and the swabber went below to keep an eye on the steering arm in between phone calls to shipwrights and men-that-drag-yachts-through-sandbars. The swell was light, and the wind had dropped, so we motored in, on tippy toes, pulling onto a mooring outside the Swansea bridge at dusk.

It's in such times when you appreciate the resources available in the Cruising Division. There were many experts on call for advice. Evan lined us up with LM shipwrights and was able to clarify with local cruisers that given our 1.95m draft, we would need to be dragged through 'the dogleg' sandbar inside the bridge, even at high tide. This didn't appeal very much, but nor did proceeding on 35 miles to Sydney, or even motoring back to Newcastle, hoping for the best.



The swabber, with an eye on future independent self-sufficient world cruising declared we would need to fix the problem ourselves. The hitchhiker and the bailer looked at each other sceptically. The shipwrights had told us what had to be done; we needed to back the yacht up to a sandbar and manually *lift* the whole rudder blade and post from below, before screwing on the top flange. Simple!

We strapped a waterproof camera to the boathook which allowed us to see clearly what had happened and what was required. By now it was dark and a lightning storm was bearing down from the west. Then we tried with sheet ropes running from the two rear winches hooked under the rudder by the precariously positioned swabber with the boathook. Then with webbed straps. The rudder assembly is very heavy; it takes two just to lift it. After an hour of efforts, and some cursing and hammering, the whole assembly popped up, and was quickly capped. Voila!

None of us will ever leave harbour again without checking the rudder capping flange is tight.

Simon Pratt, Delphin

CD QUIZ – SEPTEMBER 2020 – ANSWERS BY PHIL DARLING

1. You should always use the side (latitude) scale as this remains constant in all latitudes while the top/bottom (longitude) scale gets steadily smaller as you approach the poles.
2. General practice is to measure down to a tenth of a minute of latitude (not using seconds) – this is a tenth of a nautical mile, once referred to as a “cable”.
3. A Rolling Hitch is probably the best knot to take tension off another line.
4. On the starboard tack - so you have right of way (still need to keep a look out, though).
5. Digital Select Calling
6. Technically, DSC is “a standard for transmitting pre-defined digital messages”. Usually, however, our main use is to send a distress signal as an alternative to (or in addition to) a Mayday call.
7. Channel 70.
8. A safe water mark (sometimes also called a fairway buoy).
9. This tells you the type of bottom – in this case coarse sand, broken shells, gravel & pebbles.
10. On the days of the Spring and Autumn equinoxes – September 19-21 and March 19-21 (can move a day or so back and forth each year – check your almanac if this is important such as when taking astro sights).

A Random Encounter

A few weekends back (early August some time) I was up on the Hawksbury River near Patonga minding my own business (as you do), when I saw a familiar vessel. Actually, I was on a boat belonging to two of my students – a Canadian built 36ft vessel which they had recently bought and we were in the middle of a Day Skipper course.

We had just completed a Man Overboard drill when I saw said vessel complete with what looked like two burgees (sorry Mike – one burgee and a pennant). Looked awfully like Sanctum.

A quick scramble for the radio. A call “Sanctum Sanctum Sanctum this is Vata Vata Vata” got a puzzled response. All very correct in radio protocol but Evan was basically saying “yes – who is Vata?” Once I explained it was indeed me, he was less surprised.

We chatted for a moment, then tacked away to continue on our ways. Always good to catch up with friends!

Phil Darling

CHEF'S CORNER....BY SUZANNE MCEVOY



Suzanne's Easy Fruit Cake

Ingredients

- 1 tspn bi-carb soda
- 1kg mixed fruit
- 2 cups orange juice
- 2.5 cups self-raising flour

Preparation

- Mix together the first three ingredients.
- Add the self-raising flour to bind the ingredients and mix again
- Line a square tin
- Pour in ingredients
- Bake at 180 degrees for one hour



Eating

Nice buttered

Keeps for ages, perfect on watch for long voyages

We always have some in the fridge for when you are a little peckish with a cuppa tea or coffee.

Can be frozen



A couple of Fishy Stories – by Phil Darling

Those who know me well have probably heard all sorts of stories on board – but very few on fishing. In fact I decided many years ago that “conventional” fishing and yachts were probably incompatible. The best places for dropping a line in – near to rocks and reefs – were usually the last places I wanted to be on my deep keel yacht.

But over the years I have caught quite a few fish – ranging from the shark just after I got out of the water in the Whitsundays (he did look hungry), to some very scrumptious fish from dinghies, to a few really noteworthy fish on passage.

Let me tell you about two of the latter.

Story 1 – Return from Gladstone (or – the Tuna that did not quite get away)

We had had a noteworthy series of races in eXpresso. Sydney to Mooloolaba, then an even more noteworthy Brisbane to Gladstone race over the Easter weekend.

Come the return journey – a quick visit to the fishing shop at the Marina resulted in a “top notch, guaranteed” fishing rig setup. “Absolutely certain to catch your best fish ever”. It actually cost less than the visit to the fuel wharf (ouch) so what a bargain!

So as we left the marina it went over the stern. A life-size, realistic lure (I still have it) with all sorts of swivels, heavy nylon line, shock cord, etc. Down the channel to Hervey Bay we checked it every 15 minutes - just in case. No success – yet.

Out into Hervey Bay – other priorities took charge (mainly a heavy south easterly on the nose). That night as we entered the Sandy Straits still no bite. We dragged the rig through the Sandy Straits the next day. No success. Out through Wide Bay Harbour. No success. Over the Wide Bay Bar. No Luck. Down the coast past Noosa. Nothing. Out around Cape Moreton then down past Stradbroke Island. Still Nothing.

By day 3 we were out off the Gold Coast when Simon said “Phil – I think you may have caught something”. “Don’t talk rubbish” I said – thoroughly disillusioned with any idea of fishing. But he was right. When I pulled it in we had a marvellous Tuna. About a metre long. Serious fish.

“Leave it to me” said Simon (he was a professional chef – great to have as crew).

So we had Tuna Sashimi for lunch. Brilliant. Tuna Steaks for dinner. Fabulous.

Tuna mash for breakfast the next day. Pretty good. Tuna sandwiches for lunch.

By dinner on Day 4 we were over Tuna, and the remnants (not much were consigned to the deep). Still – a pretty good catch and probably paid for the cost of the gear.

Story 2 – Return from Lord Howe

We had raced out to Lord Howe Island in Sea Quest – a Radford 50. Being too deep to enter the lagoon we had to radio in and immediately turn back for home. In many ways the trip back was better than the trip out – surfing over the Sea Mounts was just one highlight.

One of the crew was a keen fisherman and while I had forbidden his trolling over the stern on the way out (we were racing after all), on the return his reel went up on the rail and we waited to see what (if anything) would happen.

Then – about 100 miles out from Newcastle – we had a bite. Much excitement. It took us all afternoon to bring the fish in (careful - make sure you don't lose it), gaff it, lift it gently on board, kill it, wash the blood off the transom, then hack it to pieces (sorry – butcher it). The attached pictures show the fish soon after coming on board – then one of the satisfied crew (Kevin) with dinner that night.

It was an Albacore Tuna. Fantastic eating. We fed 10 on board that night, and we all took a steak home as well. Much better than Cup-of Soup for dinner!





BUY, SWAP and SELL

All items –
Contact Jean

Parker on 0403 007 675 to discuss features, availability, and prices

Books: All proceeds go to the Cruising Division. Books donated by Charo (Contact Jean Parker to make an offer)



1. SAFETY in small Craft by Mike Scanlan
2. Survival at Sea by Australian Maritime Safety Authority
3. Illustrated Sail & Rig Tuning by Ivar Dedekam (rrp \$44.95)
4. North U. TRIM by Bill Gladstone (rrp \$85)
5. Modern CRUISING Under Sail by Don Dodds (rrp \$19.95)
6. The Penny Whiting Sailing Book-an illustrated guide to sailing skills
7. Advanced Racing Tactics by Stuart H. Walker

8. How to Read a NAUTICAL CHART by Nigel Calder (A complete guide to the symbols, abbreviations & data displayed on Nautical Charts)

On the following Items **MAKE AN OFFER!!!** They Must Go



One Sexy Plastimo hand held compass



Musto wet Weather Jacket (XXL) & Bib & Brace (XL)



Burke Wet Weather jacket (XXL) & Crane Bib & Brace (XXL)



Petrol containers x 13 available



FOR SALE:

Manson R4 Race Anchor
\$60



Adult Waterproof Ponchos, 20 for \$12

TOOLS 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.

Middle Harbour Yacht Club - Cruising Division

Treasurer's Report As at 1 September 2020



Cash at Bank as at 01.08.2020	\$2,137.09
<i>Plus Receipts</i>	
Membership	\$0.00
Interest 31 August 2020	\$0.17
<i>Less Payments</i>	
	\$
Cash at Bank as at 31.08.2020	\$2,137.026
<i>Outstanding Receipts</i>	
	\$0.00
<i>Outstanding Payments</i>	
	\$0.00
Account Balance	\$2,137.26

Signed as a true record
Mike McEvoy
Treasurer



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

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

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

The Cruising Division newsletter is titled 'The Compass Rose Cruising Log' and is published monthly. The newsletter is also available through the MHYC web-site at

<https://mhy.com.au/sailing/cruising/compass-rose-publication>

Middle Harbour Yacht Club
Cruising Division
Annual General Meeting 2020



Nomination Form

Name of Nominee:

_____ MHYC Member No: _____

Position on Committee: (i.e. cruising captain, vice-captain, secretary, treasurer, general member: see
Compass Rose page 2 for more office bearers positions)

Name of Proposer:

Signature of Proposer:

Name of Seconder:

Signature of Seconder:

Signature of Acceptance by Nominee:

Please forward to cruising@mhyc.com.au prior to Monday 21st September 2020

