



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

Volume No. 37 No. 11 December 2017

Editor: Dorothy Theeboom



S E A S O N ' S ★ G R E E T I N G S

## CAPTAIN'S COLUMN – DECEMBER 2017



Well this is the final Captain's Column of 2017 and what a big year it has been for all of us in the Cruising Division. And yet there is still more to come with this weekend's (2/12) Tapas Tie Up to come as well as the Club Xmas Party on Thursday 21<sup>st</sup> December.



If we can get a late entry spot in this edition of Compass Rose you may even be able to read about the fabulous Tapas Tie Up event organised with enthusiasm and imagination by Martyn Colebrook.

Chris Canty on Galaxy III has departed Cape Town, South Africa as he continues on his circumnavigation of the globe.

During the month we had 5 vessels raft-up and participate in the Emergency Steering Obstacle Course. See Max Theeboom's report later in this edition. I think the outcome is that we all learn a little bit more about our vessels and equipment no matter how minor the exercise might seem.

November also saw a most informative and entertaining talk by Kingsley Griffin on his sailing, diving and filming adventures around Greenland. The talk ended with a short documentary film being made about the yacht "Breskell"s builder/owner/skipper Olivier Huin. His emotion came through loud and clear when he said after a life at sea that this trip into the Arctic, iceberg infested waters was the most terrifying and most beautiful experience of his life.

Some of us are busy preparing for the cruise to Lord Howe Island which is for me daunting and exciting at the same time. Currently 3 vessels from MHYC are cruising in company Awawai (Jeaneau 349), Bundeena (Murray-Pacific 50) and Nashira (Bavaria 40 Ocean).

So as this year draws to an end, I, on behalf of the CD committee, would like to wish you all the best for the festive season and a happy new year.

Look forward to seeing you all at the Xmas Party, out on the water or at the club for the January BBQ on the 15th.

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

Evan Hodge  
Cruising Captain. *SY. Nashira*

## CRUISING DIVISION OFFICE BEARERS – 2017 – 2018

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



### Editor's note:

**Deadline** for the next edition of the Compass Rose, is **7<sup>th</sup> February**

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

Please forward contributions via email to the editor: **[cruising@mhyc.com.au](mailto: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 2017-2018		
December	2 <sup>nd</sup>	On-board Progressive Dinner
	21 <sup>st</sup>	Club Christmas Party (replaces December meeting)
January 2018	5 <sup>th</sup> – 19 <sup>th</sup>	Lord Howe Island Rendezvous
	13 <sup>th</sup>	January Cup & 2 Handed Race – MHYC Feature Event
	15 <sup>th</sup>	Post New Year BBQ and get together.
	20 <sup>th</sup>	Chaos and Bedlam Point Cup – MHYC Feature Event
	26 <sup>th</sup> – 28 <sup>th</sup>	MHYC Gosford Challenge
February	TBC	Barefoot Ball
	19 <sup>th</sup>	Cruising Division Meeting
	26 <sup>th</sup> – 3 <sup>rd</sup>	Late Summer Cruise to Pittwater
March	3 <sup>rd</sup> & 4 <sup>th</sup>	Sydney Harbour Regatta – MHYC Feature Event
	10 <sup>th</sup> & 11 <sup>th</sup>	Harbour Night Sail and raft-up
	19 <sup>th</sup>	Cruising Division Meeting.
April	30 <sup>th</sup> to 2 <sup>nd</sup>	Easter Cruise – Jervis Bay includes Safety Practice and Slocum event.
	9 <sup>th</sup> to 15 <sup>th</sup>	Sail Port Stephens
	16 <sup>th</sup>	Cruising Division Meeting.

## JANUARY GET TOGETHER

Whilst there is no formal meeting in January, we will be having a BBQ on the 15<sup>th</sup>. Hope to see as many people as possible on the night.

## FEBRUARY MEETING

19<sup>th</sup> February

**Frederic Chanut & Sandy Farquharson**

**Race to Alaska (R2AK 2017) - Team Adventurists**

Two avid MHYC sailors raced in the R2AK on 22ft Harmony, it only took 12 days 5 hours and 3 minutes. There were 41 entries which started and 27 finished.

There were 11 knot tidal flows, sub zero temperatures, killer whales and and lots of other wild life the crew did not want to meet. The main rule for entering the race was no boats were allowed to have motor! so the crew installed a couple of oars to help them on their journey. Come and hear about their amazing adventure.



Enveloping February: Mike McEvoy  
Cheese Platter: Dorothy Theeboom

## SIMPLY IRRESISTIBLE'S 2017 TRIP NORTH PART 1.

For the record, we departed Sydney on 25th May and returned at 2200 on 29th Oct. During this time we travelled 2,675 miles and used 383 litres of fuel. It took us 4 weeks to get to Airlie beach with 3 days at Laurieton (storm bound) and 3 days at Scarborough (to catch up with our son and family). We anchored each night except for the Trial Bay to Southport leg, when it made sense in the light weather to keep going (and subsequently run out of fuel for the first time in 30 years!) and a very early start from Pancake Creek to Great Keppel Island to take advantage of being able to leave in moonlight and arrive in daylight. One of our crew (of two) has an aversion to arriving at anchorages in the dark!

It also took us 4 weeks to get back as well with a few days at the Keppels, which are a holiday destination in themselves, three nights in Bundaberg for water pump repairs, then an over-nighter to Coffs to hide from bad weather for three days and then a one and a half over-nighter to get back to Sydney, before more bad weather (the motivator to keep going that second afternoon!)"

Having dispensed with statistics, let me warn you now, this is not a blow by blow description of our course to the reef and back. If you want to read our log book you are very welcome, you'd find the basics there, although it is by no means complete and my hand writing, especially when underway, leaves a lot to be desired! Rather these ramblings are a collection of incidents from the cruise, which you may find interesting and maybe, even, helpful. There were several times when something happened and I thought "Oh, I must share that", but of course it was never possible at the time to write it down. The chance now-a-days of remembering to do so are long since gone. However, as they pass into long term memory, the chance of capturing them becomes more likely as I enjoy sitting here at the keyboard reminiscing on a very enjoyable cruise. Therefore, in no particular order, we continue.

### Port Clinton

On our previous four trips north, it has always been blowing from the south as we approached Port Clinton looking for a calm anchorage for the night. What to do then recently, as we approached from the north in a strong northerly? From the chart it looked as though if we went in over the bar and then headed westerly in a channel with reasonable depth, we might get some shelter from the north, but I was not convinced. An uncomfortable night beckoned.

As we had been in there a few times before, I did not think of checking Lucas. Thought I knew all he had to say on the matter. Not one of my best decisions. Lucas knows everything; well definitely more than me! Anyway as passed to the west of Entrance Island and approaching the bar, Gill noticed a moored yacht to our starboard. It quickly disappeared behind an island to reappear the other side of the island shortly thereafter. This caused me to have a closer look at the chart, which showed a small bay to the north of us and the bar. Under motor and in calm sheltered conditions we motored into it and joined two other yachts in about 5m of water for a very calm night! Later, two late arrivals found equally good conditions in the bay to the west. A subsequent check of Lucas showed that he was well aware of this little bolt hole, which he listed as day time only, due to the possibility of a southerly coming up during the night, leaving you on a lee shore with nowhere to go. Still, you can't have everything and the northerly was forecast to last all night and the next day, which was what it did, so we had a peaceful night.

## Laurieton

A very welcome discovery/jogging the memory at Laurieton was that there are now two courtesy moorings and a police mooring between the Services Club and the Coastguard shed. The not so welcome discovery was that they were already occupied and the strong southerly we were escaping from was blowing very nicely straight down the river. Still, we've anchored in a lot worse, so we dropped our pick between the deepest part of the river and the eastern bank.



First night was great, but I should have heeded the warning. Great times are very often followed by terrible times! The next night the wind went a little to the west and we got a series of much stronger gusts/bullets from around the very high Middle Brother hill into our starboard side, which lay us over and drove us towards the bank. Again I should have heeded the warning. If things are bad, they can get worse, but I was in a nice warm bunk and we seemed to be surviving OK, just a bit uncomfortable. Then something happened which changed my mind. The next gust/bullet was even stronger and it drove us back further towards the bank and the keel went thud into some pretty firm mud. Reluctantly at 0200 on a dark, rainy, windy night out comes the second anchor. (Yes, yes, which we should have deployed earlier!!) . Lying again now towards the south wind with about 30m of chain out to the first anchor, Gill motored the boat to the south west into the deeper water where we dropped the second anchor and then let the wind drive us backwards whilst I paid out the second anchor line until we reached a position approximately between the two anchors when I belayed the second line. Gill then motored slowly into the wind, whilst I pulled both anchor lines in together for about three metres, where I put a square lashing and frapping turns around the two. Gill went into neutral and we settled back onto

the two anchors. When the tide turned, the keel passed over the two anchor lines where they were lashed together and securely settled into her new position.

We'd have done this as well with a Bahamian moor, but that wouldn't have protected us from the bullets into the starboard side as effectively. Yes, we did manage to get back to sleep. In retrospect, I think it was valid to moor at first with just one anchor, because where the wind was going to go and what we would require was unknown. However, when the wind did give us an indication of what it was up to I should have stopped being so lazy and taken action!

#### Island Head Creek

Can anyone tell me where the channel is as you come in on the northern side of the estuary after you pass very close to the rocks (in very deep water) and then head for the gutter off the beach to the west, where there is reasonable depth water? Fortunately, we had enough water and time to investigate the Lucas recommended track, but it was far shallower than Lucas suggested. Maybe it has just silted up. Anyway, several yachts got to this point and then went south and sheltered behind the southern headland, which was very satisfactory and avoided the extra distance of going down into the body of Creek and into one of the two western inlets. In these there would have been some protection from the southerly, but we'd have had to put up with the sand flies! Southern headland was good and made for a quick departure the following morning.

Moreton Bay is not one of our favourite places and we are not smart enough to work our way around some of its challenges. On the way south we were due to stay a second night in Scarborough, until friends rang from the Gold Coast to announce a brief weather window in a couple of days to get down to Coffs. We wanted to keep in touch with this group, so we made a hurried departure for Coochiemudlo Island despite knowing that we would be motor sailing into a stiff southerly until we got to the Brisbane River bar, from which point we would have the flood with us. Wrong! Between Mud Island and St. Helena Island we were making just over a knot over the ground and it didn't get much better until we were abreast Peel Island. Finally got to a very peaceful anchorage in shallow water at about 2000 behind Coochiemudlo Island, which gave me chance to realise that the flood tide in Moreton Bay must come from between North Stradbroke and Moreton Island, the original entrance to Moreton Bay and not from the north as I had assumed.

To be continued.....

Glynne Attersall, *SV Simply Irresistible*

## CD Quiz –December 2017 by Phil Darling

1. Which navigation marker has the light characteristics Fl(2)?
2. You see a red flare go off at night, but are concerned since it is in the middle of an area of reefs and strong currents. What are your obligations, and why? What would you do?
3. You see a large commercial vessel flying two flags (from adjacent halyards) – one a red swallowtail, and the other showing white and red vertical halves. What do these mean?
4. At night you see two vessels ahead. The front one is carrying normal lights except that a yellow light is visible above the stern light; the second one is carrying normal lights. What does this mean, and what should you do?
5. You notice a parameter “HDOP” of 3 on your GPS. What is this, and is 3 a good number?
6. When a cold front catches up with a warm front, what type of front is formed?
7. If someone tells you “keep a cable off the rocks” – how far is this?
8. You are proceeding along, minding your own business, when an aircraft at low altitude circles your craft, then crosses ahead of you rocking its wings, then overflies in a straight line. What should you do?
9. A solar eclipse is predicted for today. Would you expect the tides to be springs or neaps?
10. What is a Turks Head?

## MEMBERS’ PLANNED CRUISING:

### NASHIRA

Nashira is heading off to Lord Howe Island on or about the 5<sup>th</sup> Jan 2018 in company with 2 other yachts from MHYC. This will be our longest non-stop passage yet. Should be a challenge with a reward on arrival at one of many people’s favourite holiday destination. If weather and time permit we may also go and visit Middleton Reef which is about 100nm north of LHI. Plan to be back 19th Jan weather permitting.

### GALAXY III

‘Are we there yet world cruise’ – Chris Canty. Galaxy III has now left South Africa and heading west across the South Atlantic Ocean.

Follow Chris Canty on their blog and tracker at

<https://www.are-we-there-yet.com.au>

# BUY, SWAP and SELL

**SELL - IridiumGo** Satellite phone unit with external Ariel. **\$600**

**Contact:** Mark Williams 0405-288-840

**SELL- THULE roof racks.** These are in good condition and have a key to lock them onto your car - \$100. These allow you to add on a bike carrier or ski racks as well.

**Contact:** Simone Hill [membership@mhyc.com.au](mailto:membership@mhyc.com.au)

**SELL - Minnow Canoe (blue and white)** Rotationally moulded linear polyethylene. Fixed contour moulded seat with backrest. Adjustable footrests. Moulded flotation 25Kg plus for extra safety Length 290cm Weight 17 Kg Cockpit 100 x 45cm. Comes with canvas cover to protect it from the elements on deck, paddle, sprayskirt to stop splash coming into cockpit. Seen previously on the foredeck of Jabiru. RRP \$980.00 For sale at \$400.00 **Contact** Mike McEvoy on [mmcevoy@bigpond.net.au](mailto:mmcevoy@bigpond.net.au) or 0418 489 703

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

DETAILS:

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

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

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

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

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

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

## CD Quiz – December 2017 – Answers

1. Isolated danger mark.
2. Your obligations are to give all assistance without endangering your own vessel. You would: a) Call in a Mayday by radio and attempt to get other assistance; b) Stand by to give all assistance possible without putting yourself into danger
3. The solid red swallowtail flag is code flag B (bravo), meaning dangerous goods are on board. The flag with red and white vertical halves is code flag H (hotel) – meaning pilot on board. On Sydney Harbour it is most likely an oil tanker heading to (or departing from) Gore Cove terminal.
4. The front vessel is towing the other (as indicated by the yellow towing light); keep clear and especially do not go between the two vessels!
5. HDOP is the “Horizontal Dilution of Precision”, and is a measure of how accurate your GPS is. It shows how good a fix the GPS is able to calculate with the satellites currently visible in the sky. “1” is ideal; any higher number is progressively worse – however “3” is still rated as a good fix (numbers in excess of 5 are cause for concern).
6. An Occluded Front.
7. One tenth of a nautical mile – ie 185 metres.
8. The aircraft is directing you to proceed in the direction it is flying to render assistance to a vessel or person in distress.
9. Springs – as the sun and moon are in line and their effect on tides will be maximised.
10. An ornamental knot with a number of interwoven strands, forming a closed loop. Often used to denote the “straight ahead” position on a ship’s steering wheel, but other uses can include anti-chafing protection and to give a better grip on a pole or post.

## NOVEMBER RAFT UP AND EMERGENCY TILLER EXERCISE

On 18<sup>th</sup> November three boats, Sisu, Flemingo and Nashira rafted up in Sugarloaf Bay. Early (for a Sunday morning) they were joined by Caviar and a little later by Zingara 2. A pair of buoys was set out by Evan and Kelly and the idea was to do two laps using emergency tiller only. On the first lap one just had to go between the gate and then down behind the raft. On reaching the gate for a second time a 180 degree turn and return to the raft.

The first boat to try the exercise was Sisu. With judicious use of thrusters Mike managed to the laps required. Next to go was Caviar which has a large tiller that extends over the wheel. Max had the fastest lap time and managed to make the turn on the second lap with little difficulty. Nashira was next and Evan, followed by Kelly managed the task despite need each other's assistance as the throttle was not within reach of the tiller. It seemed a bit precarious to be balanced at the rear of the deck without any safety gear such as a harness. Last to go was Jeff on Zingara 2. She needed quite a bit of manouvering to enable the turn to be accomplished. It was an interesting exercise for all and I'm sure that everyone found something that could be improved. Despite this it was comforting to know that everything worked as it should and I can now use my emergency tiller should the need arise.

Max Theeboom, SV Caviar



Kelly steering Nashira

# DRIFTWOOD

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## "John's favourite apps and links" by John Lemberg LMYC

A list of apps that John Lemberg shared with members gathered for the LMYC Skills Day on Saturday 19 July 2017.

### **iPad/iPhone apps**

**Navionics:** "The worlds #1 boating app" – rivals any chart plotter in functionality. Great for route planning.

**Memory Maps:** For those who can't quite yet dispense with the paper! A full suite of raster charts overlaid with chart plotter capability.

**Marine Traffic:** Displays vessel near real time position via data from AIS receiving stations world wide.

**What's on my Boat:** Great way to fill in the winter months on board and never lose anything again!

**Rules and Signals:** A very well set out reference guide to rules and signals at sea.

**Night Sky:** A planetarium in your pocket.

**Grog knots:** Animated knot tying guide.

**Compass eye:** A bearing compass with real-time camera and map views, bearing markers and 8 x zoom.

**Theodolite:** Just in case you ever lose the sextant!

**Marine Rescue NSW:** Log on and off by stealth!

**Tides Aus:** A simple and clear tide forecaster for Australian waters.

**Fish planet:** It wont catch them or clean them but you may be able to identify them.

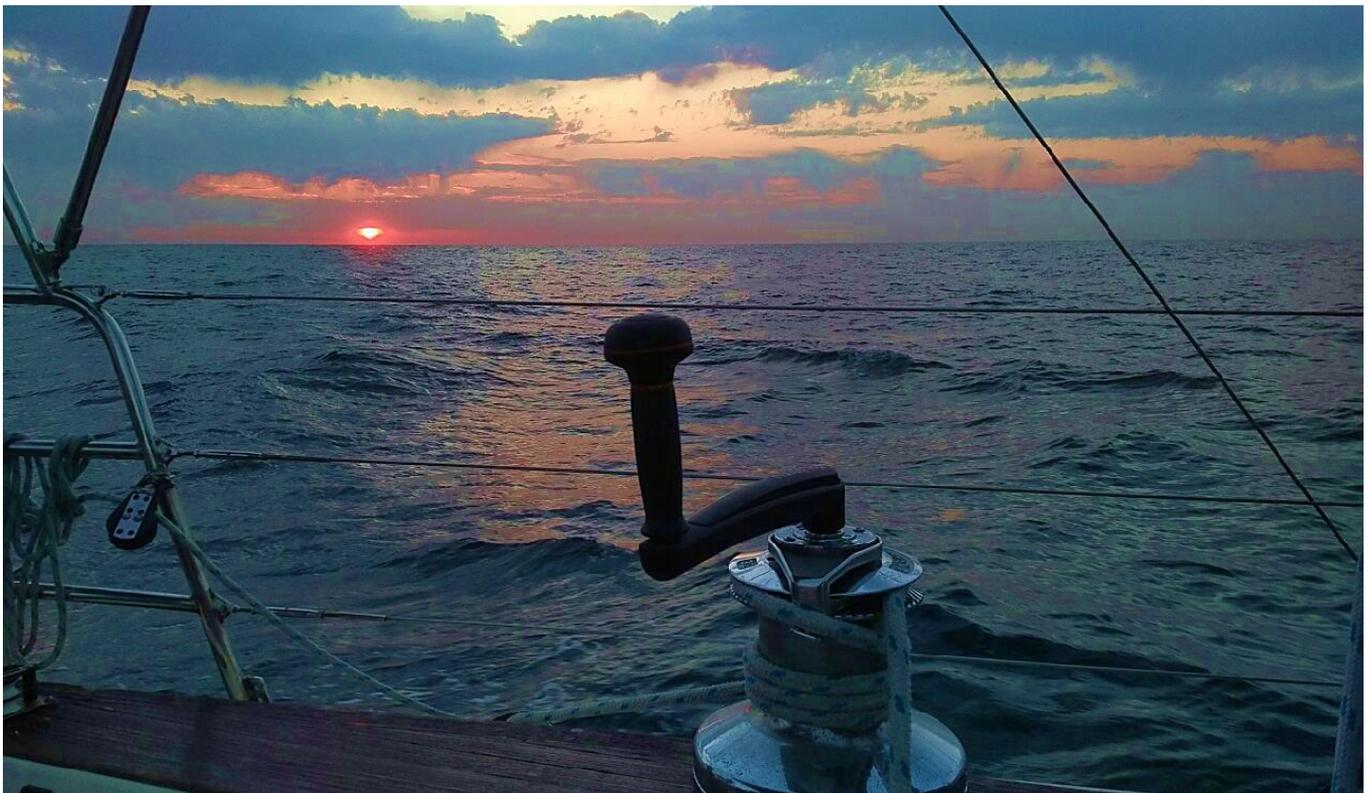
**Drag queen:** Anchor alarm

## PHOTO COMPETITION for 2017–November

November Winner .....Photo of the Month by **Max Theeboom**.

Send your photos to **Maralyn Miller** to enter into the 2017 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 2017.



The winning photo for November is called 'Sunrise off Yamba'  
By Max Theeboom.

## PHOTO COMPETITION for 2017–Winner

Some excellent photos were received this year for our photo competition, please keep your photos coming and see them published in the Compass Rose.

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 prize at the end of 2018.



The winning photo for 2017 is by Chris Canty.  
The photo was taken on Galaxy III when rounding Cape York.

Chris will receive the prize of a \$100 gift voucher from Whitworths.

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 and to [Darling.maralyn@ozemail.com.au](mailto:Darling.maralyn@ozemail.com.au).

Good Shooting ...!! Maralyn.

## CHEF'S CORNER

### Kelly Nunn-Clark's Tapas Tie-up recipe



<https://www.youtube.com/watch?v=G2CkcVS8fWE>

#### GOAT CHEESE TARTLETTES WITH ONION JAM

Makes 24

##### Ingredients:

4 oz (113 g) of crumbled goat cheese  
2 sheets puffed pastry  
2 tbsp (30 ml) olive oil  
1 sweet yellow onion  
1 red onion  
2 tsp (10 ml) balsamic vinegar  
1 tbsp (15 ml) honey  
salt and pepper to taste  
1 tbsp (15 ml) freshly chopped rosemary

##### Method:

Preheat oven to 400 degrees. (205 degrees C)

Slice onions paper thin. Saute in olive oil until soft and caramelized. Add vinegar and cook until evaporated. Add honey, salt, pepper and rosemary.

Cut out circles of puff pastry with a cookie cutter. One that is about 3 inches wide. Set circles into mini muffin tin, creating little tartelettes.

Sprinkle ½ tsp of crumbled goat cheese into tarts, and top with onion mixture. At this point you can cover in foil and freeze if not using right away, or pop in fridge until the day of your party.

Bake for 10-12 minutes until pastry is golden brown and cheese is melted.

Allow to cool slightly before serving.

## CALAMITY CORNER

### How we nearly missed Newcastle

Newcastle is a big port. Hard to miss you might think. But we did make an effort one evening.

The problem is that the internal navigation markers – those within the port – are made for very big ships and are corresponding large and bright. Sometimes more so than those we use for the approach.

It was a cold and turbulent trip up. We were taking a large racing yacht up to Hamilton Island, and my crew of students and I were equally tired. Over 30kts on our tail – the big southerly had made it a quick but hectic trip up from Sydney. Being late July, we were wet, cold and pretty exhausted by the time we got off Newcastle.

The town is easy to find. Nobby's lighthouse is prominent, and the lights on Stockton Bridge are easy to see. But at 9pm anything closer to sea level was obscured in a haze of breaking surf and spray. The chart plotter was having one of its "moments" – being below decks and midships the pc system was much more use in developing tactics – the effort to get below, negotiate a pitching and slippery main cabin and check position was generally not worth it. Anyway - how hard can it be to enter such a major port? Bulk carriers do it all the time!

So down came the sails (not an easy task in a pitching sea), on came the engine and we prepared to enter.

We found the lead lights (we thought) – at least those red port-hand markers – and lined up on them. But something did not seem right – the water kept getting shallower than we expected. So back out, and try again. Still the same result – and where were the leading lights and green markers?

Then one of my crew said "Phil – I think I saw a green light over there". Well to the south of us. We all looked intently – nothing visible through the haze - then someone else thought they saw it too.

"OK" I said – "let's go have a look – but I am going out to deeper water first". So back out we went, then very gingerly to the south. I went below to check the plotter – but no assistance from that avenue (it had decided to screen save or something and would not answer the mouse). Then guess what – suddenly a ship came out – we had found the entrance. As we kept on a few more lights became obvious – so with a sigh of relief we turned into the correct entrance.

So where had we been heading? Into the southern end of Stockton Beach. A combination of poor visibility and fatigue had tricked us – but also the internal port nav lights (above the spray) had not helped.

Could have been very serious!

Phil Darling

USE YELLOW CELLS ONLY	CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET												TOTAL		
	DATE - EVENT -	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Compass		Attendance	Technical
ENTER CREW FOR EACH		Garford Cruise	Late Summer Cruise	Harbour Night Sail	Earler Cruise	Maritime Museum	Check Safety	Uragua Training & Raftup	090 & Raftup Sugar'f	Lake Macq	TBA	Rose reater Article	at Monthly Meeting Points	Corner projects compl	CUMUL' SEASON POINTS
TACHT	No. Nights	2	1	0	1	1	1	1	1	4	1	2	1	3	
Altair	Crew					1						2	3	0	13
Kieth Watson	Night					1									
Nana	Crew											2	7	0	9
Michael	Night														
Breeze	Crew											6	3	0	15
Bill & Helen	Night														
Caviar	Crew						2					8	15	0	23
Max & Dot Thee	Night						2								
eXpresso	Crew			2		2	1					2	14	0	26
Phil & Maralya	Night			1		1	2								
Flemingo	Crew			2			1	1				2	6	0	17
John	Night			1			2	1							
Galaxy 3	Crew											6	2	0	8
Chris	Night														
Sisa	Crew							2				4	3	0	16
Mike & Suzanne	Night							1							
Kachina	Crew						2					2	14	0	22
Trevor & Lena	Night						2								
Mashira	Crew					2	2	2				2	14	0	28
Evan & Kelly	Night					1	2	1							
Rapture	Crew											2	6	0	8
Paul & Anne	Night														
Simply Irresistible	Crew											14	3	0	23
Glynn & Gill	Night														
Slack'n'Off	Crew							1				4	3	0	15
Martyn	Night							1							
Tommy	Crew											0	6	0	6
Mark & Lee	Night														
Sanctum	Crew											0	8	0	8
Jean & Noel	Night														
Bloodhound	Crew											0	7	0	7
Alex	Night														
Buqqaleqs	Crew											2	16	0	18
Jeremy & Kristin	Night														
Tulip	Crew											0	5	0	5
Dick	Night														
Zingara II	Crew											2	6	0	8
Jeff	Night														
Zingarro II	Crew											12	3	0	15
John	Night														
Husky Dory	Crew											0	4	0	4
Aileen & Cam	Night														
Isobel II	Crew											0	8	0	8
Val & Des	Night														
No. of Boats -		0	0	2	0	3	5	4	0	0	0				Points 23
The Leading Boat is...															Caviar



# MHYC ANNUAL CHRISTMAS DINNER

Thursday December 21, 2017

6:00 p.m. to 9:00 p.m.

MHYC Members \$58 pp

Non Members \$63 pp

includes entertainment, drink on  
arrival & 3 course meal

Lower Parriwi Road  
Mosman NSW 2088

Please R.S.V.P. by December 13 to  
MHYC Reception on 02 9969 1244  
or book online at [www.mhyc.com.au](http://www.mhyc.com.au)



**Middle Harbour Yacht Club - Cruising Division  
Treasurer's Report As at 1 November 2017**

Cash at Bank as at 30.09.17	\$2,216.81
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*Plus Receipts*

New members Michael Smith	\$50.00
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Interest	\$0.19
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<i><u>Less Payments</u></i>	\$0.00
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Cash at Bank as at 31.08.17	\$2,267.00
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<i><u>Outstanding Receipts</u></i>	\$0.00
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<i><u>Outstanding Payments</u></i>	\$0.00
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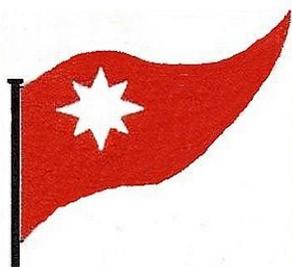
<b>Account Balance</b>	<b>\$2,267.00</b>
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Signed as a true record

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

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

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