



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

Volume No. 37 No. 05 June 2017

Editor: Mike McEvoy



HANG ON, THAT'S A MOTOR BOAT WITH A DAGGY ANCHOR NOT A FINE SAILING VESSEL! WHAT'S IT DOING ON THE COVER PAGE OF THE COMPASS ROSE?

CRUISING DIVISION OFFICE BEARERS – 2016-2017

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



Editor's note:

Deadline for the next edition of the Compass Rose, is **28 June 2017**

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

Please forward contributions via email to the editor: darlingp@ozemail.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.

COVER: THE GUEST EDITOR'S (NEW) BOAT IN ITS OLD HOME WATERS AT BOBBIN HEAD.

MHYC CRUISING DIVISION CALENDAR

June	10 th to 12 th LWE	CD Get Checked Weekend and Raft-up.
	16 th	Commodore's Black Tie Dinner – fund raising for the Frank Likely Trust
	17 th & 18 th	Club Get Set Weekend.
	19 th	Cruising Division Meeting (AGM)
July	16 th	Seniors Luncheon
	17 th	Cruising Division Meeting
	20 th	MHYC Annual General Meeting
	30 th	Long Lunch
August	21 st	Cruising Division Meeting
	24 th	Skippers Briefing
September	2 nd	Club Opening Day and Sailpast
	16 th & 17 th	090 plus Sugarloaf Raftup
	18 th	Cruising Division Meeting
October	Sept 30 th to Oct 2 nd	Oct LWE Cruise to Lake Macquarie (Tides OK)
	5 th	Twilight racing starts
	16 th	Cruising Division Meeting
November	18 th & 19 th	On Water Event (TBA)
	20 st	Cruising Division Meeting

NEXT MEETING: **Monday June 19 at 7:30 p.m.**
 BYO BBQ from 6:30 p.m.

Annual General Meeting and installation of Office Bearers

Followed by a discussion led by Phil Darling on the Wachman Award and Evan Hodge on what do our members want from the Cruising Division e.g. more adventurous/exotic cruises e.g. Lord Howe Island, Hobart in 2019 for the Wooden Boat Festival.

CAPTAIN'S COLUMN – JUNE 2017



Greetings fellow cruisers,

As this is my last Captain's column after two years in the role I would like to thank the current committee for their contribution to the Division's activities. Phil Darling, Evan Hodge, Kelly Nun-Clarke and Dorothy Theeboom have been a great team bringing diverse skills and experience this year. Also Trevor D'Alton, Maralyn Miller, Jean Parker, Mike McEvoy, Paul Wotherspoon, Glynne and Gill Attersall have been very active members, facilitating activities of the Cruising Division at MHYC. There are also many members who regularly participate at meetings and events and add value in unique ways. Thank you all for making our Club such a worthwhile community.

An interesting article from Deckee this month: [Night sailing: The essential guide for offshore cruisers](#) Yachting World

"Whether you are crossing the channel or crossing an ocean, sailing in the dark is something that everyone experiences at some stage in their sailing career and with some simple preparations you can make it easier and safer."

Remember that our June 19 meeting is the AGM and election of committee members for the coming year. If you would like to nominate a suitable member, please use the form provided at the back of this magazine.

10th-12th June is the Get Checked weekend and Sugarloaf Bay raft-up followed by breakfast at Echo Point on the of Sunday morning. Phil Darling will be co-ordinator. Please have your gear laid out and accessible for our volunteer auditors. Remember that they are checking to ensure that our boats comply so that our crews and we are as safe as possible at sea.

28th June will be an on-land event to the National Maritime Museum.

The Cruising Division is a unique clan with extensive skill and diverse experience. The meeting of seasoned sailors willing to share with the fresh enthusiasm of newer sailors is always inspiring. This year we have seen members sailing several states and continents. Many have reported that it all started at MHYC Cruising Division! That is something that we can all be proud of.

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

Michael Mulholland

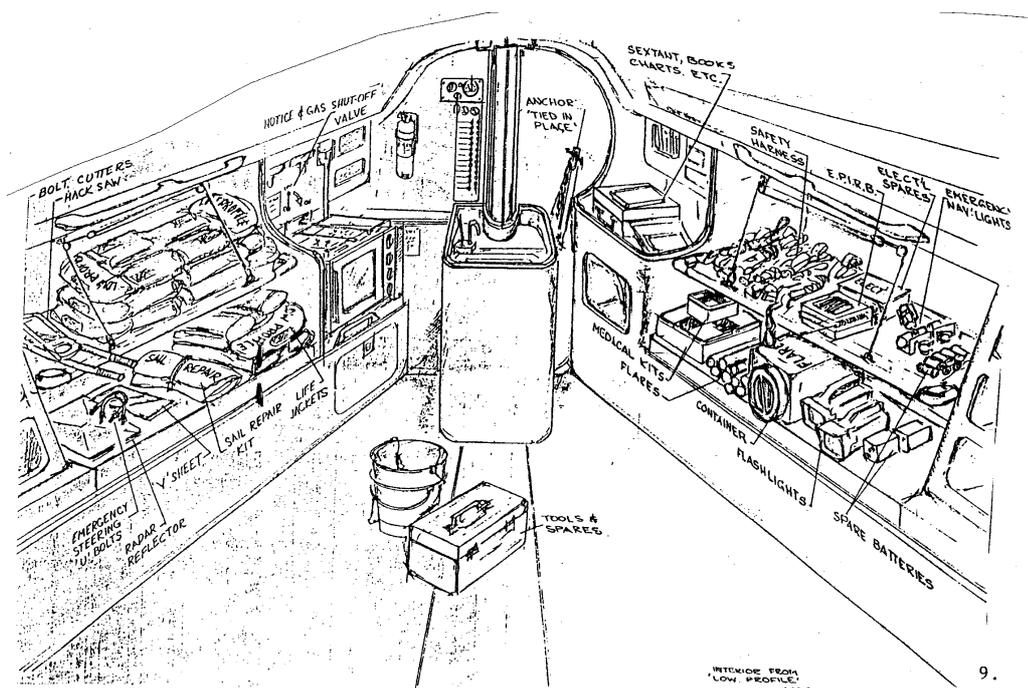
Vice-Commodore Cruising. SY. "Bliss"

FUTURE EVENTS

Sugarloaf raftup and Safety Inspections

Saturday 10th and Sunday 11th June- Long weekend

Start now getting all that safety gear together and updated – including those troublesome expiry dates in the first-aid kit. Lay them out as shown below, so that our hard working safety auditors can quickly give you credit for all the things that are right and spend time with you helping to see how you can meet these very necessary standards. This will assist you completing the checklist for your boat and speed up the audit process. I know it really irritates this auditor if items are not laid out (Mike).



(Picture by Margaret Grace in a Compass Rose many years ago!)

Shared experience – some would call it education – during the raftup on Saturday night.

Please note, small changes in the latest 2017-2020 Special Regulations, which are now published online and separate from the Rules for Racing. The Australian Sailing Special Regulations for 2017-2021 are effective from 1 July 2017 but have been published early to allow competitors ample time to prepare their boats.

This list is not exhaustive and you must look online at www.sailing.org.au/search/special+regulations/ for the whole book which can be downloaded in electronic format or printed.

To compress the list of changes for the Cruising Division, I have omitted most of the changes for Cats 1 & 2. Speak to an auditor if in doubt.

Section 3

- LOA now referred to as LH throughout the regulation

- Hatches windows and ports which are greater than 0.071m² and open inwards (not compliant with 3.07.1(a)) can be labelled “NOT TO BE OPENED AT SEA”
- 3.18.4 A change from the requirement to carry 9 litres of water to at least 1 litre of water per crew member in addition to that required by clauses 3.18.2 and 3.18.3
- 3.25.1 Where permanently installed, DSC HF/VHF transceivers shall be programmed with the MMSI (unique to the boat), connected to a GPS where permanently installed, capable of making distress alert calls, as well as sending and receiving a DSC report.
- 3.25.4(a) VHF transceivers require a mast head antenna for Cat 1-3. Cat 4&5 removed and regulation no longer subject to mast height.
- 3.25.1 There is to be at least two means of receiving weather bulletins

Section 4

- 4.01.2 Portable sail numbers no longer required for Cat 4
- 4.04 Fire Extinguisher Australian Standards no longer referenced. Reference to LPG or petrol below decks removed. Servicing is recommended.
- 4.06.1(i) A watertight high-powered spotlight now required for Cat 1-3.
- 4.09 A change from 1 July 2015- AIS required for Cat 1 and recommended for Cat 2.
- 4.10.2 International Collision Regulations can now be electronic or hard copy.
- 4.16.2 and 4 PFD changed to lifejacket
- 4.18.1 A change from 1 July 2015 – EPIRBs must be GPS capable
- 4.24.1(c) A heavy weather jib no longer required for Cat 5
- 4.27 Distress sheet no longer required for Cat 5 and 6
- 5.01.1(f) Only 1 spare lifejacket required now with spare cylinder and spare auto activation head if appropriate.

Please advise Phil Darling, or his to be announced delegate, when you will be attending.

Everyone is encouraged to attend this event, so that we are all prepared to safely meet the new season’s events later in the year.

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

For forms go to: <http://www.sailing.org.au/sport-services/safety/nea-scheme/>

MEMBERS’ PLANNED CRUISING:

CAVIAR

Caviar is heading north to Hamilton Island in easy stages departing July 1st together with LuLu Belle. Anyone interested in joining please contact Max on 0432713793 or uni1948@tpg.com.au.

GALAXY III

‘Are we there yet world cruise’ – Chris & Ben Canty.

Follow Chris & Ben Canty on their blog and tracker at

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

See a couple of extracts from their blog later in this edition.

'Fiercely smart and ferociously funny' Benjamin Law

TRACEY SPICER



*The Good Girl
Stripped Bare*

*From
bogan to
boned and
beyond...*



MHYC
MIDDLE HARBOUR YACHT CLUB

*Literary Lunch with
Tracey Spicer at
Middle Harbour Yacht Club*

Thursday 8th June, 2017 at 12 noon

*2 course lunch + arrival drink
\$55 Members / \$60 non members*

*To book, call MHYC on 02 9969 1244
or online at www.mhyc.com.au*



CD Quiz – June 2017 by Phil Darling

1. Sailing around the harbour, you notice the following two flags



- flying from a construction crane. What does this mean?
2. How far offshore must you be before you can pump out your holding tanks?
 3. A yacht wishes to pass under a bridge with a charted height of 10m. The charted depth under the bridge is drying 2m. The yacht has a draft of 1.5m and an air draft of 12m. MHWS is 6.5m. Is it possible?
 4. You are travelling north and come to a large marker coloured (top to bottom) black-yellow-black. There obviously used to be a top marker but it is missing. Which side of the marker do you steer?
 5. What is the symbol or wording you look for to ensure that you can plot positions directly from your GPS onto a paper chart? What does this stand for?
 6. 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?
 7. You are in fog on Sydney Harbour, under sail. What sound signal should you make?
 8. You are going up a river and cannot find any secondary port data; however a nearby Standard Port has the same height and timing as the river entrance. Would you expect the tides a mile upstream to be earlier or later than at the entrance?
 9. Same location as in the last question – would you expect the tidal heights and range to be greater or lesser upstream?
 10. You note that High Tide today is just after 1pm. What time would you expect it be tomorrow?

A CRUISE TO HOBART FOR THE 2017 WOODEN BOAT FESTIVAL

by John Howard

Hobart's Wooden Boat Festival has become a world class event and there is a selection process for entries, so when "Zingarro II" was offered a place, I had to go. I last sailed to Hobart with Tig Thomas, Rob Ogilvie and the late John Taylor in 2009; we had a marvellous trip, stopping at Ulladulla, Batemans Bay, Bermagui and Triabunna and had the pleasure of cruising in company with Bert Batson in "Aquabat" for part of the way. We caught up with Rob Venables in Bermagui and in Hobart with a commando known as "Z".

As so well described in Bill Humel's articles, there are myriad factors that can alter the course of a cruise. Things are always changing, no two passages are ever the same. So I knew this trip would be different from 2009, and indeed added Eden and Wineglass Bay to the passage plan.

"Phase One" was a sail from Church Point to Bateman's Bay, and I did this with the redoubtable Andy Brennan. We departed at 22:00 on 17 November 2016, motoring to The Basin where we picked up a mooring for the night. It was one of those magical, calm, star-filled nights and the world seemed at one with the heavens.

The next morning we left Pittwater at 07:30, motor sailing into a light SE that turned NE around 13:00. It was a sparkling day and the wind increased throughout, gusting 30 knots around 21:00. We had a couple of reefs in the main, but still managed to dip the end of the boom in the sloppy seas a couple of times.



Andy Brennan

The biggest surprise was a very cold wave from the wrong direction that broke over the quarter and instantly filled the cockpit. Somehow it missed Andy but I was drenched, shivering and had no choice but to go below for a change of clothes.

We made good time to anchor beyond the sea grass near the "Hole in the Wall" Jervis Bay just after midnight. We snuggled things down, turned in and the next thing I knew,

it was morning.

We weighed anchor and watched some whales cruising across the bay. It was another sparkling day but, the wind being light, we motored most of the way to reach the Tollgate Islands at about 14:30. It was low tide of 0.23M at 18:53 and I was concerned we would not have sufficient water across the bar for our 1.8 M draft. Our charts were up to date however not accurate as dredging had been in progress. We proceeded slowly with an eye on the depth sounder, encouraged after speaking with the folks at Marine Rescue who had better information.

Andy and I took the long bus ride back to Sydney the next day, leaving "Zingarro II" secure at Batemans Bay Marina, parked next to a lovely yellow Jarkan 36 "Cellana".

For "Phase Two" I wanted a crew of four on the crossing to Tasmania, planned for an 11 December start. Rob Ogilvie and Rob Wilton from Canberra had agreed to join me, but I needed a fourth. I phoned Mike McEvoy hoping he might be available and got lucky when he suggested I try Glynne Attersall. To my very great fortune, Glynne was available, so I was now in a position of having three crew members all of whom were highly experienced. At 69, Rob Wilton was the youngest.

Assisted by Gill Attersall and Rosemary, we did food shopping at Batemans Bay, topped up the water, did last minute checks and departed the marina at 16:00. I considered anchoring behind Snapper Island for the night but as conditions seemed reasonable decided on a night sail toward Eden. We had about 12 kts from E-SE, this went E at about 23:00, dropped, then came back as a light W to SW. It drizzled but was not cold, however the very sloppy, lumpy seas made things unpleasant. The sunrise brought a 10 knot N wind, and that saw us into Eden at 8:00 on Monday morning. Calling in at Eden was a key decision as there was a reasonable weather window had we decided to push on. With the benefit of hindsight, that probably would have been a good idea, but truthfully it had been a tough night and Eden looked pretty attractive.

We anchored in Snug Cove close to another yacht whose skipper signalled us to avoid an area where some ground tackle had been abandoned. When closer we realised this was "Yarrandoo II", a mighty Adams 40 owned by friends of Glynne's, Mike and Sue Powell. Later in the day, Mike and Sue invited us for drinks and it was good to chat with such an experienced cruising couple.



Rob Wilton, Rob Ogilvie and Glynne Attersall

By this time the weather window had closed and it became clear we would be holed up in Eden for a while. On the Tuesday, Sue ran us ashore in her inflatable. She mentioned it was her and Mike's wedding anniversary although Mike had gone to the Snowy for a few days. We made the trek up the winding path to the shops and topped up our supplies. Ever thoughtful, Rob Wilton bought a present for Sue as a token of thanks and for her anniversary.

We shuffled across Twofold Bay to Nullica Beach, and back again the next day seeking shelter as the conditions were quite boisterous. Finally it appeared that another window was opening on the Thursday for the crossing to Tasmania. Roger "Clouds" Badham was giving us good advice by email, and we also consulted Passage Weather, Predict Wind and Met Eye. The advice from Roger was that provided we could push against the Southerly and get to Gabo Thursday afternoon and average better than 5.8kts after that we would get across before a big front came through from the West, expected Saturday morning. The predictions indicated that a Westerly course would provide smoother seas, with the added bonus of proximity to Babel Island in the Furneaux Group should shelter from the W be required.

On the Thursday we rose early and Rob Wilton went ashore seeking fresh milk. The shops were shut but Tom at "The Wharfside Café" gave him two litres. Nice one. We departed Eden at 8:00 into a 10-15kt S-SW and reached Gabo Island at about 15:00. The seas were still lumpy but we were travelling well, much better than the catamaran we passed, also motor sailing, that did not look comfortable in the conditions.

Miraculously, as "Clouds" had forecast, the wind backed to the E at about 20:00 where it held all night at about 12-15kts. The seas calmed, the almost full moon appeared and visibility was good; these were now perfect sailing conditions, and our spirits soared. Off we went! There was no period of calm in the morning, indeed the wind increased slightly after sunrise and then backed to the NE where it held most of the day at 16kts. This was champagne sailing, and we were well ahead of our required average. Babel was abeam at about 15:00 but we didn't need it and pushed on.



The moon appeared only occasionally on the second night of the crossing, however the wind held fair until turning through N to the SW by about 2:00 on the Saturday morning. We had made it across, and thoughts turned to finding a protected spot to weather the coming change. We had a look at Skeleton Bay which would give excellent protection from the West but the problem was that the change hadn't come yet and that bay was open to the swell that was coming from the North. We pushed on toward Waub's Bay (Bicheno), and to our delight enjoyed absolutely perfect conditions, the best ever, as we headed down the East Coast of Tasmania. I set the autopilot to steer to wind, and during the morning the course lifted to take us exactly where we wanted to go. We furled our sails as we motored on approach to Bicheno. Whatever had become of the change?

Bang! was the answer....The weather changed violently and quickly. Our idyllic conditions had become chaotic, the sun disappeared, the temperature plummeted and it started to hail. Seabirds folded their wings and sheltered in our lee. The Westerly gale had arrived! There was really only one satisfactory spot in what was a tight anchorage and no room for error. Rob Ogilvie calmly and expertly helmed while I tended the anchor windlass and we were all glad for the good holding. We immediately rigged a second anchor at the ready just in case.

The following morning, Sunday, with some difficulty we raised anchor for the five hour sail down to Wineglass Bay. The gale has passed, it was now fine but cool. The approach to Wineglass is magnificent,

guarded by mighty pink granite mountains known as “The Hazards”. We shared the anchorage with a small trawler and a sleek sailing cat named “Big Wave Rider”. Glynne took advantage of our time here to check over the Volvo engine and particularly the fuel filters as we had had some concerns about air in the fuel line. Glynne worked methodically and expertly but there were no faults to be found.

With just one week until Christmas, we had to make time to get to Marion Bay on a suitable tide, so we reluctantly left Wineglass Bay at 17:00 and had a lovely evening cruise through the Schouten Passage, past the not-to-be-spoken Ile de Phoques, along the Mercury Passage and down to the bottom end of Maria Island, where we anchored in Shoal Bay at Midnight.

The following day, Monday, there was a big Northerly pushing us and a considerable swell down toward the barred entry at Blackman Head. I was concerned as we sailed toward what was a lee shore that the conditions may not be suitable. Glynne phoned a cruising friend with local knowledge who thought it safe to proceed, and I made alternative plans just in case. With lifejackets on and hatches shut we were ready for much worse and slipped into Blackman’s Bay with no worries.

We now were on the well-travelled path down to Dunalley, and made a radio call to the bridge keeper to expect us at 11:45. Through we went, then out into Norfolk Bay where we again hoisted sail for a close reach toward Betsey Island, where it was blowing about 24kts from the N. We proceeded under staysail with two reefs in the main, then dropped the main before the Iron Pot for the work up the Derwent. Our heading took us toward the Shot Tower, where we decided to take in all sail and continue the relatively short distance up the Derwent to Hobart under motor.

Our destination for the time being was Prince of Wales Bay Marina which is well up the river, almost as far as MONA. We reached there at 19:00 feeling very pleased with ourselves for what had been a good test of boat and crew. We snuggled the boat down, went out for a fabulous dinner ashore, and all flew home for Christmas the next day.

In February, Rob Ogilvie, Tig Thomas I flew back to Hobart to take “Zingarro to the Wooden Boat Festival. We took our position in historic Constitution Dock and spent 3 days in the company other poor fools who spend more time varnishing than sailing. Since then I have been back several times and have cruised with Rosemary down to the D’entrecasteaux Channel.



and
it”
up
of

**Ted Lilly, the author, Rosemary and Tig Thomas at the Festival
2017**



Sail Port Stephens 2017

This year was the 10th Sail Port Stephens regatta. There are races for all sorts of boats from sports boats to cruising yachts. For the latter there are two sets of races: the Commodore's Cup and Performance Cruising. Each runs for three days with a rest day in between which allows some boats to go home and others to arrive.

Caviar set out from Middle Harbour at 06.00 on Saturday heading for Newcastle. Imagine our surprise when we were contacted by Nashira. Evan and Kelly were off Macquarie light as we left the heads so we waved our steaming lights at each other. After three hours of sailing the wind died so we motor sailed the rest of the way, having to sit off Newcastle whilst a tanker entered port. There is a race from Pittwater to Newcastle as a prelude to Port Stephens and there were quite a number of boats berthed at the yacht club for the night. On Sunday morning we left the safety of Newcastle to be greeted by 30-35kt winds and a 4-5m swell. We followed a rhumb line course for the heads at Shoal Bay. On our port side we could see boats taking part in the Newcastle to Port Stephens race along Stockton Bight. We surfed into Port Stephens following the lead light and felt that we had graduated from the school of rough weather sailing.



Enjoying the weather off Stockton Bight!

Racing commenced on the Monday. There were two classes in the Commodore's cup with MHYC being represented by Kayimai and Mortgage Choice Rumba in first division and Macscap, Imagine, Lu Lu Belle and Caviar in Division two. The races commenced off D'Albora marina at Nelson Bay and took us around the waters of Port Stephens. We seemed to be jockeying for positions with the same boats each day and some banter was exchanged across the water. After each day's racing it was pleasant to relax and enjoy the marina and the Nelson Bay area. The Commodore's Cup concluded with a presentation dinner.

Congratulations to Kayimai which came third in Division one.

We spent the lay day enjoying the Hunter Valley with some other crews on a bus trip organised by Peter Lewis. First stop was Lake's Folly winery and then there was a long and enjoyable lunch at the Verandah restaurant before heading back to Nelson Bay. Not too sure about the ability of some sailors when it comes to karaoke.

The Performance Cruising races also have two divisions with Kayimai in Division one and Rumba, Macscap, Azlan, Lu Lu Belle and Caviar in division two. These races were off shore so we got to sail around the islands lying off the entrance to Port Stephens. On the first day the wind petered out just as we were entering the heads. As the IRC boats passed we did try for a tow but to no avail. Day two saw better winds and a very pleasant sail around Cabbage Tree Island and back.



Sailing off Cabbage Tree Island

As the weather forecast for Monday was not good, Caviar along with Lu Lu Belle, Macscap and several other boats decided to forgo the last day's racing and head south. After fourteen hours of sailing and motor sailing we arrived at MHYC just in time to lower our headsail and pack it away before a heavy electrical storm hit.

All in all it was a good week of racing and some new friendships were made. If you are at all interested in racing then this is a very enjoyable regatta and one doesn't feel as if one is competing for sheep stations.

Dorothy and Max Theeboom *Caviar*

My (new) Boat by Mike McEvoy

After four years of fun on the Mariner 3400, *Jabiru*, she was reluctantly sold in January. She was not getting enough use by the family so I opted to go searching for something a bit smaller with one deck (a sedan), one main engine and preferably a bow-thruster. After three months of searching, including at the Wooden Boat Festival in Hobart, I have found the right boat to fill the order.



Nice lines.

Here you get a view of her with the backdrop of the 40+ footers on the Bobbin Head marina, which has been her home for many years.

She is a modified Cruise Craft Executive 800 Sedan Cruiser. Boat length is 8m but LOA is 9m with overhangs including boarding platform in laid teak. Beam is 3m, she draws 0.9m and the mast is all of 3.4m above sea level. Now 27 years old she was extensively modified and upgraded in 2006 and has been well looked after. The modifications include the bow-thruster, new saloon furniture, a solid one-piece GRP roof supported in the cockpit by SS poles, with solar panels and a raked mast for lights / antennae plus laid teak floor and transom door. Canvas covers over most of the superstructure protect the boat from the weather. The boarding platform has a pull-out ladder to assist boarding after swimming. On the trailing edge of the boarding platform are Weaver clips which will support the 8f Walker Bay dinghy we already have, which will be our carry-aboard dinghy and can quickly be set as a sailboat to take the grandchildren sailing.

The cockpit has built-in bench seating, with a sliding door through to the saloon. It can be completely enclosed with clears and canvas covers. Included is a 40litre Finch chest type fridge which can run on gas, 12VDC or 240VAC. Shore-power inlet in is the cockpit. The LPG bottle is under the starboard side cockpit seat in its own compartment with an outlet overboard for any leaked gas. It supplies the stove and Finch fridge. A 75l ice box cabinet is under the cockpit seating. Lots of spaces to keep drinks cool.

Accommodation is for four, two on the Vee berths in the forward section and a $\frac{3}{4}$ bunk just aft of them to port amidships. Opposite the bunk is the head which is an enclosed compartment with electric TMC 12VDC flush and holding tank aft under the cockpit. There is a hot & cold shower in the heads. The saloon has a moveable granite topped teak table (to cockpit) with seating for four and many storage spaces, cabinets and lockers including a concealed wine rack. A cocktail cabinet is set to port of the saloon table. Opposite the seating is the galley granite benchtop, the forward end of which provides seating for the helmsman. Under the bench is a large amount of storage with slide out pantry, and the galley sink and Smev stove set into the top of the bench.

Construction is female-moulded fibreglass, hard chine hull, deck, cockpit, cabin and internal furniture mouldings. The hull has a substantial hardwood extended docking keel which protects the four-blade bronze propeller.

Chain locker forward has 150m of chain through the Muir Cougar 12VDC Anchor winch with CQR 30lb anchor. Unusual shaped chrome cleats on the foredeck are for the mooring and spring lines.

She is powered by the original Volvo Penta TAMD30A, turbocharged 130HP diesel fresh water cooled with heat exchanger also plumbed to domestic hot water tank, shaft drive, 1500 hours. Two aluminium fuel tanks aft port and starboard provide capacity of 260 litres. There is eutectic refrigeration with engine/belt driven compressor driving the 150l cabinet in the saloon. Spade hung rudder, SS shaft, and bronze packing-gland with Morse type push/pull cable steering. Batteries are sealed, house and engine start.

Performance: Cruise 1900 rpm: 6kts; 2500 rpm: 7kts and 2800 rpm: 8kts

(Test run at WOT got her to 9.6kts)

The fresh water system is aluminium tanks with combined capacity of 360 litres. Hot water service to engine heat exchanger. 12VDC circulation pump, accumulator tank, outlets to shower/ sink, galley sink and cockpit shower.

Electronics include VHF and 27MHz radios, GPS navigator (Furuno), Solar cell (40 watt) with monitor etc., Sounder (Raymarine ST100 digital), electric power monitor, LCD TV with booster antenna. My first boat with a TV, Sara will be pleased. Sound system Sony FM/AM/CD receiver connected to Bose Acoustimass. Lighting (dimmer) to saloon plus extensive soft lighting to entire vessel.

An unusual feature is a Powerdive Deck Snorkel compressor set under the Vee berth with a long breather hose to permit one to dive and clean the bottom. Yet to be tested.

Mounted in the cockpit is the Honda 2.3HP four stroke outboard to drive the dinghy.

At purchase the safety equipment was minimal but will be upgraded to Cat 4.

You may have noticed the absence of a name for my new boat. All will be revealed in due course. We look forward to many happy days on board with maybe not so many people as before but she has a capacity of 8 Adults.



As first seen



Helm and controls



Galley

PHOTO COMPETITION for 2017

May WinnerPhoto of the Month

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.

A few beautiful photos were received this month, please keep your photos coming and see them published in the Compass Rose.



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

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 only to Darling.maralyn@ozemail.com.au.
Good Shooting ...!! Maralyn.

Galaxy III Extract from their blog: “Are-we-there-yet.com.au” 19 May 2017

Cape York to Torres Strait



Friday afternoon – ships travel around 12 to 20kts so there are only a few minutes to move out of their path

It's Friday night, we are in the deep north of Cape York and looking forward to Passing Torres Strait on Saturday. Ben & I are both resting after dinner, thinking the other was on watch. As we passed between two reefs, there was a sickening sound of the keel scraping along the bottom of Inset reef. I jumped up to steer us back into the channel and it was too late as Galaxy ran aground and came to a stop heeled over. There's no room for errors like that in these waters – add in the effects of some fatigue and the result is certain.

We must have both had a look of dread on our faces as the trip, the boat, even our lives flashed before us. What I meant to say was, “This is bad. Really bad” and what came out was completely different. None of which was going to get us off the reef. The wind seemed to be blowing Galaxy further on to the reef so we brought the sails down and attempted to motor off without success. The tide was coming in with a few more hours to run – I knew we needed to get off by 11pm or we would be stranded high and dry. I called on the radio for assistance from ships nearby. No response, so I called the Duty Officer at AMSA in Canberra, on the satellite phone. Having established we were not taking on water, we had power, life raft, etc., he put out a call for assistance. The nearest fishing vessel with AIS was a few hundred miles away as he dryly noted, “there's not much up where you are.” The matter would be handed over to Queensland Police to deal with. So, we were on our own until the Police responded – unlikely in the next two hours and by then the tides would have done their work and we would possibly be dealing with a salvage situation or a wreck.

Waiting for help to arrive had a definite outcome, so the best option was to see if we could get off the reef by using the sails to heel the boat over enough to free the keel and allow Galaxy to float off on her topside. Ben & I tried the mainsail with one reef, then full mainsail, then mainsail with headsail before we got enough heel for the boat to move. Unable to reverse, somehow, we needed to turn the bow around to face toward deeper water – it couldn't get any movement downwind so we bumped our way through a tack and bumped over the reef in little hops until we reached deep water. After a couple of hours of fear and dread, it was a moment of excited celebration for Ben & me.

Galaxy seemed to be OK, albeit grazed and bruised, so we decided to continue on to Darwin, rather than anchor and go for a night dive. I imagined the Betoota Advocate headline: “Sailor survives reef grounding to become tomorrow's crocodile shit”. In any case, there aren't many facilities before Darwin to assess or repair any damage.



There are two ways to hit a reef; the “not so good” way is a dead stop and most likely to result in some structural damage, the “good way” is when the boat continues to move forward and then leans over as it is sitting on top of the reef. Fortunately, Galaxy hit the good way and being a heavily built boat, the hull and keel is designed to take an impact at 6 knots. While the bumping and scraping sounded horrible, there wasn’t the full weight of the boat in the impact. The 11 x 1” stainless steel keel bolts look sound and there was no water coming in the bilge to suggest the 21mm thick fibreglass had been damaged. As Ben noted, “Lucky your boat is built like a brick shithouse.” Indeed.



Cape York

We continued up Cape York, awake with adrenaline and hypervigilant, to Torres Strait. Twenty-four hours following grounding on Inset Reef, we had navigated the shipping channels of Torres Strait, sailed against strong tidal currents and avoided the reefs. We were now into the open waters of the Gulf of Carpentaria; the SE trade winds continued to provide good sailing and it was time to breath out and catch up on some sleep

Subsequently, Chris took some time to put down some Lessons learned:

Galaxy III – Lessons learned published 21 May 2017 by Chris Canty

Since Galaxy III ran aground on Inset Reef on 12th May, I have been giving some thought to how I could mitigate the risk of something similar happening again.

I have also reviewed some of the media on the Volvo 65 Team Vesta Wind grounding in the Indian Ocean in 2014, to see what could be learned from the experience of a professional racing crew;

<http://www.sailingworld.com/raw-video-team-vestas-wind-running-aground>

<http://www.yachtingworld.com/blogs/elaine-bunting/comment-how-the-team-vestas-wind-crash-really-happened-and-the-surprisingly-simple-things-we-can-learn-from-it-62634>

For Team Vestas Wind, the primary error was using electronic charts at too high a resolution to see the Cardagos Carajos Shoals that were hit. The shoals were also visible on paper charts at all scales and these were not referenced in the passage planning. There were a series of secondary errors that compounded the primary error as well as measures that could have mitigated the primary error, including a plotter alarm, radar and depth alarm.

Toward the end of the first video, the skipper, Chris Nicholson, says that while he has overall responsibility, he cannot be 100% on top of every role and you must trust the person to fulfil their individual role. That trust came at a high price in terms of the impact of withdrawing from the race, the cost of losing the boat and putting the safety of the crew at risk.

Humans are going to make mistakes, both when fully rested and more so when they are fatigued and/or under the pressure of a race. Layers of supervision are impractical and still leave room for human error. One of the key take outs from Elaine Bunting’s article is the use of aviation style checklists. This makes a lot of sense to me – a checklist is a good way to ensure there is conscious and objective focus at appropriate intervals.

I had already begun developing a series of checklists for Galaxy III and regrettably, the experience of a grounding was the catalyst to put deeper thought in to a checklist for managing watches. This document is ‘live’ as they say and will evolve with use and experience. It’s a definite improvement to improve safety during passages. Any thoughts, comments or feedback are invited.

Galaxy III watch checklist

Pre watch briefing **Heard, Understood, Acknowledged (HUA)**

Check 1 **Check for vessels with AIS.
Confirm AIS transceiver light is green and C80 alarms are on**

Check 2 **Check for navigation hazards by zooming in to 1nm range on plotter & out again
Use the table below to determine frequency of checks and length of watches.**

	<i>Distance from hazard</i>	<i>Time to impact @ 6 kts</i>	<i>Time to impact @ 12kts</i>	<i>Frequency of checks*</i>	<i>Chart range between checks</i>	<i>Watch duration</i>
<i>Hazard intensity assessment</i>	<i>nm</i>	<i>min</i>	<i>min</i>	<i>min</i>	<i>nm</i>	<i>Hrs</i>
	0	0	0	Continuous	1	1
	3	30	15	15	1.5	1
	6	60	30	30	3	2
	9	90	45	45	6	4
	12	120	60	60	6	4

Types of Hazard **Terrain Hazards** *Coastline, Islands, Reefs, Shoals, Depth*

Types of Hazard **Floating Hazards*** *Vessels – with or without AIS
FADs – charted and uncharted**
UFOs – low probability?*

Check 3 **Check position, track and heading.
Monitor against navigation aids (lights, marks) route plan (Charts & Navionics) and waypoints (C80).**

Check 4 **Trim sails to minimise heel and pressure on rudder.**

Check 5 **Check depth alarm is set to 10m or less based on location characteristics.**

Post watch briefing **Heard, Understood, Acknowledged (HUA).**

* If vessels without AIS (e.g. fishing) are in the vicinity or there are uncharted FADs the frequency of checks defaults to 15 minutes. The distance over the horizon for small vessels is 3-4nm.

** Move offshore to avoid uncharted FADs, especially at night



MARCH 2017 YACHT CRUISE – PART II

Saturday morning the 1st of April in Cotton Tree Bay was a clear sunny morning, with a beautiful clear blue sky and a light fluky wind in our bay. The nights were cold, possibly more so up in these valleys. The weather report stated a low of 13 degrees C one morning in Sydney. We got up late at about 07.00. There were no April fools on our boat, because we had forgotten and the opportunity passed. The skipper made, to give Phil a break, but Harvey cleaned up as usual. Write up the log, read, have a lovely Cappuccino and fruit cake for *morning tea*, and prepare the dingy and outboard for some exploration. It was near high tide, so we were able to cross the sand bank and go past the two big rocks and into the creek hidden behind them. We entered an archway, formed by overhanging trees from both sides, shading this enchanting little creek. We could hear the gurgling of water cascading down behind rocks in the valley ahead and could smell the pungent damp vegetation as we passed different shades of green moss and lichen on the rocks and boulders and parts of fallen trees, each side. Nature's magic. After a Bar-B-Q Chicken salad lunch I read part of Ragamuffin Man (Syd Fisher) by David Slater. A

moderate southerly was blowing with a 50/50 sky and the sun shining intermittently in the afternoon, when I rowed over to look at what looked like my ideal motor cruiser (I was thinking of the future). This boat was about 10 metres long. I took some photos and was invited on board. It was in excellent condition and surprisingly was built in 1968. Two new diesels allowed her to cruise at 8 knots guzzling 13 litres per hour. Top speed was 22kts. At Phil's fivezees, we had nibbles in the cockpit, after a very restful day and Lamb Chops for dinner.

On Sunday morning, the 2nd, we slept in till 07.15, but daylight saving had ended to-day, so actually it was only 06.15. A hot cuppa, a very flavoursome fruit breakfast by Phil and we dropped the mooring at 08.30 and motored to Cottage Point. Both public moorings off the restaurant and also the cafe mooring were taken. We thought we may be able to tie up alongside Ku-ring-gai Motor Yacht Club wharf to get some fuel and linger for an hour, but a retired gent was organising fuel for his boat at the wharf and by his movements, it could be hours before he departed. So we set off for Akuna Bay in the rain.

At Akuna Bay the Marina was being expanded, but we saw a sign directing visitors into the narrow entry passage. We saw a space beside a pontoon, so we tied up alongside. Walking along the Marina we saw another Visitor sign and two vacant visitor berths. Oops! We checked with the Marina Manager and were Ok. Harvey and Phil set off on a long walk. I checked out the place. I tried the Cafe's hot chocolate and of course checked the lunch menu. At the Marina Office, I obtained the Marina charges and also a copy of the latest Seabreeze weather forecast. Phil and Harvey returned from their walk, had coffee and decided to head for Yeoman's Bay and eat some of the food on the yacht for lunch. At Yeoman's Bay we had a Ham salad lunch, made by the skipper and decided on a lay day afternoon. Small nibbles and modest amounts of white wine preceded Phil's signature dinner, light curry coconut diced chicken and rice dish, which was really nice. This type of cruising is tough stuff.

At 06.30 on Monday morning the 3rd, the skipper made the regulation hot cuppa. We discussed our programme for to-day, which included going to Brooklyn, going ashore for a long walk and lunch. The mooring was dropped at 08.30. The wind was penetrating our bay from the southeast and showers were forecast again, so the Bimini was left up for our sail to Brooklyn. Under Genoa headsail only, we glided silently out of Yeoman's Bay. Three knots, then four and the silence was broken by our splashing bow wave, as we passed into the main Cowan Waters channel and more wind just aft of the beam. Our speed approached 6kts, so we did not bother hoisting the mainsail. A long low swell was penetrating right into Cowan Waters, and into the Hawkesbury suggesting big stuff outside. I have always been cautious approaching Brooklyn from the south east, because of shallow water and a mud bank extending some distance out to the southeast from Dangar Island. We had over 10 metres depth

until about one mile off Brooklyn. We started the motor, rounded up and rolled up the headsail. Maybe the recent heavy rains had increased the depth by washing out some of the mud? At 10.45 we slowly motored towards the Brooklyn Public Wharf. We were able to come alongside this time. It was 2.5 metres deep. There was a wharf time limit of 30 minutes. High tide was around 12.30 at the heads and about 20 minutes later at this wharf. We disposed of our garbage in the bins provided, chatted to two "locals" in the picnic shelter, enjoying their alcohol and walked to the Marina. There is a fuel and water jetty in the Marina, so we arranged to come in and get fuel and water. Whilst tied up at the fuel jetty, we replaced our "evaporated" Gin and depleted beer, in the Bottle Shop/General Store. This business controls the fuel jetty. Since it was a Monday and very quiet for business, we asked the young attendant, if we could leave the boat at the jetty for about an hour, while we had lunch in the adjoining cafe and we could move it if required. He kindly agreed. After lunch we had quick showers and returned to the boat. The young attendant had been replaced by a grumpy old guy, who said 20 minutes maximum time limit, no exceptions! (I remember, two beds to a room, no exceptions!) At 14.30 we left chastised and carefully motored along the Brooklyn channel, with about 2.5m depth and out of the channel and headed for Pinta Bay, off Jerusalem Bay. At the junction of Cowan Waters and Broken Bay off Juno Point in the 15kt ESE wind, we rolled out the no.2 genoa and close reached up to and then broad reached into Jerusalem Bay. We passed the sail training ship "Young Endeavour", quite a sight, anchored in the mouth of Jerusalem Bay. At Pinta Bay, we were surprised to find the three public moorings taken, so we motored back to America Bay and picked up a mooring in the SE corner. Overnight in America Bay we had heavy rain.

Tuesday morning the 4th, after the heavy rain overnight we checked the boat inside. Fortunately there were no (apparent) leaks. We had another leisurely full breakfast. A few small maintenance jobs were attended to and in no time it was time for a ham salad lunch by the skipper. Later in the afternoon we lifted the dingy on board and prepared the boat for the open sea. The weather forecast for our trip back to Sydney to-morrow was looking interesting, but maybe a little exaggerated, I hoped.

On Wednesday the 5th, we woke at 06.00, had our traditional hot cuppa and tidied up ready to leave. We left the mooring at 08.00, heading for Barrenjoey, in calm conditions and no wind. A light northerly was wafting across the surface of long low swells as we passed out of Cowan Waters and into Broken Bay. We had the last of the run out tide, passing West Head. It was still running at a maximum of 2kts. As we approached Barrenjoey to remove the Bimini and hoist the Main, Harvey suggested keeping the Bimini up, because of the very threatening sky, close out to the east. Maybe we should use the headsail instead of the main, to steady the boat. With the main sheeted to windward, we can motor sail very close to the wind, but not as close with the headsail. The Bimini stayed up, but the spray dodger came down, so we rocked and rolled heading out past Barrenjoey. We turned SE to clear Bangalley Head and heavy rain hit us. The visibility was severely reduced, but we were still able to see if there were any fishing buoys, close off our bow. We were steering by compass and using the chart plotter and the echo sounder. The rain had only slightly flattened the shocking seaway. The Bimini and side clears kept us mostly dry. Harvey's call was a really good one. After ¾ of an hour the rain stopped. There were big swells from the SE, caused by the strong southerlies that had blown for days. The other big swells from the NE were caused by the Rain Depression left by Cyclone Debbie. Added to this, each swell had a backwash from the cliffs. On top of all of this was a one or more metre spiky chop, (pineapple shaped spikes) over the swells and backwashes. It was not possible to steer through this lot without occasionally slamming into a lump of water, no matter how hard you concentrated.

Past Bangalley Head, at 10.10 a 6 to 8kt SE started in, over the seaway. We hoisted the staysail prepared at the mooring before we left. We needed more sail. Harvey in his life jacket, harness, tether and hooked onto the jack stay struggled forward. In these conditions one had to hang on to avoid being thrown off. With the staysail lowered and strapped down, Harvey returned to the cockpit. We then unrolled the no. 2 genoa and sheeted it only slightly sprung. This reduced the motion a little, but going below was still very difficult. When I returned to the cockpit, I felt off, after a trip below. Our speed was between 5 and 6 kts, which pleased us in these conditions. An earlier ETA at North Head was good news. At 10.50 off North Narrabeen, we had some really big swells. By 11.30 just north of Long Reef we again struck some really big swells, so headed further out to sea. At 12.30 we rounded North Head, much to my relief. I told Phil and Harvey I was just hanging in. To my surprise they both said

they were the same, but each one of us thought we were the only one off-colour and had not said anything to affect the others. The lessons learned were, when you know you are in for a rough sail,

1 take a seasick pill.

2 If you are not 100%, let your crew members and skipper know.

3 Avoid this type of voyage if possible.

We did discuss the day before we returned, leaving the boat in Pittwater, if conditions were unsatisfactory.

At 13.30 we picked up a mooring just south of our club and rested to recover and regain our composure! Later we launched the dingy as it restricts opening the forward hatch. On such a beautiful sunny afternoon we enjoyed nibbles before an excellent dinner of top steak and mushroom sauce and vegies, with a light Rose'. At 21.00 we all hit the sack for our last night of this cruise.

Thursday the 6th April, we woke about 06.00 and had a fruit salad breakfast and then finished packing up and tidying up the boat. We dropped the mooring about 07.20 and motored around Grotto Point and the Bombora Marks in a light westerly under clear skies on this beautiful sunny autumn morning. We docked about 08.00 at Davis Marina. As usual, it took us about three hours to unload the boat of all our gear, row the dingy ashore and stow it in the boatshed and return and finish cleaning the yacht and fitting the all over cover. Whilst the return trip yesterday was a rough trip in a terrible seaway, with a headwind and not our cruising weather, the time spent just in Broken Bay, was very enjoyable and certainly memorable.

Bill Humel "As Free As The Breeze"

DRIFTWOOD:

So many terms we use automatically as sailors have quite interesting origins, such as:

All standing

Bringing a person or thing up short, that is an unforeseen and sudden stop

Devil seam

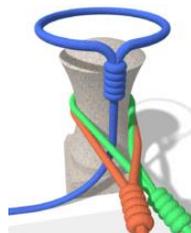
The devil was possibly a slang term for the garboard seam, hence "between the devil and the deep blue sea" being an allusion to keel hauling, but a more popular version seems to be the seam between the waterway and the stanchions which would be difficult to get at, requiring a cranked caulking iron, and a restricted swing of the caulking mallet.

Avast

Stop, cease or desist from whatever is being done. From the Dutch hou' vast ("hold on"), the imperative form of vasthouden ("to hold on to")

Dipping the eye

Method of attaching more than one hawser to a single bollard, so that each can be lifted off without disturbing the other(s). The second hawser is passed under the first, then up through the eye of the first (hence the name), before being secured over the bollard.



CHEF'S CORNER

Here is a Recipe from Jeremy Clarke – “*Buggalugs*”.

Obviously he is a fan of Delicious.com.au and the recipe was published by Jill Dupleix



Fast roast spatchcock with oranges, olives and parsley ...

www.delicious.com.au

Create a light and bright garden party dish with fast-roasted spatchcock with orange, wine, black olives and herbs.

INGREDIENTS

1 orange	2 garlic cloves, thinly sliced
4 x 500g spatchcocks, butterflied	4 thyme sprigs
1 teaspoon fennel seeds	1 cup (250ml) white wine
1 teaspoon dried oregano	2 tablespoons olive oil
12 kalamata olives	1 large sweet potato, peeled
250g punnet vine-ripened cherry tomatoes, halved	1/2 cup flat-leaf parsley leaves

METHOD

1. Preheat the oven to 200°C. Line 2 large baking pans with baking paper.
2. Cut two cheeks off the orange, then cut each into 3 or 4 thin wedges. Squeeze juice from remaining orange flesh and set aside.
3. Place spatchcocks, skin-side up, in one pan with orange wedges and juice, fennel seeds, oregano, olives, tomato, garlic, thyme, wine and 1 tablespoon oil. Season.
4. Thinly slice kumara (a mandoline is ideal), then arrange in second pan. Drizzle with remaining 1 tablespoon oil and season well.
5. Bake spatchcocks and sweet potato for 40 minutes, turning the potato once, or until both are golden and cooked through.
6. Quarter spatchcocks and divide among plates. Scatter with parsley and spoon over any pan juices. Serve with sweet potato.

BUY, SWAP and SELL

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

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

DETAILS:

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

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

Contact: Bruce Ritchie - Ph: 0419436151 - Email: Bruce.ritchie12@bigpond.com

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

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

Contact: Noel Parker on jnparker@live.com.au

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

Contact: Jeff Wille 0417 064 352

SALE postponed – I was hopeful of clearing out the attic of lots of gear from *Jabiru*, at least that's what Sue expected, but it's not surprising that most of the gear that we took off *Jabiru* looks like being useful on the new boat. Such is boating that everything does seem to find a home. Problem is that the new boat does not have quite as much storage space as did *Jabiru*. Maybe next month, when I've had a chance to store the goodies destined for the new boat. Mike McEvoy

CD Quiz – June 2017 – Answers

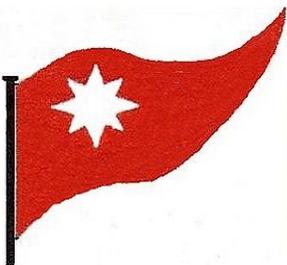
1. These flags are Romeo over Yankee which means “you should proceed at low speed when passing me”. This is often used around repair or construction work.
2. 3 nm provided all items are ground to less than 25mm in size (12 nm offshore if larger items are present)
3. Yes – between 3.5m of tide (when the vessel can just pass over the drying ground) and 4.5m of tide (when the mast would strike the bridge). Better hope there is not much wash!
4. This is an east cardinal mark. Steer to starboard (east) of it.
5. “WGS 1984 positions can be plotted directly onto this chart”. This means that the chart projection has been adjusted to match the World Geodetic System (1984) datum.
6. Your obligation is to render whatever assistance you can unless it puts your vessel into danger. You should stand by and render whatever aid you can including relaying radio messages.
7. One long followed by two short blasts, at intervals of not more than 2 minutes.
8. Later – it is going to take time to push the tide upstream.
9. Not so simple this one – usually you would expect the tidal range to be less upstream – however sometimes there are some funny effects from resonance of water flows and shape of the channel. Best to ask a local.
10. Diurnal tides (the type we have in Sydney) are approximately one hour later each day, so we would expect tomorrow's high at about 2pm. Of course there will be another high tonight at about 1.30am as well.

**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 31st May 2017**

Cash at Bank as at 30.04.17	\$1,905.83
<i>Plus Receipts</i> <i>Interest</i>	\$0.00
<i>Less Payments</i>	\$0.00
 Cash at Bank as at 28.04.17	 \$1,905.83
 <i>Outstanding Receipts</i>	 \$0.00
 <i>Outstanding Payments</i>	 \$0.00
 Account Balance	 \$1,905.83

Signed as a true record
Evan Hodge
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 www.mhyc.com.au



Middle Harbour Yacht Club

Cruising Division

Annual General Meeting 2017

Nomination Form

Position on Committee:

Name of Nominee:

MHYC Membership Number:

Name of Proposer:

Signature of Proposer:

Name of Seconder:

Signature of Seconder:

Acceptance by Nominee:

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