



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

Volume No. 36 No. 9 October 2016

Editor: Evan Hodge

**NEXT MEETING: MONDAY OCTOBER 17<sup>TH</sup>, 7:30 P.M.**  
**B.Y.O. BBQ 6:30 P.M**

**GUEST SPEAKER: DR OLIVIA DE BERGERAC**  
**“DOLPHINS IN SYDNEY HARBOUR”**



***090 MOB EXERCISE***

## CRUISING DIVISION OFFICE BEARERS – 2016 - 2017

<b>Cruising Captain</b>	Michael Mulholland-Licht	0418-476-216
Vice-Commodore Cruising	Michael Mulholland-Licht	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	Bill Allen	9977- 0392
Waterways User Group	Mike McEvoy	9968-1777
Sailing Committee	Michael Mulholland-Licht	0418-476-216
Guest Speakers	Committee Members as required	
On Water Events Coordinator	Evan Hodge, Michael Mulholland-Licht, 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-Licht, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge	



### Editor's note:

**Deadline** for the next edition of the Compass Rose, is **Thursday 3<sup>rd</sup> November 2016**

The **EDITOR** for the next Compass Rose is **Michael Mulholland-Licht**.

Please forward contributions via email to the editor:

**[vitalifestyle@me.com](mailto:vitalifestyle@me.com)**

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 Program 2016/17**

<b>October</b>	6 <sup>th</sup>	Twilight Racing Starts
	17 <sup>th</sup>	Cruising Division Meeting
	29 <sup>th</sup>	Sydney Harbour Trek – MHYC Feature Event
<b>November</b>	12 <sup>th</sup> - 13 <sup>th</sup>	CD Harbour Navigation Trek
	21 <sup>st</sup>	Cruising Division Meeting
	26 <sup>th</sup>	Seven Islands Race – MHYC Feature Event
<b>December</b>	9 <sup>th</sup>	Christmas Party (replaces December meeting)
<b>January 2017</b>	14 <sup>th</sup>	January Cup & 2 Handed Race – MHYC Feature Event
	16 <sup>th</sup>	Post New Year BBQ and get together.
	26 <sup>th</sup>	Australia Day
	28 <sup>th</sup>	Chaos and Bedlam Point Cup – MHYC Feature Event
<b>February</b>	18 <sup>th</sup>	Barefoot Ball
	20 <sup>th</sup>	Cruising Division Meeting
	24 <sup>th</sup> & 25 <sup>th</sup>	Gosford Challenge
	TBA	Late Summer Cruise
<b>March</b>	4 <sup>th</sup> & 5 <sup>th</sup>	Sydney Harbour Regatta
	11 <sup>th</sup> & 12 <sup>th</sup>	Harbour Night Sail and raft-up.
	20 <sup>th</sup>	Cruising Division Meeting.
<b>April</b>	14 <sup>th</sup> to 17 <sup>th</sup>	Easter Cruise – Pittwater/Broken Bay include Safety Practice and Slocum event.
	24 <sup>th</sup>	Cruising Division Meeting

## CAPTAIN'S COLUMN – OCTOBER 2016



Greetings fellow cruisers,  
The September meeting was informed by Peter Davidson about current options for satellite phone and EPIRB. Evan Hodge has contact details if you would like more information.



On Monday October 17, our guest speaker will be Dr Olivia De Bergerac who is an expert on “Dolphins in the Harbour”. I was fortunate to see dolphins last week in North Harbour and the week before of Grotto Point. So they definitely are around. Let's find out what they are up to.

After much planning between MHYC, NCYC and LMYC for the October long weekend cruise we had to cancel the event due to gale warning for Sydney and Hunter Coasts. Of the 5 boats planning to go Nashira and Galaxy III departed at 06:00 Hrs on Friday September 30 as planned. They saw consistent NW winds over 30 Kts with gusts in the high 40's and an unfavourable current. They made Lake Macquarie by nightfall and returned on Monday in similar conditions. Bliss ventured outside the heads for less than an hour on the Friday afternoon, then decided that Chowder Bay was a suitable, sheltered location to BBQ a leg of lamb. Prior to that a gusty bullet claimed Bliss's inflatable tender which landed upside down two boat lengths away, missing its painter. To our surprise the outboard started the next day despite a dunking. We look forward to hearing more detail from Galaxy and Nashira at the October meeting. Everyone involved is keen to hold this event so we will find another date when possible.

Our next on water event will be a Harbour Navigation Trek on the weekend of November 12-13, coordinated by Glynne Attersall. Please indicate your participation at the October meeting.

The twilight season starts on October 6th. It looks like several cruising boats will be out there again this year enjoying the mid-week fun.

The Club Christmas party will be on Friday December 9. Put the date in your dairy before it gets too busy!

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

Michael Mulholland-Licht  
Vice-Commodore Cruising. SY. “Bliss”

**Next Meeting: Monday October 17<sup>th</sup>, 7:30 p.m.  
B.Y.O. BBQ 6:30 p.m**

**CHEESE PLATE OCTOBER MEETING: MARTYN COLEBROOK  
ENVELOPING NOVEMBER COMPASS ROSE: JEAN PARKER**

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**Guest Speaker: Dr Olivia De Bergerac  
Presentation: “Dolphins in Sydney Harbour”**



You have all seen how there are more dolphins in our harbour, this was Olivia’s dream. Olivia will talk about bringing that dream into reality and further facilitating their return.

Dr Olivia De Bergerac was born in France and grew up by the Mediterranean with her brother working for Jacques Cousteau on Calypso. With a PhD in psychology and an MBA, she has worked in France, UK and USA, but since 1988 called Australia home.

Founder of the Dolphin Society – a non for profit organization – Olivia researches and develops dolphin therapy, while working as an Executive Coach through her own company Altus Pacific.

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**PAST EVENTS:**

**THE NEWCASTLE CHALLENGE WEEKEND & CRUISE TO LAKE MACQUARIE WAS CANCELLED.**

Due to extreme weather this event was cancelled. Undeterred Galaxy III and Nashira left for Newcastle at 6am Friday morning. By the time we got to Nora Head the decision to skip Newcastle and go into Lake Macquarie was made as going was pretty heavy with gusts to 40+ knots. We arrived at Swansea and booked a 5pm bridge.

Galaxy III led the way up the channel in the evening light and all was good up to Marks Point where in the centre of the channel she found the sand. Under her own steam she freed herself and we continued on the extreme right of the channel hugging the last 3 Green marks. This means the sand ridge was less than 2 meters below. By 7pm we were tied up at the Wangi Workers Club wharf on the western side of

Lake Macquarie well sheltered from the westerly winds. A great place to stay at \$10 per night for a maximum of 4 nights. Showers and toilet keys available for a \$50 deposit but not needed for toilets if the club is open. Club meals and drinks are but a one-minute walk away. A short morning walk to the Wangi bakery for croissants, Danishes and coffee. I can strongly recommend the ham and cheese Danish followed by a cherry Danish chaser.

Saturday was a day of rest and cleaning up the boat before a cruise down to Summerland Point to catch up with friends. Sunday was a terrific day on the lake with light to moderate west to north-west winds. Nashira then motored back up to Belmont Bay and anchored near the Belmont 16ft Skiff club for a sheltered night ready for a morning exist to form the Lake.

Wanting to exist in the light Nashira existed at 8am and kept well to the left on the way out hugging the green channel markers but maybe went too far left between a couple of marks and touched the sand lightly for about 5 seconds. Our draught is 1.95m.

The trip home started well and we had a pleasant run down to Nora Head where the westerly wind began to increase. At about this time “steady Eddie” Nashira’s autopilot decided he had had enough and suddenly ceased all signs of life. Down to the equivalent of a second reef in the main we continued down the coast only to be hammered by the vicious westerly which we clocked gusts of 40+ knots. So much for an easier trip home. Galaxy III came down a bit later and it was hitting 35 – 45 knots.



Nashira did the trip from Belmont Bay to MHYC in 9 hours and we were pretty weary by the end of it. Not only from the physical side but your ears really cop a hammering with all the wind howling and whipping around our enclosed “shed”.

Kelly and I really feel for those who attempt weather like that when standing in an open cockpit. On the other hand, I wonder if we tend to go out when we probably should not because we are more protected. Anyway a good hit out for our upcoming Tassie trip if we happen to get caught in a blow.

Evan Hodge, “Nashira”

## **FUTURE EVENTS:**

### **HARBOUR NAVIGATION TREK, NOVEMBER 12<sup>TH</sup> – 13<sup>TH</sup>**

“Use it or lose it” is a well-known phrase and how true it is especially when related to navigation and pilotage. This was brought home to me very pointedly during the 090 event the other weekend. It has been some time since I have done any real navigation, November 2014 actually, and it was a bit of a struggle to remember how to convert a true course from the chart to a compass course. Then I remembered the acronym, Cadburys Dairy Milk Very Tasty! That is CDMVT for compass, plus or minus deviation to give magnetic and then plus or minus variation to give a true course. A synch. So flushed with success for having remembered this after so long, I wrote down 090 next to C, ignored the boat’s 1 deg deviation, so M was 090 then 13 deg E for variation, remembering that “variation east compass least” gave me true as 103. Only problem was, Evan and Kelly were going in a different direction!!! After a few minutes pondering what on earth I had done wrong, I realised that I had done it back to front! I should have put 090 down next to T and then worked backwards to C of 77.

If that has confused you, you need to join us on 12<sup>th</sup> to use a few of your other navigation and pilotage skills before you too lose them. You never know when you will need to double check what your chart plotter is telling you!

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## **TECHNICAL CORNER**

At the October meeting, Frank Banks provided a copy of a Practical Boat Owner magazine from Summer 2016, describing various MOB techniques. The article gives you the chance to review the pros and cons of reach-tack-reach, quick stop, MOB under spinnaker, under power and using a lifesling. With this knowledge and considering the type of boat involved, the number of crew and the prevailing conditions, you can maybe refine your existing MOB procedure. As Frank has returned to his home port for a while, if you would like to read this article, contact Glynne Attersall for a copy. Alternatively, see videos of these techniques at [www.pbo.co.uk](http://www.pbo.co.uk) and go to the bottom of the home page where you will find them in “More Galleries”.

## MV FLEMINGO'S QUEENSLAND CRUISE JULY 2016

### (Part 1)

Our modest aim was to spend a couple of weeks cruising SE Queensland with no schedule or plans except to enjoy ourselves and maybe spot a whale in Hervey Bay if we got that far.

*Flemingo's* time-flexible crew was Craig, self-employed veteran of *Flemingo's* 2013 and *Eagle's* 2011 Tasmanian cruises; Peter, semi-retired global cruiser and veteran of *Flemingo's* 2015 Tasmanian cruise; and me, totally and permanently retired.

Here's how it went.....

*Flemingo* departed Ferguson's Marina at the Spit on Monday July 11 at 1430 with a reasonable Qld passage forecast, 3000 litres of Diesel, 1000 litres of water and enough supplies for the first week. Anchoring overnight in Pittwater allowed for a more civilised morning departure to meet the tide at Gold Coast Seaway, and we got underway again at 0400 with dawn finding us off The Entrance in a gentle SE swell and a NE zephyr.

By mid-morning, despite the earlier promise of good (motorboat) passage weather, BOM was now calling the WNW change up to gale force by Wednesday afternoon. After checking in with Coffs Harbour who confirmed that they were still not up to speed, and importantly, in the stress-free spirit of this cruise we decided to duck into Port Stephens. We anchored east of Soldiers Point at 1700 and adjourned to the nearby pub, where the food was ordinary and Craig left his lifejacket behind, never to be seen again. Not a great start to the cruise, but at least we'd already seen our first whales off Shark Island on the way in.

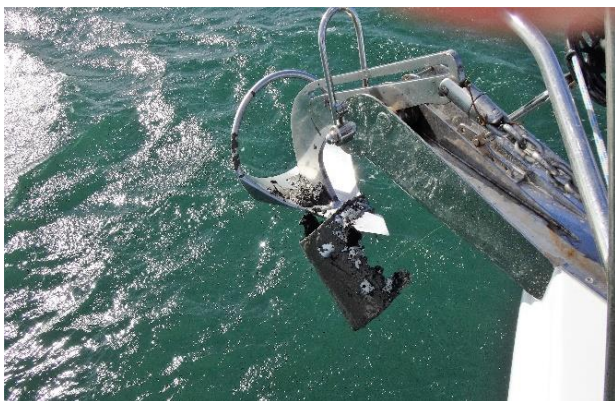
Wednesday morning brought the predicted change and hiding behind Soldiers Point proved optimistic as the occasional strong puff sent our 37 tonnes sliding and skittering amongst the moored locals. Towards the afternoon a puff caught a pocket in our furled foresail which grew rapidly into a thrashing mess with sheets and block trashing the traveller car and vibrating the hell out of the whole rig. Entirely my fault - as a newly minted stink-boater I hadn't been paying enough attention to the steadying rig.

While we were sorting out that mess, I noticed that we'd begun to drag, fast. We soon discovered why. The anchor had skewered a paint can which held during the initial set and morning's blow, but not enough in 40+kn gusts. Simultaneously getting the can off the anchor, wrestling with the thrashing rig and re-anchoring with our slow windlass inside the drop-off proved challenging.



Having enjoyed our three-deck circus for a while, local live-aboard Bob motored over to offer us a heavy mooring in a sweet spot much closer in, and after sorting ourselves out we invited Bob aboard for a beer or two and the afternoon took on a far more civilised air.

Total damage = mizzen aerials bent, spreader light shaken loose, jib sheet block and track stuffed.



The tin loses the fight



Port Stephens the morning after

### **Port Stephens to Southport**

The next morning, after deciding that rig repairs could wait until Queensland, we departed for Southport at 1500 on Thursday 14<sup>th</sup>. Surfing (as much as Flemingo surfs) in the 2.5m SE swell gave us a passage time of 44hrs to Gold Coast Seaway in near perfect conditions. We also spotted more whales along the way, presumably heading to Hervey Bay to meet us face to flipper.

We were alongside at Mariners' Cove Marina by 1200 on Saturday. This Marina is my preferred Southport stopover, with plenty of supply options, airport bus at the door, ocean beach across the road and good restaurants close by. Another plus is that Dockmaster Russ now knows the boat and always gives us a good berth. Over the next few days Peter headed to Tweed Heads to catch up with friends and family while Craig and I did some fiddling with Flemingo between regular bar and restaurant duties.

By Wednesday the damaged rig, aerials and spreader lights had been sorted and Kevin the Gardner Guy had declared the 6lxb good for a few thousand more hours, so we headed further into deepest darkest SE Queensland.

I first introduced *Flemingo* to Sanctuary Cove a couple of years ago. While heading up Coomera River we had slowed down to read the Marina's large welcome sign, and on seeing us slow, the dockmaster jumped in his dinghy and motored over to invite us in for an overnight stay, saying the next morning that we were welcome to rock up anytime.

So we rocked up again and contrary to expectations we were waved away. The manager was disappointed that we hadn't pre-booked with the required on-line paperwork, so she had no overnight berths available. Happily the same keen dockmaster who remembered inviting Flemingo in two years ago found our details in his files and the manager quickly reverted to her usual amiable self and showed us to a fully serviced visitors' berth. We stayed overnight and enjoyed an excellent Cantonese meal at the Dragon Cove. I can recommend visiting this quintessential Queensland 80's white-shoe mecca by boat, but please book a berth in advance.

### **Sanctuary Cove to Manly**

A 0700 start on Thursday gave us enough tide to carry through the shallows on our way up to Manly. We chose the easier main channel, passing through Jacobs Well and Steiglitz which was still an interesting pilotage exercise.

An 0900 phone call to the efficient RQYS marina office secured a berth, and after anchoring near Dunwich for lunch, we arrived at 1530 to find a large catamaran taking up our allotted berth. A new huge solo berth was quickly sorted instead which was fine by us. RQYS is not a cheap place to berth, but it has plenty of trades on site, good laundry facilities with adjacent double showers for cruising couples (or three old farts), and more manoeuvring space for boats like Flemingo. The only issue is the longish walk around the harbour and into 'town' for supplies, requiring a little stamina and a decent trolley.



Berthed at the big end of RQYS marina



Upstream Tingalpa Creek

Among the Manly highlights was another dinghy cruise up nearby Tingalpa Creek, which transmutes from jetskis and fishing boats, to last-resort hulk moorings, to a delightfully meandering bush creek.

Next time in part 2, plenty of ship chat during a night passage from Manly to Wide Bay Bar, then on to the Great Sandy Strait and Fraser Island.

### **John Eastway "MV Flemingo"**

## MEMBERS PLANNED CRUISES:

Adventurers here is your chance to announce to your MHYC community upcoming cruises you are planning. The idea behind this section is to allow the possibility of others heading in the same direction to cruise in company to destinations near and far. These are not MHYC CD events but cruises being undertaken by members inviting others to join them in the spirit of adventure and comradery.

Last month Nashira notified of their intention to cruise to Tasmania in mid to late January. This month our division "mother ship" Flemingo is giving their intention of a similar trip. Sounds good in Hobart at the Wooden Boat Show and later cruising!

## FLEMINGO - TASMANIA LATE JANUARY 2017

MV Flemingo has again been invited to exhibit in the Hobart Wooden Boat Festival, so we will be heading south in late January. The cruise will be in two parts, with flexible crewing options.

The cruise down will be as direct as weather permits, to allow time for a cruise in SE Tasmania before the Festival.

The cruise back after the Festival will include stops around NE Tasmania and a few stops up the NSW coast. Timing will of course be weather dependent.

Rendezvous and crewing enquiries are welcome at [john@flemingo.biz](mailto:john@flemingo.biz)



## ETIQUETTE

Over the years quite a culture has been developed within the Cruising Division to provide assistance and guidance in situations where personal sensitivities could be damaged. For instance, in the Cruising Division Handbook, Chapter 5 on Rafting Up and Chapter 6 on Flag Etiquette both contain helpful tips on etiquette in these situations, which have proved helpful in the past.

However, there are many other situations where the existing culture, or etiquette, has not been documented (to our knowledge). In order to maintain and develop these practices further, we feel it may be an idea to also get them documented. Therefore, we hope the notes below form the beginning of a discussion in these pages on the way we like to do things in our group. Of course, if you are meeting old friends it's up to you what you both decide to do.

### **Housework first:**

When invited onto another boat, especially when cruising away from your home port, please take enough 'nibbles' (at least as much as you and your crew would eat), which you will share with the host boat and other guests, so they do not need to delve too deeply into their own cruising store. Take your own cutlery, plates and glasses (we mark ours with the boats name), as the hosts might only have in circulation two of everything. Unless they insist on washing up, pop your things back into a plastic bag for washing up back on your own boat. Also take your empty wine bottles, beer cans and rubbish, so they don't have to store extra rubbish on their boat to have to cart to a bin ashore.

### **Arriving in a remote bay:**

When entering a bay and finding only one other boat in it, wave if you would like to meet them, and wait to be either asked over or you are given the impression they also wish for new company. However, if they have that "rats we thought we had the place to ourselves" look on their faces, wave and moor as far away as possible to give them their privacy.

### **Rafting Up:**

If you would like to raft up, and there is a hesitation on the other boat, quickly suggest you drop your own anchor. Maybe they know something about a possible change in the weather, or it's just a problem that the combined weight of both boats seems a bit much for their size of anchor for holding ability, or maybe they have just painted their topsides, or they want to be off early in the morning without a fuss, or they just want a good night's sleep without two boats rubbing together. If they are happy for you to raft up make sure you are well prepared as per Chapter 5.

### Departing the host boat:

If moored some distance away from the host boat and you are departing in the dark, some sailing clubs make it a practice to use the radio or mobile phone to ring the host boat when the visitors are safely back on their own boat. This helps overcome the potential disasters of dinghy accidents on the way home, as help would be available very quickly. But, if you forget to call and you fall into your bunk, you will get a call a little while later to check that you made it back to your boat safely. A good practice, especially if you are feeling a little ‘tired and emotional’.

AND.....what else occurs to you...



### DRIFTWOOD

This month we bring you the Luci® light. Luci® is an inflatable solar light providing an affordable clean energy product that people can use in any situation — from outdoor camping adventures to yachting parties to everyday living for people in developing countries without electricity.

To see more go to <https://mpowerd.com>



Origin of “Driftwood”. Ever had a good idea or a bit of useful information that you’d like to pass on to fellow members, but didn’t want to write a whole article about it? Well “Driftwood” could just be what you need to share these with others. Just email them to the next editor, who will love them as a great way to fill up the unwanted space at the bottom of a page! Not to every editor’s taste, but I had some influence on this one to give it a go. See what you think.

## PHOTO CORNER COMPETITION 2016

### *October Winner.....Photo of the Month..*

Each Month the best photo received by the writer will go into the running to win a prize to be announced at the end of the year. The panel of judges will deliberate and award a bottle of hand selected wine to the eventual winner.

To be eligible you must submit your photo *before* the closing date for contributions. **Only one photo per month (as a JPG / JPEG) to be submitted.**



***This month's Winner is .....Maralyn Miller***



***"Raratonga",....from Marilyn's grass skirt days...***

***Note the sharp depth of focus, using a slower exposure combined with a small aperture to yield a good depth of field.***

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 <[paul\\_wotherspoon@bigpond.com](mailto:paul_wotherspoon@bigpond.com)>.

**Good Shooting ...!!  
Paul Wotherspoon.**



## **BUY, SWAP and SELL**

**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 - GILL Off Shore Wet Weather Gear sized XXL with Musto Safety harness** used only a few times, also thermal pants and top I wish to sell and will take a reasonable offer. All gear is near to new. **contact:** Peter Dally on 9453-2951 or 0415-249-093

**FREE TO GOOD HOME - Chain Odds and Ends.** Stainless 5.5 M gauge 7mm (as new) Gal chain 9M gauge 7mm heavy duty galvanising no rust. **contact:** Lloyd on [lloyd.marie@bigpond.com](mailto:lloyd.marie@bigpond.com) or mob: 0409-401-008

**SELL - Stainless Steel Anchor Chain with Anchor Rope Spliced Chain 12M (gauge 7mm) Rope 16M (10mm) as new \$140.00 contact:** [loyd.marie@bigpond.com](mailto:loyd.marie@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)

**SELL - Jabsco Marine Toilet Mk 3.** Cost \$329 new, sell for \$50 ONO. Had little use.  
**Contact:** Noel Parker on [jnparker@live.com.au](mailto:jnparker@live.com.au)

## AUSSIE YOUTUBE CRUISING STARS LAND MULTI-MILLION DOLLAR CATAMARAN DEAL



Aussie YouTube cruising stars, Elayna C. and Riley Whitelum have landed a multimillion dollar deal with French Catamaran firm Outremer. The partnership includes the couple taking delivery of a 45 foot Outremer in France in February 2017.

The couple, who met in Greece a few years ago, have been sailing their

2007 Beneteau Cyclades, La Vagabonde, around the world. So far they have sailed 22 750 nautical miles across the Mediterranean, Atlantic, Caribbean and Pacific Ocean. They are currently in Tonga and posting some very inspirational and entertaining videos for those of us who dream of cruising the South Pacific one day.

This deal is a major milestone for the couple whose original funds came from Riley's savings from working on Australian offshore oil rigs. However it was through Elayna's efforts that their trip has been recorded into extremely enjoyable weekly videos for all of the cruisers out there. Their YouTube channel now has over 220 000 subscribers and many videos have in excess of a million views.

Whilst being YouTube stars certainly opens doors and permits the kind of deal that the couple have just signed with Outremer it in itself doesn't provide sufficient funds to cover all the costs of cruising the world. As a result the couple have previously achieved success and other revenue sources from the sale of Sailing La Vagabonde merchandise and their patron system which allows people to donate to Elayna and Riley to help keep them sailing and producing their videos.

Given the nature of YouTube the couple's audience is global in nature with lots of subscribers being based in the US and Europe. The deal means however that the Australian cruising community may have to wait a little longer to see Elayna and Riley. Seeing as these guys are Aussies (they hail from Geraldton and Adelaide respectively) it would be a great thing for the Sydney sailing community to embrace this young couple who have inspired the next generation of cruising sailors to get out and see the world.

Melina Rohan  
Founder, [MMR Consulting](#)  
2 October 2016



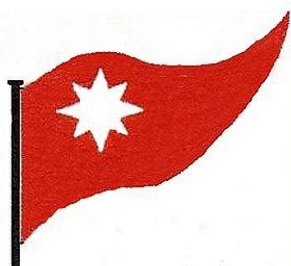
USE YELLOW CELLS ONLY		CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET																
		JAN - DEC 2016										Compass		Attendance	Technical	TOTAL		
DATE =		Feb 15-21	Mar 12-13	Apr 23-25	May 21-22	Jun 11-12	Sep 17-18	Oct 1-3	Nov 12-13						Rose	at	Corner	
EVENT =		1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th			Feature Articles Points	Monthly Meeting Points	Projects complt'd Points		
ENTER CREW FOR EACH		Gosford Cruise	Wish & Raft up	Anzac Cruise	Lane Cove River	Check Safety	090 & Raftup Sugarf	Lake Macq	TBA									CUMUL' SEASON POINTS
YACHT	No. Nights	2	1	0	1	1	1	2	1					2	1	3		
Sanctum	Crew													0	6	0	6	
	Noel & Jean																	
Bliss	Crew				2									2	6	0	11	
	Michael & Astrid				1													
Breeze	Crew													6	4	0	10	
	Bill & Helen																	
Dignity	Crew													0	0	0	0	
	Peter & Sue																	
eXpresso	Crew													2	7	0	9	
	Phil & Maralyn																	
Flemingo	Crew	2	1		1	1								0	4	0	16	
	John Eastway	2	1		1	1												
Galan	Crew													0	0	0	0	
	Mike & Hilary																	
Jabiru	Crew													4	4	0	8	
	Mike & Suzanne																	
Jenzminc	Crew													0	0	0	0	
	Andy & Jen																	
Kachina	Crew	2												2	3	0	11	
	Trevor/Lena	2																
Mereki	Crew													0	1	0	1	
	Richard																	
Nashira	Crew		2		3	2	2							6	8	0	27	
	Evan & Kelly Clark		1		1	1	1											
Rapture	Crew	0	1		1	1								6	7	0	19	
	Paul & Anne		1		1	1												
Simply Irresistible	Crew				2		2							10	4	0	20	
	Glynne & Gill				1		1											
Shazam	Crew													0	0	0	0	
	Colin & Scott																	
Galaxy 3	Crew	2			2									2	5	0	16	
	Chris & Diane	2			1													
Slack'n'Off	Crew	2	2		2		1							4	5	0	23	
	Gabriele & Martin	2	1		1		1											
Caviar	Crew		2			2	2							0	7	0	16	
	Max & Dot Theeboom		1			1	1											
Altair	Crew													2	8	0	10	
	Kieth Watson																	
No. of Boats =		4	5	0	7	4	4	0	0	0	0	<div style="border: 1px solid black; padding: 5px;"> <p>The Leading Boat is....</p> <p style="text-align: right; background-color: yellow;"><b>Nashira</b></p> </div>			Points	27		
<p>Boat = 1 Point per Night  Crew = 1 Point per Night per Person.  Skippers are deemed to sleep on their own boat.  Crew are averaged, if not present for all nights of the event.</p> <p>Compass Rose Articles = 2 points per feature  Representation at Meetings = 1 point per month  Technical Projects implemented = 3 points each</p> <p>First 3 Bottles of Wine  Second 2 Bottles of Wine  Third 1 Bottles of Wine</p>																		
<p>Skippers are required to email &lt;paul_wotherspoon@bigpond.com&gt;with results to receive points</p>																		

**Middle Harbour Yacht Club - Cruising Division  
Treasurer's Report As at 30th September 2016**

<b>Cash at Bank as at 31.8.16</b>	<b>\$1,968.43</b>
<i>Plus Receipts</i>	<b>\$0.00</b>
<i>Less Payments</i>	
<b>Cash at Bank as at 30.9.16</b>	<b>\$1,968.43</b>
<i>Outstanding Receipts</i>	
<i>Outstanding Payments</i>	<b>\$0.00</b>
<b>Account Balance</b>	<b>\$1,968.43</b>

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 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)