



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

Volume No. 43 No. 4 May 2021

Editor: Dallas O'Brien

NEXT MEETING: MONDAY MAY 17TH 7:30 P.M.  
**IT IS OUR AGM !**  
B.Y.O. BBQ 6:30 P.M.

TOPIC: HOW TO CROSS BARS SAFELY



I AM GLAD I WASN'T ON THE WATER THAT NIGHT!

## MHYC CRUISING DIVISION ANNUAL PROGRAM 2020-2021

|                            |                                   |
|----------------------------|-----------------------------------|
| Monday, 17 May 2021        | Cruising Division Meeting         |
| Sunday 23 May, 2021        | Lunch at Woolwich Pier Hotel      |
| Sat- Mon, 6 – 8 June 2021  | Queen's Birthday Weekend (TBC)    |
| Monday, 21 June 2021       | Cruising Division Meeting         |
| Sat & Sun, 19-20 June 2021 | Get Set Safety Checks and Raft-Up |
| Sunday, 4 July 2021        | Cruising Division Long Lunch      |
| Monday, 19 July 2021       | Cruising Division Meeting         |
| Sunday, 8 August 2021      | On-Land Event (TBC)               |
| October                    | Make a wish                       |
| November                   | Tapas Tie up                      |
| December                   | Xmas Party                        |

### NEXT MEETING:

MONDAY MAY 17<sup>TH</sup> 7:30 P.M.  
**THE MAY MEETING IS OUR AGM**

B.Y.O. BBQ 6:30 P.M.



### MAY SPEAKER:

**Rodney Page**, Training Mgr., Marine Rescue NSW Northern Region.

Rodney will address us on a topic very near and dear to the hearts of all cruisers....**Bar Crossings!**

Rodney lives in Port Macquarie and his specialty is crossing bars, particularly those along the NSW east coast.

### MAY CHEESE PLATTER: SELINA O'BRIEN

## CRUISING DIVISION OFFICE BEARERS 2020– 2021

|                                |   |                      |
|--------------------------------|---|----------------------|
| <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 & Kimberley Pratt   | 9968-1777            |
| Compass Rose Coordinators      | Committee Members   |                      |
| Safety Coordinator             | Phil Darling  | 0411-882-760         |
| Maritime Group                 | Mike McEvoy   | 9968-1777            |
| Sailing Committee              | Dallas O'Brien, Phil Darling  | 0411-882-760         |
| Guest Speakers                 | Royce Engelhardt  |                      |
| On Water Events Coordinators   | Phil Darling, Evan Hodge  | Phil<br>0411-882-760 |
| On Land Events Coordinators    | Kelly Nunn-Clark  |                      |
| Committee Members              | Martyn Colebrook, Phil Darling, Evan Hodge, Mike McEvoy, Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theboom, Dallas O'Brien, Sanna Westling, Jeremy Clarke |                      |



### Editor's note:

**Deadline** for the next edition of the Compass Rose is **1st June 2021**

The **EDITOR** for the next Compass Rose is **Maralyn Miller**

Please forward contributions via email to the editor at [darling.maralyn@ozemail.com.au](mailto:darling.maralyn@ozemail.com.au) or [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au)

## CAPTAIN'S COLUMN – MAY 2021



Gee we are nearly half way through the year already.

Kelly and I are back in NSW again for a few weeks before returning to Tasmania. Sanctum is still resting in Cygnet before we head back north probably the 2<sup>nd</sup> half of May.



Well today was a reminder that COVID has not left us yet with the donning of the masks again in Sydney. We are living in crazy times when planning anything that might take you interstate carries a risk. Fingers crossed the contact tracers can knock this one on the head.

The weekend just gone had the first on-land event the Cruising Division has organised for some time. A small start 7 of us had lunch at Mosman Rowers. I took the opportunity to walk there from North Sydney and once again was amazed at the stunning beauty of our Harbourside city. I have lived around this area all my life and have not seen this view before. Another hidden gem.



There is another planned for 23<sup>rd</sup> May at the Woolwich pier hotel for lunch at 12:30. Phil Darling is the co-ordinator for this event.

At last month's Cruising Division meeting the club CEO, Mark Maybury presented the plan to rejuvenate the Sandbar and other areas of the club. It was good to see the vision the board is currently putting into place and over the winter there should be the initial stages of the work being done.

Coming up this month is a combined club and Zoom meeting worth attending either way with a talk by Rodney Page on Crossing the Bars. Most important for the NSW coast.

This week has seen the rain return and giving us a reminder that winter is coming. Keep warm stay safe and we will see you on the water.

***Evan Hodge***

***Cruising Captain. SV Sanctum***

## Wednesday Non Spinnaker Series is Seeking to Create a Division 3

Wednesday racing at Middle Harbour Yacht Club is one of Sydney's best kept secrets in Sydney Harbour. Whilst we have quite a big fleet, we are looking to form a Division 3. This could suite cruisers, smaller or slower boats that would like to have some mid-week fun.

The Wednesday Sailing Instructions have already been modified to incorporate this division, with shorter course ranging from 6.6nm to 12nm for more windy days. Racing on Wednesdays occurs on most Wednesdays in the year (except Public Holidays), and starts at 1pm in Winter and 1:30pm in Summer off the clubhouse. A very sociable group turns up each week to participate in this more relaxed, but fun series.

There are prizes each week for each division and our handicap system ensures that during a series everyone is a winner. Very shortly we will start our sausage sizzle, meat raffle and yachting quiz again after we beat this COVID nuisance. The money that we raise from the raffle goes towards our huge end of year Seafood Extravaganza which is always a huge hit.

So if you would like to break up your week and come racing with us, please let the sailing office know and we will help you get started. Remember, Wednesday racing is more about getting out of the water with great mates and enjoying our beautiful Harbour.

**Julie Hodder**  
Wednesday Sailing Representative



## FEATURE ARTICLE

### Port Stephens 2021

The journey north.

The sail to Port Stephens from our overnight stop at Pittwater was fabulous. The wind was on our tail, nudging 23 knots at times, and we were surfing the swell well. Anna's initial trepidation was soon overcome and she hogged the wheel most of the way, grinning from ear to ear. She liked it so much I heard she is secretly planning our inaugural trip to Lord Howe Island!

We were going to stop at Newcastle for the night but opted to take advantage of the southerly and continue. We moored at Shoal Bay for a couple of nights having abandoned our plan to spend a day at Broughton Island, due to inclement weather. It rained almost non-stop for 2 days.

Our berth for the race was on the Town Quay. Berthing there presented a new learning opportunity. It was on the inside of the Tea Gardens passenger ferry Wharf, accessed by a narrow passage between the dolphin watch charter boats. We were fortunate, in that the skipper of a motor cat was there to advise and assist. We came alongside the end of the quay, threw him a bow and stern line. The bowline was wrapped round a pile. As we reversed and turned 90 degrees to enter our berth, Paul, the motor cruiser skipper, our new friend, let out the bow line steadily and pulled in the stern line, which he wrapped around a cleat on the wharf, thus enabling us to avoid hitting the dolphin charter boat with our bow, and the pile on our starboard stern quarter.



After 7 days of these shenanigans we mastered the craft quite well, in varying wind conditions. I also learnt to reverse with greater confidence, never having had to reverse much before. It took a few attempts first time round to enter the narrow gap as the boat decided where it wanted to go, which wasn't where I wanted it to go.

After the third attempt I realised that I needed to keep the rudder straight for quite a while and keep the speed up, particularly when windy, to counteract the wind. That took a bit of nerve, and then gradually turn the wheel in the desired direction, all the while trying to cut out the sound of 'useful' advice from all around, and avoid the gaze of bemused onlookers.

Long ago I learnt the art of taking it slowly and trying over and again until I got it right. Best to keep practising in benign conditions so the knowledge and skill is there when it really is required.

It was a record turn out and MHYC was well represented including Cruising Division members: Royce Engelhardt, Jeremy Clark on Ca Va with Peter Lewis, Niclas Westling on Wailea with Neil Padden, and Sanna. Apologies to anyone I missed.



It was Slac N Off's inaugural PS regatta participation, entering the Commodores Cup and the Trophy Cup. For this event Slac n Off's skipper finally, after 5 years of ownership, managed to organise crew shirts and caps.

A number of people asked what snO meant. I never liked the name Slac n Off, there being no time for slacking, but never got around to changing it. As the boat is relatively well known I thought I would stick to one that was inherited but abbreviate it to snO.

## Commodores cup

I thought we entered the non spinnaker performance cruising division for the Commodores Cup, but obviously in rash moment, when I booked, I entered the spinnaker division. We changed divisions at the last minute to the non spinnaker, having come to our senses.

We were the last division to start. Plenty of time for pole up and down practice. 20 mins before the 'gun' we head back towards the start line. Pole up pole down, commands the captain. 10 mins before the start there are more than murmurs of complaint. Practice makes perfect and practice is required. Five minutes before the start the engine is silenced. Five minutes after the start we reach the start line. Another lonely race ahead, with only one other boat within shouting distance.

The captain accepts his abuse and bows his head in sorrow and shame. We are second to last around the first mark in Shoal Bay having overtaken the pretty, red, S and S 34, Red William. The fleet has taken a wide berth and are becalmed. We seize our opportunity to take an inside route where there is more than a flutter of breeze.

Before we pass Nelson Bay Marina, en route to the 3rd mark at Bannisters, we are amongst the fleet and work our way through the mayhem.

We follow the scarified dark patch of water on the outside. A white bearded wise man in a boat, aptly named, Elusive Spirit, shouts "keep it up" as he approaches our port beam. Anna thinking he is encouraging us thanks him. He is not amused. We are. We do have many enjoyable skirmishes later. Day one we came 10th out of 17 starters.





On the 2nd day, lesson learnt, we were first over the start line and 6th over the finish line.

On the final day, back in our crew house, getting ready for the Commodores Awards dinner, we were jumping with joy as Dennis, our social media expert announced our win, for the days race. The dinner was going to be even more fun dressed up in our natty, matching navy blue, boys and girls, sailor's outfits.

The MC was bemused when we all went up on stage to accept our Award and perform the dance routine we had been practising for the last few days.



We were also 2nd placed in the Jeanneau Cup !



The following day we had to eat more food and drink more wine at the Lay Day lunch organised by Peter Lewis in aid of Making Waves. This amazing organisation introduces the joys of sailing to those with different abilities. It was a brilliant event, with moving stories told by a number of participants, including 3 young boys who brought tears to the eyes of even the most hardened disposition.

The entertainment included team races running from one end of the room to the other and back, donning a lifejacket and filling a bucket with water using a plastic glass.

## Port Stephens Trophy Cup

Bigger boats joined the Port Stephens Trophy Cup and they sailed mostly windward leeward courses out at sea.



The Performance Cruisers, of which there were 3 divisions sailed both inshore and offshore races around the islands. The scenery around Port Stephens is stunning. Steep cliffs, sandy beaches, lush vegetation, lots of dolphins and the resident sea eagle. There are also plenty of sand banks to run aground on.

Local knowledge is of great benefit as the current is very strong on the ingoing and outgoing tides. Knowing quite where to position one self to take advantage is race winning knowledge.

When we went to collect the sailing instructions we were informed of our division. We were in the same division as Rumba so quickly had ourselves relegated to Div 3, which more suited our inabilities. What we hadn't realised was that there was no non spinnaker division so we were in at the deep end.

Day 1 results saw us at very last but we managed to get the spinnaker up and down a couple of times, albeit with plenty of mishaps. Day 2 was a light wind day so good for more spinnaker practise although we were finally beaten by the current and were washed downstream of the mark 20 metres away, which soon became 30, then 40.

We gained a few metres after a tack but the wind just strong enough to allow us to make headway against the tide before the final whistle, along with 8 others in our division. If only we had tacked earlier. Racing is all about 'if onlys'.

Day 3 was a shorter course, inside the harbour, when we had finally half mastered the finer arts of spinnakering and kept up with the fleet.

On the final leg back to the finish line there was confusion. Where was the outer marker buoy? Others in the fleet were equally confused. We weren't that late that they had taken it home, like they wanted to on our first race.

In fact we were still up with the front runners. Coming closer we spot the black and white mark. It was trapped on the stern of a competitor and they were both making a steady pace the wrong way downstream.

Not a moving finish, as the radio alert was to carry on until our sail number was called thus announcing our finish.

We weren't going home with any prizes for the Trophy Week but we were going home with a new found love of spinnakering. It could be a different tale in windier conditions but we all have to start somewhere.

Port Stephens Regatta is a very friendly place to be. A chance to make new friends. We met people from our own club we have never seen before. Sail trimming is honed as you try to out pace your competitors. Not a bad thing to learn when passage making. I only heard of one minor collision and only saw one grounding on a sand bank. They were soon pulled off. No one wants to damage their boats and will do their utmost to avoid contact. You could do what we did on day one and hang back at the start, although that was inadvertent.

I would thoroughly recommend anyone, whatever their experience, to give it a go. You will quickly learn how to improve your sail trimming and boat handling.

***Martyn Colebrook,***  
***snO (Slac n Off)***

## ***Learning how to service life-jackets***

Earlier this month, I took myself along to a free course being conducted by Roads & Maritime Services to learn how to service inflatable life jackets.

These courses are regularly held at various locations, and one only has to visit the RMS website in order to book a spot.

Lasting less than 45 minutes, the hands-on course showed you how an inflatable life-jacket operates and what is required to ensure it is in proper working order, and to properly complete an annual inspection.

A manufacturer's checklist for all makes and models (usually available on the internet), was provided, along with spare CO2 cartridges, to enable each participant to replace their cartridge if it required.

I now feel confident and capable to be able to service my own life-jackets each year.

If you do self-service your life-jackets, do remember to keep a record of your completed checklist for safety checks during the audit.



I thoroughly recommend this course to all cruising division members.

***Dallas O'Brien***  
***SV Eternity***

## **Get to know a Cruising Division Boat:**

As a curious person I would love to hear about the different boats in the Cruising division.

Being a fairly new member I thought we could present one boat at a time in the Compass Rose.

Starting with the latest new member, RaRa, read the article following.

If anyone else would like to contribute in the coming months, please send an article to the committee or myself: [susanna.westling@gmail.com](mailto:susanna.westling@gmail.com)

***Sanna Westling***

***SV Ra Ra***



## Catalina 375, #41 - RaRa

Owners: Niclas & Susanna Westling

**Ra Ra** was built in 2010, probably in Florida ,USA, and was designed by Gerry Douglas. The C375 model replaced the much more common C36 (Mk2). The diesel power comes from a 40HP 3 cylinder Yanmar (3JH4E). The hull is made of hand laid woven fibreglass and Vinylester (no sandwich) and the deck and cabin top is a balsa core sandwich construction. The mast is deck stepped.

When #41 arrived in Australia the final fit-out was made next to MHYC where the local Catalina dealership used to be.



Her first years in Australia was spent in charter up in Airlie beach, QLD, with the name “Rocket” with her first owner being Simon Rock.

We bought her in September 2019, from the second owner who had kept her in Pittwater.

In general the Catalina’s seem to be very sturdy builds and the rigging is quite over dimensioned which gives us some peace of mind if we want to go for longer off-shore adventures. Most people seems to have good things to say about Catalina boats, which obviously feels good as well.



### **Space and storage**

One of the first things you notice when you walk down the companionway is that this boat is very wide and opens to a very spacious saloon.

The C375 is a two cabin configuration with an aft cabin with a queen size bed mounted sideways, as well as a more traditional queen size v-berth fore cabin. It has a single electric head which is quite spacious and has a dedicated shower corner.

There are plenty of storage throughout downstairs and a deep cockpit locker where we keep BBQ, spare sails, ropes etc etc.



A selling point for us ( with Niclas being 191cm tall) was the good ceiling height in the cabin which meant I can stand upright with in most parts of the boat.

## **Sailing her**

The mast and boom are from Selden (Swedish!) and it has an in-mast furling mainsail, and a furling headsail. Our boat is not currently equipped with any form of spinnaker, but we have fitted a whisker pole to be able to pole out the headsail for longer downwind legs.

She has a spade rudder and the boat is normally very well balanced, to the point we can let go of the rudder for periods without it altering course.

The original 140% size headsail can be a little unwieldy to tack with, getting stuck on the shrouds and heavy to sheet in, and since we normally have a fairly fresh breeze on the Australian east coast during summer we have opted for a new headsail which is smaller, around 120%, and hence easier to handle. It also keeps it shape better when slightly furled than the bigger headsail.

The boat has a fixed three blade propeller and it does slow us down a bit while sailing, so a potential future upgrade would be a foldable one.

## **Cruising aspects we like**

This boat is no racer, and we frankly struggle a bit to keep up with similar size boats while sailing, as it's clearly designed more with cruising in mind, which actually works well for us as we're not racing her.

Some of the things we like and makes cruising easy are:

- The shallow draft of 1.4m, thanks to the wing keel (which was a factory option). It has allowed us to explore Lake Macquarie, Brisbane waters and the inner parts of Port Hacking without any grounding incidents.
- The built in swim platform in the transom. Initially we were dead set on getting a boat with a fold out swim platform, but having the fixed swim platform feels a lot safer if/when we need to get a man overboard back onboard. Also much easier to get on and off the boat when we're in the marina. We also feel it's superior to having some form of mechanical arrangement to fold one down, which can break.
- Having all the necessary halyards and sheets back in the cockpit means we don't normally need to leave the cockpit to hoist sails or reef/furl them back in. A nice safety aspect especially when out on the ocean
- A combination of dodger, Bimini and an additional infill cover means we can get fully covered for days with too much rain (or sunshine).

***Niclas, SV Ra Ra***

## ***Annual Cruising Division Safety Raft-up***

As in previous years, MHYC has scheduled two Get Checked Days, being June 26th and August 22nd.

The Cruising Division has planned a weekend raft-up as well where we can do our own inspections in a more convivial atmosphere (although – of course – the standards are still the same). It is scheduled for the weekend of 19-20 June, 2021.



**Sugarloaf Bay, Middle Harbour**

Every four years Australian Sailing issues a new “Blue Book” with changes to both the Racing Rules and to the safety requirements in the Special Regulations. This year is the one – new Special Regulations have been issued and we will need to comply from July onwards.

The new requirements are at [www.sailingresources.org.au/safety/specialregs/](http://www.sailingresources.org.au/safety/specialregs/).

As usual they are titled “**AUSTRALIAN SAILING SPECIAL REGULATIONS - PART 1 - FOR RACING BOATS and Recommended for Cruising Boats**” – however they are a good guide to the general levels of safety equipment you should carry as a minimum when sailing.

The Cruising Division expects all members to keep their boats in a minimum of Category 7 (inshore only) or Category 4 (for offshore events).

### Key items to check:

- **Lifejackets** (serviced by a professional or if self-checked – as per the manufacturer's recommendation and don't forget to fill out the form from the manufacturer and write the service date on each lifejacket).
- **Fire Extinguishers** – serviced by a professional with stamped tag. From 1 July 2021 the minimum for all categories is 1A:10BE rating.
- **Flares** – all in date?
- **Medical Kit** – all items in date?
- **EPIRB** – battery in date and proof of registration with AMSA?
- **Registration** – no stickers any more but have some evidence such as your notice of renewal
- **Other inflatable items** (danbuoy, etc) – treat the same as lifejackets

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

*Phil Darling,*

*SV Espresso*



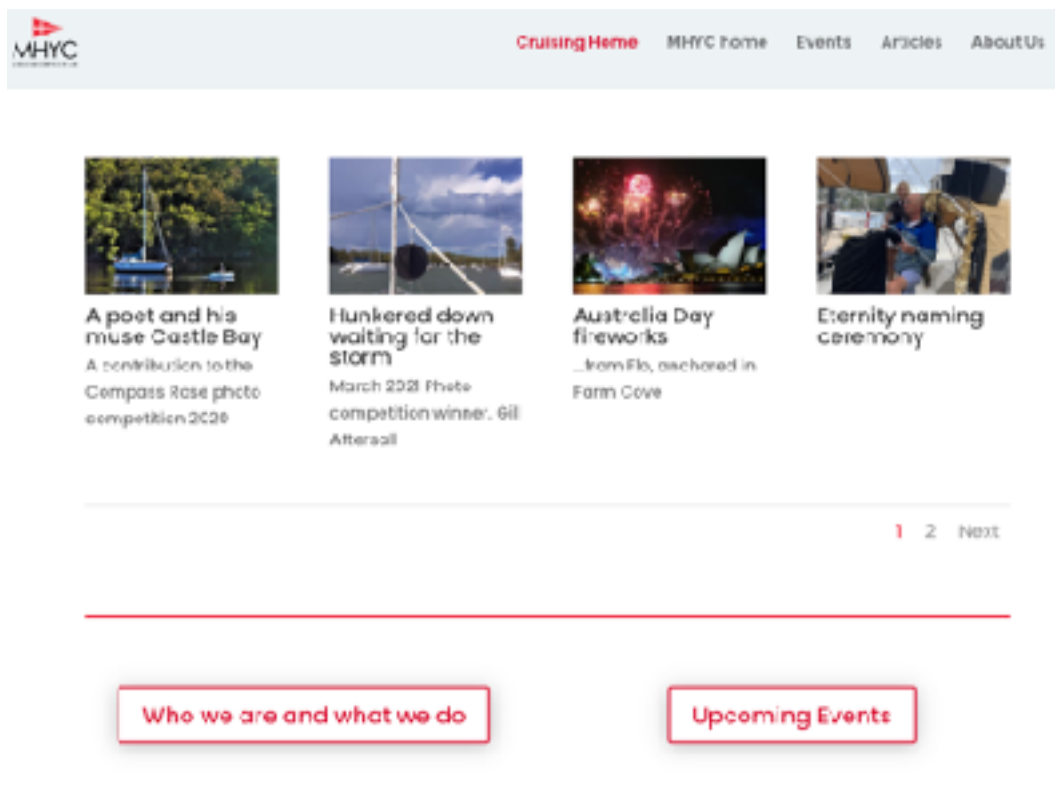
## Our Cruising Division has a new website

Did you know we have a new cruising division website?

You can access it using this link: [Cruising Division](#) and save it to your favourites, or via the club website from the sailing menu (Cruising division, External website)

It is full of great info about our activities and is a handy resource.

Our very own Website designer, Niclas Westling has created a valuable reference tool, which will only grow in time with more contributions



I have posted it to my favourites already. Please take a look!

**Dallas O'Brien**  
**SV Eternity**

## **BUY, SWAP and SELL**

Quicksilver Amanzi 350 RIB. 3.48 m, 4-person deluxe commercial grade hypalon rubber rigid inflatable boat with 30hp Mercury outboard motor. Low hours, no damage, just serviced the motor and had trailer reconditioned.

Cost new in 2010 = \$21,000 plus trailer. Sale price \$16,000/ono including trailer

Contact Jean Parker -> [jnparker@live.com.au](mailto:jnparker@live.com.au) or by mob. 0403 007 675



## CD Quiz – May 2021

by Phil Darling

1. What causes “prop walk”, what is its effect on your own boat, and what can you use it for?
2. You have a riding turn on a sheet winch and wish to take the load off it by gripping the sheet with a line to another winch. What knot would you use?
3. In a narrow channel a vessel sounds two long and one short blasts on the horn. What does this mean?
4. Does a southern hemisphere sea breeze back or veer?
5. What is the difference between deviation, variation and leeway? In which order do you apply them to get from a true course to the compass course for the helmsman to steer?
6. When crossing a Traffic Separation Scheme, should your Heading or your Ground Track (COG) be at right angles to the traffic flow?
7. Where are the “Horse Latitudes”?
8. Where would you be if you were subject to the CEVNI regulations (hint: this is an optional component of the assessment for the ICC required in some European waters).
9. On a day very soon after a solar eclipse, would you expect the tide to be closer to neaps or springs?
10. Your engine starts blowing black sooty smoke. What should you do, and why?

## Chef's Corner....

### Kingfish poke with pickled ginger ponzu

Who can go past a beautiful Poke Bowl? Especially with local Sydney Kingfish.

Poke Bowls are marvellous for travelling as you can pick the ingredients you love, throw it all together and wahla! Perfecto.

This recipe below is a guide to help you with your creation.



<https://www.gourmettraveller.com.au> (Max Adey)

#### **Ingredients**

- 300 gm (1½ cups) brown rice
- 500 gm sashimi-grade kingfish, thinly sliced
- 1 telegraph cucumber, peeled, thinly sliced on a mandoline
- 100 gm daikon, cut into julienne
- 1 avocado, cut into 2cm dice
- 3 spring onions, thinly sliced
- 1 cup (loosely packed) mizuna (like mustard greens)
- Torn roasted nori and Japanese mayonnaise (see note), to serve

#### **Pickled ginger ponzu**

- Finely grated rind and juice of 1 lime, 1 lemon and ¼ ruby grapefruit
- 60 ml (¼ cup) extra-virgin olive oil
- 70 gm (¼ cup) drained pickled ginger, finely chopped
- 2 tbsp grapeseed or other neutral-flavoured oil
- 1½ tamari
- 1½ caster sugar

#### **Method**

1. Cook rice in a large saucepan of boiling salted water until tender (15-20 minutes). Drain well.
2. Meanwhile, for pickled ginger ponzu dressing, whisk ingredients in a bowl to combine and season to taste.
3. Divide warm rice among serving bowls and top with kingfish, cucumber, daikon, avocado and spring onion. Scatter with mizuna and nori, season to taste and serve with Japanese mayonnaise.

**Notes:** Mizuna is available from select Asian grocers and greengrocers. Japanese mayonnaise (such as Kenko or Kewpie) is available from Asian grocers and select supermarkets.

## CD Quiz – May 2021 – Answers

1. “Prop walk”, also known as “paddle wheel effect”, is due to the transverse thrust of the propeller. The larger the propeller the greater the thrust. It occurs in both forwards and reverse, but is usually most marked (and can be most useful) in reverse before the boat gains sternway. It is often used to swing the stern into wharves or to assist in turning by swinging the stern. Most sail boats have “right hand” propellers which, in reverse, swing the stern to port.
2. Rolling Hitch
3. I intend to overtake you on your starboard side.
4. A sea breeze in either hemisphere initially develops at right angles to the coast. The effect of the earth’s rotation then causes it to change direction – in the southern hemisphere it swings to the left (as you face it) – ie it “backs” against the compass. This results in the typical Sydney NE sea breeze (or – in Perth – the SW “Fremantle Doctor”)
5. Deviation is the effect on the compass of the ship’s own magnetic field; variation is the difference between the true and magnetic directions at a point on the earth’s surface, and leeway is the impact of the wind on a ship’s course. In order to determine the course for the helmsman to steer, starting with the true course you first apply variation (from the chart’s compass rose), then apply deviation (from the ship’s deviation card), then last apply leeway (for any wind blowing at the time).
6. Heading. This is the quickest way across and also presents the correct aspect to oncoming ships.
7. These are an anticyclonic area of variable winds between 30 and 35 degrees both north and south north and south of the equator - Sydney is in this area! There are various theories as to where this term came from.
8. In the inland waters of continental Europe.
9. Springs – since the sun and the moon are close to being in line their effect on tides is adding to each other.
10. Throttle back – ie reduce the amount of engine power. The black smoke is unburnt fuel and you are overloading the engine’s ability to produce power.



## PHOTO COMPETITION for 2021

### May Winner .....Photo of the Month Simon Pratt

Send your photos to **Maralyn Miller** to enter into the 2021 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 2021.



The winning photo for May is called  
'Down at the Heads' and was taken by Simon Pratt

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@oze.mail.com.au](mailto:Darling.maralyn@oze.mail.com.au). Good Shooting ...!! Maralyn.

**MHYC Cruising Division**  
**Detailed Profit and Loss Account**  
**For the 10 months ended 30 April 2021**

|                                   |                        | <b>2018/19</b> | <b>2019/20</b> | <b>30/04/21</b> |
|-----------------------------------|------------------------|----------------|----------------|-----------------|
| <b>Cash at bank as at 1 July</b>  |                        | <b>2398.45</b> | <b>2374.86</b> | <b>2096.92</b>  |
| <b>Income</b>                     |                        |                |                |                 |
|                                   | Interest received      | 2.21           | 1.96           | 0.77            |
|                                   | Membership Fees        | 50.00          | 50.00          |                 |
|                                   | Sale of Burgees        | 70.00          |                |                 |
|                                   | Wachman Manuals        |                |                |                 |
|                                   | Donations              | 155.00         | 310.00         | 40.00           |
| <b>Total Income</b>               |                        | <b>277.21</b>  | <b>361.96</b>  | <b>40.77</b>    |
|                                   |                        |                |                |                 |
| <b>Expenses</b>                   |                        |                |                |                 |
|                                   | Purchase of burgees    |                |                |                 |
|                                   | Prize for photo comp.  | 200.00         | 100.00         | 100.00          |
|                                   | Pointscore Prizes      |                | 39.90          |                 |
|                                   | Gifts to Guest Speaker | 100.80         |                |                 |
|                                   | Indonesian Rally Night |                | 500.00         |                 |
|                                   | Cost of goods - Dot    |                |                | 42.00           |
| <b>Total Expenses</b>             |                        | <b>300.80</b>  | <b>639.90</b>  | <b>142.00</b>   |
| <b>Less outstanding Payment</b>   |                        |                |                |                 |
|                                   |                        |                |                |                 |
| <b>Plus outstanding Receipt</b>   |                        |                |                |                 |
| <b>Operating Profit/ Loss</b>     |                        | <b>23.59</b>   | <b>277.94</b>  | <b>101.23</b>   |
| <b>Cash at Bank 30 June 2018</b>  |                        |                |                |                 |
| <b>Cash at Bank 30 June 2019</b>  |                        | <b>2374.86</b> |                |                 |
| <b>Cash at Bank 30 June 2020</b>  |                        |                | <b>2096.92</b> |                 |
| <b>Cash at Bank 30 April 2021</b> |                        |                |                | <b>1995.69</b>  |

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).**

Middle Harbour Yacht Club  
Cruising Division  
Annual General Meeting 2021



Nomination Form

Name of Nominee:

\_\_\_\_\_ MHYC Member No: \_\_\_\_\_

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

Name of Proposer:

Signature of Proposer:

\_\_\_\_\_

\_\_\_\_\_

Name of Seconder:

Signature of Seconder:

\_\_\_\_\_

\_\_\_\_\_

Signature of Acceptance by Nominee:

\_\_\_\_\_

Please forward to [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au)