



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

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Volume 42 No.7 August 2022

Editor: Kelly Nunn-Clark

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**August Cruising Meeting:**  
Interested in cruising?  
Come along and Meet the MHYC Cruising members  
Monday, 15th August @ 7:30pm  
6:30pm BYO BBQ  
More information inside



*Kunanyi/Mt Wellington, Hobart Tasmania*

# Captain's Column – August 2022



Thank you to all who kept a watching eye out for RaRa as we spent a few weeks in Summer Stockholm to visit family and friends. We left just as the rain started and I hope you all and your boats have not been too affected. Just one month to

go now until spring is upon us and the MHYC Opening Day for the season.



I would like to send a big Thank you for being nominated and elected Vice-commodore Cruising at the MHYC AGM last week. It is a great honour to be the Flag officer for Cruising and I am looking forward to flying the flags at many cruising events this coming year.

The 3<sup>rd</sup> of September is the MHYC season opening day. The theme is Black and White and I hope many of you will be coming along to the club. If you have a boat, do come along for the sail pass – and decorate the boat and crew accordingly. As the new Flag officer cruising – I will be standing on the t-arm together with the Commodore and the other Flag officers to salute all the boats. Keep an eye out on the MHYC e-news for more details on times and what is happening on the day.

The July meeting I understand was well attended as Danielle Brown talked about her adventures and I hope that those of you who came enjoyed the presentation.

The first of the clubs Get checked safety days happened end of June and the next one is scheduled for the Sunday the 21<sup>th</sup> of August. If you haven't had your safety check done, this is a great opportunity.

When I visited the boat show at the end of June, I had the opportunity to talk to a few marinas outside of Port Jackson and I hope that we will be able to hear more from them in the future. I heard that it is looking very likely that the channel into Lake Macquarie will be opening up later in the year which means we might be able to have a cruise up there next year.

The committee is planning for our meetings, presentation nights and sailing Sunday topics and will be presenting this further when plans come together.

I look forward to seeing many of you at the August Cruising Division meeting on the 15<sup>th</sup>.

Stay safe on and off the Water.

Sanna

Captain Cruising,

*SV RaRa*

## MHYC CRUISING DIVISION PROGRAM 2022 Aug-Dec

<b>August</b>	Monday 15 <sup>th</sup>	Cruising Division Meeting, 19.30 18.30 for BYO food BBQ and meeting
	Sunday 21 <sup>st</sup>	Get Checked Day 2 of 2 MHYC
	Sunday 28 <sup>th</sup>	Sunday Breakfast and Safety Training Workshop 10.00 Sandbar
<b>September</b>	Saturday 3 <sup>rd</sup>	Opening Day MHYC
	Sunday 18 <sup>th</sup>	Sailing Sunday start at MHYC
	Monday 19 <sup>th</sup>	Cruising Division Meeting, 19.30 18.30 for BYO food BBQ and meeting
	Sunday 25 <sup>th</sup>	Sunday Breakfast and Safety Training Workshop Sailing Sunday MHYC
<b>October</b>	1 – 3 Oct Long weekend	Long Weekend cruise to Pittwater
	Sunday 16 <sup>th</sup>	Sailing Sunday and Safety Training Workshop MHYC
	Monday 17 <sup>th</sup>	Cruising Division Meeting, 19.30 18.30 for BYO food BBQ and meeting
	Sunday 30 <sup>th</sup>	Make A Wish, MHYC
<b>November</b>	Sunday 13 <sup>th</sup>	Sailing Sunday
	Saturday 19 <sup>th</sup> - Sunday 20 <sup>th</sup>	Tapas-Tie-Up
	Monday 21 <sup>st</sup>	Cruising Division Meeting, 19.30 18.30 for BYO food BBQ and meeting
<b>December</b>	Friday 16 <sup>th</sup>	Cruising Division Xmas Party at MHYC
	Monday 19 <sup>th</sup>	CD BBQ (No Formal Meeting)
	Thursday 26 <sup>th</sup>	Australia Day

## Cruising Division office bearers 2022-2023

<b>Cruising Captain / Vice Commodore Cruising</b>	Sanna (Susanna) Westling	0419 247 500
Secretary	Kelly Nunn-Clark	0457 007 554
Treasurer	Niclas Westling	0476 152 800
Membership	Kelly Nunn-Clark	0457 007 554
Safety Coordinator	Phil Darling	0411 882 760
Sailing Committee	Phil Darling, Sanna Westling	0411 882 760
Committee Members	Martyn Colebrook, Phil Darling, Evan Hodge, Kelly Nunn-Clark, Dallas O'Brien, Sanna Westling, Niclas Westling, Jeremy Clarke	



### Editor's note:

**Deadline** for the next edition of the Compass Rose is **3<sup>rd</sup> September 2022**

The **EDITOR** for the next Compass Rose is **Dot Theboom**

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

Opinions expressed in the Compass Rose are those of the contributors, and do not necessarily reflect opinions of either Middle Harbour Yacht Club or the Cruising Division



## Next Meeting:

Monday, August 15th @ 7:30pm

Interested in Cruising?

Like to meet like minded people?

Come along and Meet the Cruising Members of MHYC.

If you are a current member of the club, come along and meet up with fellow cruisers.

Or, If you are interested in cruising, come along and meet the cruising members, to ask questions and find out what we are doing.

### WHEN?

**@ 18:30** We have a BBQ that everyone is welcome to join, bring your own food, drinks, plates and cutlery. We use the club BBQ and eat together in the Harbour View room.

**@ 19:30** we have a short meeting to catch up on all that latest including a technical corner where members share tips and tricks. Great time to ask questions.

Immediately following will be a meet and greet session, some information from the cruising committee, a visit from Julie Hodder to showcase her historical website and a sailing-based trivia.

We love cruising, socialising, meeting like minded people. Our group is inclusive, fun and a terrific place to learn.

Hope to see you there!!! 😊

## Upcoming Events:

### SUNDAY AUGUST 21- GET CHECKED SAFETY CHECKS

If you haven't had your safety check done, this is a great opportunity. Security checks will be performed at the marina. Please make sure to book a time slot in advance by contacting the club.

# August 28<sup>th</sup> - Sunday breakfast & safety workshop

Join us Sunday August 28 @ 10:00am in the Harbourview room  
for a free training event

## How to use a multimeter

an essential piece of kit for any skipper.



Please bring along a multimeter, and a lightbulb, or batteries or anything that can carry a circuit, and we will show you how to troubleshoot your boat's battery system

Per the E-News, the Sandbar will be temporarily relocated to Harbourview Room until Renovation works are expected to be completed in early October.

## MHYC Archives by Julie Hodder



[www.boatgen.com.au](http://www.boatgen.com.au)

I hope you will enjoy looking at my website which contains a lot of history on MHYC Boats, Members and Races, plus a lot more.

Just start typing "Middle Harbour Yacht club", "Gilbert Thomas" (Tig) or "Siandra" on "**Find a Page**" – 3<sup>rd</sup> box on the right and click on the link you want. You can then click on many of the other links and if the page exists, then you will be taken there. You may be on the webstie already – start typing your name on "**Search Pages**", and you may find a page that mentions you!

**If not, we would love your story.** It is simple, just write your history in Word and send it to me plus any pictures or articles you have (with captions) and I can put it up.

I have a lot of more MHYC history (both Racing and Cruising) still in boxes to be scanned and put up. If you would like help to expand our MHYC Archive Committee to more than one, I would really appreciate some help.

Thanks

Julie Hodder

[ighodder@bigpond.net.au](mailto:ighodder@bigpond.net.au)

# Opening Day 2022

Sept 3rd



## Schedule

- 10.00am Brunch in the SandBar Café
- 10.30am Welcome
- 11.30am – 12.15pm Sail Past. Theme – Black & White
- 12.30pm Commodore's Front Up! Cup
- 4.00pm Keelboat Race Presentations including Prize for Best Dressed Boat & Crew
- Until 6.00pm Live Music

## 2022 Sail Past Instructions

### All boats shall monitor VHF 72

The MHYC Sail Past Director will direct boats from the MHYC Vessel afloat

11.45am - All MHYC yachts & visiting vessels to assemble North of Wyargine Point

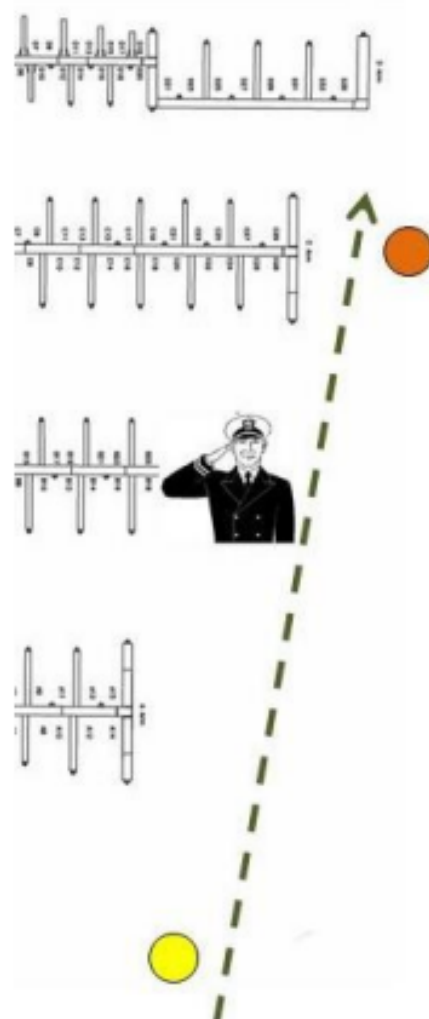
12 noon - Sail Past commences

- Yachts to proceed under power
- All boats are to pass the yellow mark laid south of the Marina to port, proceed northerly in-line close to the western side of the channel and pass the orange mark laid north-east of B-Arm to starboard
- The MHYC Commodore and Flag Officers on the B-Arm T-Head to acknowledge all participating MHYC boats
- All crew to respectfully acknowledge the official party as they sail past

12.30pm - Clubhouse Start Line to be kept clear for the Commodore's Front Up! Cup

### Sail Past Order (at the discretion of the Sail Past Director)

1. MHYC Race Committee Vessel Hugh S George
2. Past Commodores
3. Cruising Division
4. Inshore Divisions 1 & 2, Twilight Divisions 1 & 2, Adams 10
5. Inshore Division 3, Twilight Divisions 3 & 4, J24
6. Youth Sailing Dinghies & RHIBs
7. MHYC Powerboats





## Past Events:

### Cruising the Antarctic: Talk by Danielle Brown



The MHYC Harbourview room was packed during our last get together with members coming to watch Danielle's remarkable journey from South America to the Antarctic on the 60ft sailing vessel Spirit of Sydney.

The Spirit of Sydney is a 9-berth 60ft aluminium hulled yacht that was built for the 1986 BOC Challenge Race. She has been used for Antarctic sailing for every southern summer since 1994.

Being on such a small yacht, Danielle and fellow travellers were better able to get ashore and explore the wondrous terrain and get up close to the wildlife via kayak, trekking, and camping! However, the 4 day sailing passage across the Drake Passage must be for those people who are very adventurous. Once you get there, it seems idyllic, and her photos were fabulous.

Congratulations to our MHYC Cruising Division who have once again organised such a great evening. I really enjoyed both the friendly informal BBQ beforehand as well as the talk.

Note: Danielle has been an active member of MHYC for last 3 years, sailing on Artemis, owned by Tracey Richardson. She was recently part of the team representing MHYC who went down to Melbourne for the Australian Women's Keelboat Regatta where they were second overall.

Julie Hodder



# Happening around the harbour: Sydney Boat Show 2022



After a few years of no show - the Sydney Boat show was finally able to run.

The weather managed to stay clear of rain (not a given this year) and it was a busy few days for the exhibitors.

RaRa's crew visited the Jeanneau sailing boats at MHYC on Saturday, a very nice and relaxed event, and then on Sunday ventured into Darling Harbour and the larger Boat Show.

As the sailor/cruisers we are, we spent most of the time out on the Marina looking at the different sailing boats on display. We went onboard most of the monohulls but also one of the smaller trimarans.

All the boats displayed were lovely and had different features that we liked.







Our favourite was the Elan GT6 – a very nice boat, an open and bright cabin with some details that felt more modern and different from traditional cruisers.



The Swan 48 was a beautiful boat (with a great dinghy garage) as was the Amel 50, a true blue cruiser.



The dream board is now full of exiting ideas for the future.

Sanna //RaRa



## Blast from the past:

### The Dancing Man by Alex Comino - Bloodhound

Many Members may be familiar with the “Dancing Man” of 1945 when he was photographed dancing in Martin Place the day Victory was declared ending WWII in Europe. That man was a young Barrister who had just qualified and was celebrating the end of the war with his fellow colleagues – he was FRANK McCALLERY, later to become a Queens Counsel.



What did he have to do with MHYC? Well therein lies an interesting chapter in the Club's history.

During the 1970's and 1980's the Club experienced significant growth in both membership and participating racing yachts the membership had grown to over 2,000 Members and the number of yachts competing every Saturday grew to almost 200, a far cry from where we are today.

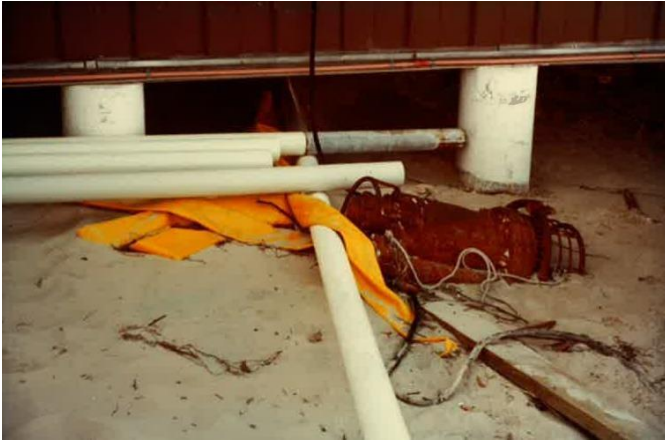
To meet this extraordinary growth, the Club had built a new modern Club House which lay the foundation for the growth in membership and racing. The Club also elected to replace the 'old jetty Marina' with a new 'jetty style Marina' that could accommodate a larger number of yachts. In those days, a 40 footer was considered a maxi yacht, as most of the yachts were 30 footer or less and narrow beamed. The new jetty Marina was designed to accommodate small yachts which resulted in many pylons being sunk in the sand making each pen quite narrow.



Unlike the “floating Marina” we enjoy today, a floating Marina in the '70's was very novel indeed and didn't catch on for some time until the Spit Bridge Marina built a floating marina (the first one on Middle Harbour).



# The Dancing Man



The numerous pylons created an unforeseen problem for the jetty Marina, as they acted collectively as a large groin and trapped the tidal sand. This resulted in the loss of a considerable number of rentable Marina berths, as the draft in each pen reduced due to the sand accumulation.

At that time, the Committee in its wisdom could see that before too long the “jetty Marina” would become a sand bar, resulting in a significant loss of income from the pens, as well as a loss of participating racing yachts, and looked desperately for solutions.

The solution they chose was to engage a contractor to pump out the sand continuously over many years and that way contain the tidal sand deposits. They granted a contractor a long term agreement to do so.

The contractor (I can't recall his name) then built a sand-hopper and pumping facility adjoining the old Club House and started pumping sand into trucks that took away the sand. This also caused the loss of lots of available car parking during the week and reduced the available weekend parking (parking was free – no meters).

Unfortunately the contractor didn't keep pumping sand continuously as expected and the Club looked like a perpetual building site. No one was happy!!

Many attempts were made by the Committee to have the contractor “pump more sand”, but to no avail. The sand kept piling up as it was trapped by the pylons, this resulted in the building site becoming dangerous and ugly as the contractor's equipment began to rust due to lack of use and maintenance.

When Dak Harrington was elected Commodore, I too was elected to office as a Director, and we inherited the problem of the ‘sand man’ contractor. After all attempts to persuade the contractor to end his sand contract failed, the Club was threatened by the contractor with legal action and claims for considerable damages, if we terminated his contract. The issue had to be resolved quickly as the sand was now choking the Marina and resulting in big losses in rent. The photos show the extent of the sand problem.

I was appointed by the Commodore to see what option we had, so I contacted “the Dancing Man”, who was now Frank McCallery QC who I knew very well as the firm I worked for at that time briefed him regularly.

# The Dancing Man

Frank was a big man, about 6' 6" tall and did not tolerate fools or mischief makers. He knew I was a keen racing fanatic, and took on the brief Pro-Bono. Within a few days the contractor's contract was terminated and he was made to pack his bags and go, we never heard from him again. The Club owes Frank McCallery a lot for his services, as this avoided a long and expensive litigation.

In the meantime, the tidal sand was still accumulating and the problem was becoming worse by each passing day. I remember one afternoon a young man who had jumped off a very large (about 50') motor boat, coming up to me and telling me that he could solve the sand problem but I had to act quickly. He informed me that he was a senior political adviser to the Minister for Mining in the Carr Government, and he could arrange for the Club to obtain a sand mining licence and get rid of the sand.

Furthermore he had a "friend" who could remove the sand in a matter of a couple of weeks and take it away by barge. I immediately informed the Committee of this conversation and was authorised to obtain the sand mining licences and proceed. A few days later a large sand mining operation quickly followed with all sand being removed. I don't believe a sand mining licence to dredge sand from Sydney Harbour would be granted today.

The area dredged came almost up to the Club House, and at high tide the water lapped the edge of the walkway. Members were concerned that the Club House foundations would be undermined, others found delight in fishing this new deep hole as it attracted many fish as the new seabed uncovered an abundance of food.

The Marina was now in a better shape than when it was built, the draft had been significantly improved, and all pens restored. You might ask, what happened to the sand? The aforesaid Political adviser I found out, was nicknamed "the Prince" by his colleagues. He advised me that the sand was sold by his friend (the owner of the 50 foot motor boat) to the P.M.G. (now Telstra) to cover a trench that P.M.G. had dug in the Parramatta river for a large communications cable. The mud from the trench was polluting the river and had to be stopped, hence filling it with sand.

Everyone was a winner. Some years later I read in the papers that "the Prince" had been charged with various criminal offences relating to his employment.

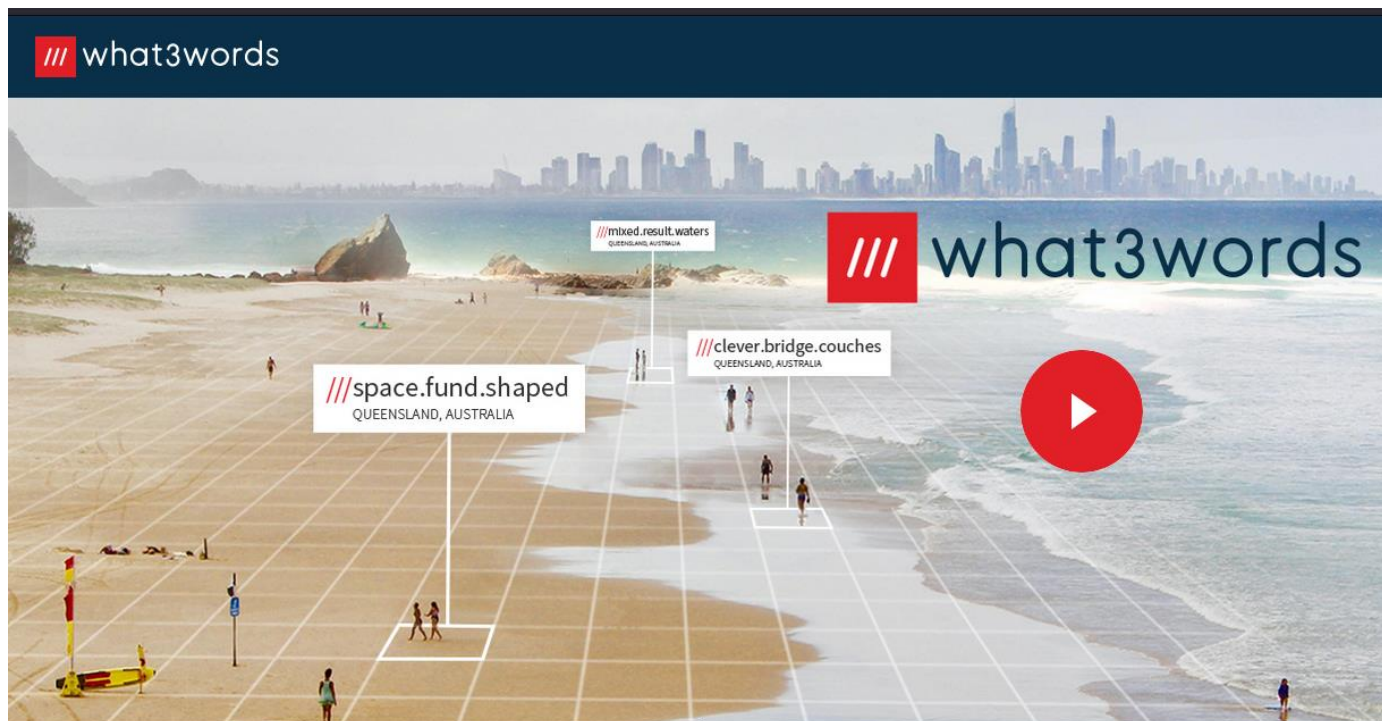
Frank McCallery declined to be taken to lunch by the Committee in the Club's dining Room, but he always brought up the story of the 'Sand Man' when ever we met.

He was the Dancing Man.



Chester Porter QC  
(Left) Frank McCallery  
QC (Centre) Tom  
Hughes QC (Right)

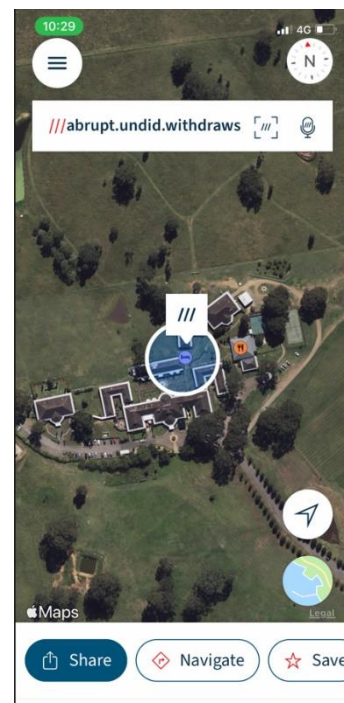
# Technical corner:



The Application called **What 3 Words** has taken the world by storm. I downloaded it to give it a try and love it! We have since taught one SES group in regional NSW to start using this for rescue assistance and have friends and family using it to share where they are.

**What is what3words?** It started as a project to divide the world into 3 metre squares and give each square a unique combination of three words. It has been developed into an application that you can easily download via Google play or Apple store.

When you start up the app it immediately locates where you are and what 3 words corresponds to your particular location. You can view this in satellite mode or normal map mode. You can save this location or share it with others allowing them to see where you are within to a three-square metre location. They do not need the application to view your shared 3 words. Just navigate to <https://what3words.com> click on map and enter the 3 words you were given.



It is quite ingenious. You want to meet someone and don't know exactly where they are? Just have them share their 3-word location and you can find them easily.

I imagine this would have a million possible applications and sailing locations is just one of them. Give it a try and let us know what you think at [cruising@mhyc.com](mailto:cruising@mhyc.com)  
Kelly Nunn-Clark SV Sanctum



# CD Quiz – August 2022 by Phil Darling

1. You are sailing down Sydney Harbour and see a ferry coming towards you. It has an orange diamond hanging from one of its masts. What is this and what does it mean?
2. Does the orange diamond still apply at night?
3. Looking around – you see another ferry (one of the new catamarans). It does not appear to have the orange diamond, but you do see a flashing yellow light at it's masthead. What is this and what does it mean?
4. You are travelling down the eastern channel in Sydney Harbour. Coming up astern are a high speed ferry, followed by a “normal” Manly ferry (showing an orange diamond) and followed by a large naval ship. Which of these do you have to give way to and what distance do you need to keep clear of it?
5. You have checked the rules and all seems ok – however one of the ferries seems to be getting awfully close. Are you ok to just continue on?
6. You are coming into a wharf and look around for a mooring line. An old halyard comes to hand. Is this suitable to tie you to the bollards on the wharf?
7. Tying fenders to your vessel when preparing to come alongside the wharf – should you prefer a clove hitch or a round turn with two half hitches?
8. What is the difference between a ketch and a schooner?
9. You are planning to sail north up the Queensland coast during the period of south-east trades when regular winds of 20-30kts blow from the south east. Would you prefer (if you had the choice) to sail in a ketch or a schooner?
10. What is the lay of a rope?

# Calamity Corner:

By Jeremy Clarke



## Happenings around MHYC Marina

It was the second week of July a healthy East coast low was off our coast pumping good size waves and plenty of wind. Bondi was closing out, Nelson Park and Balmoral had nice waves to be surfed.

Not a nice combination for MHYC Marina with a strong swell coming straight toward our club and strong winds of 30 plus knots from the southeast. With Andrew our illustrious marina manager in hospital with a waterborne injury and Steve on duty, I turned up to help Gus, Mitch, Oly and Jack secure some of the boats from the strong wind and waves.

The marina put up with it well, although some of the south facing boats weren't secured far enough away from the marina dock to keep the wind wave action from damaging their boats or the marina. Most boat owners had put extra lines on, some hadn't and left it to the volunteers to look after their boats.

**The lesson that came out of this;** a lot of the lines that broke were either UV'd out, were old or were an incorrect line to protect the boat from ripping cleats out.

Mooring lines are just like snubbers they have to have some spring to take the shock out of the movement and they need to be the right size for the weight and load of the boat. It was a busy week for all concerned for our marina. Lots of meterage in new lines were deployed to help the situation

I now believe Andrew has sent out an email detailing what needs to be done by the boat owners

It was an interesting time to be at the club we love  
Jeremy Clarke SV Kai Rani

# Driftwood

## Fun Facts

1. The phrase “**feeling blue**” originated at sea. When a ship lost its captain during a voyage, the sailors would sail blue flags, indicating their loss. Today, when you say you feel blue, you are feeling sad.



2. **Pipe down**

In 2020 if you tell someone to pipe down you are telling them to stop talking or be less noisy. This is yet another everyday saying with a navy origin.

On a ship, the pipe down was the last signal from the bo'sun's pipe each day and meant lights out and told sailors to stop chatting.

3. **Feeling groggy**

If you are feeling groggy it means you are weak and unable to think clearly or walk correctly, usually because of tiredness or illness. This phrase also comes from the navy.

Admiral Edward Vernon who served in the West Indies in the 18th century. He was known for wearing program jackets to keep warm which led to him being known by the nickname 'Old Grog'. He also was known for watering down his crew's rum - and this drink came to be known as 'Old Grog' and then later simply grog. And if you were feeling groggy it was because you had had too much grog the night before.

4. Sailing has been part of the Olympics since 1896. Except for the 1904 Summer Games, sailing has been included in all modern Olympic games. That makes it one of the longest running Olympic disciplines around.

5. **Learn the ropes**

In the modern age this saying means that someone needs to learn or understand the basic details of how to do or perform a job, task, or activity.

It has origins in the nautical world, in the past, the phrase 'he knows the ropes' written on a seaman's discharge meant that he was inexperienced and only familiar with a ship's principal ropes.

Gill “*Simply Irresistible*” and Kelly “*Sanctum*”



## Retort: Your turn to comment!



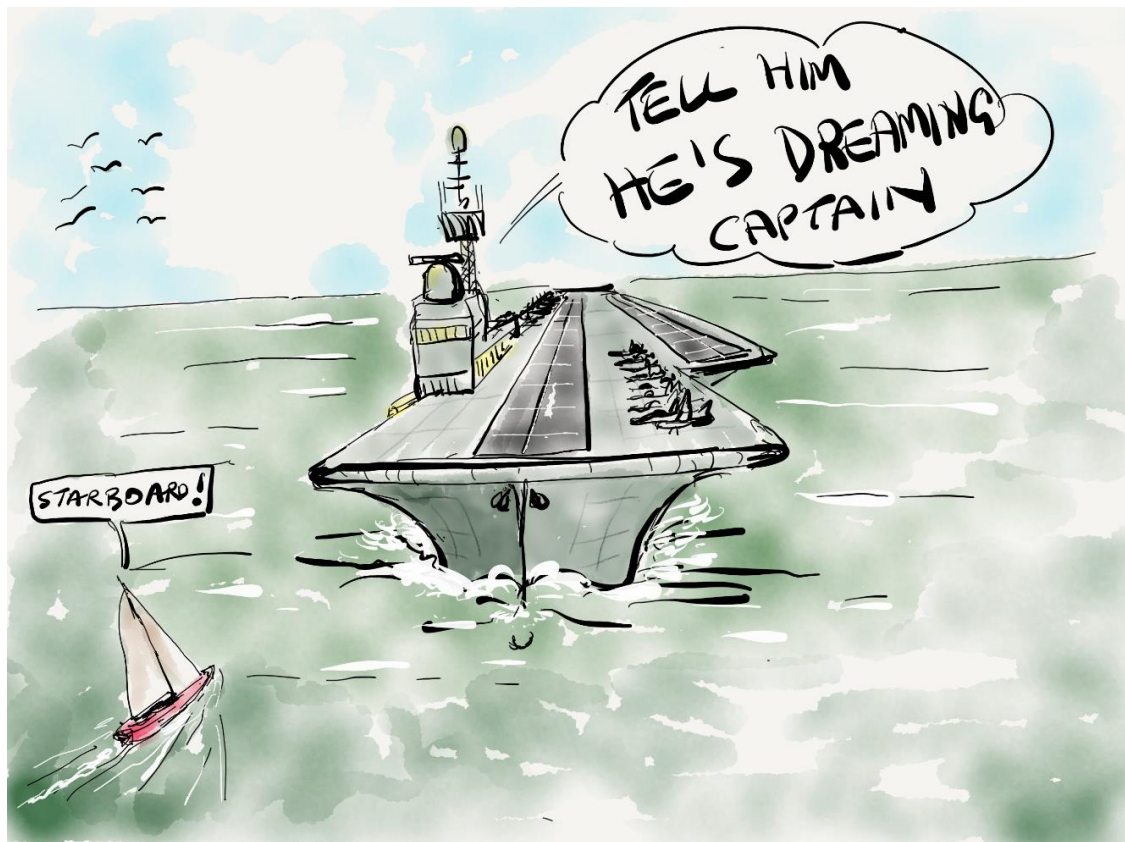
Introducing a new column to Compass Rose, where readers can make comments on the previous month's articles or guest speakers.

To start I had a good laugh at Frank's run in with a solo sailor. Which reminded me of the time old member of the division Warwick Wood and his lady were weather-bound in Coffs. Getting bored they hired a car to explore the hinterland, taking pity on two solo sailors they offered them a drive. BIG MISTAKE the pair of them talked nonstop completely ignored the passing scenery and Maryon and Warwick.

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Evan's talk was interesting and gave some useful tips. The only time I've sailed south of Eden, we could have done with an intermediate stop and the one he mentioned, and which I think I found in my Navionics (but unnamed) was 35nm SE of Eden. I think it is detailed in Lucas, but that book is currently on the boat. Anybody been in there? An open road anchorage but reasonable protection from the south.

G *"Simply Irresistible"*



# Chef's Corner

## Dot's

### Almond and Coconut Cake (Gluten Free)

#### Ingredients:

1.5 cups almond meal  
1 cup caster sugar  
1 cup desiccated coconut  
200g melted butter  
3 eggs, lightly beaten  
2 tsp vanilla  
Zest of 1 lemon, finely grated  
125 g raspberries plus extra to serve  
Icing sugar to serve



#### Instructions:

- Preheat oven to 180°C. Lightly grease a 23cm springform pan and line with baking paper.
- Combine the almond meal, sugar and coconut in a large bowl.
- Whisk the eggs, butter, zest and vanilla together and lightly mix into the dry ingredients.
- Pour batter into tin.
- Dot raspberries evenly over the top.
- Bake 50-55 mins until top is golden and springs back when lightly pressed in the centre.
- Cool 10 mins in tin then transfer to a wire rack to cool completely.
- Dust with icing sugar before serving (hint: add extra raspberries)
- To freeze, wrap in 2 layers of plastic wrap and then some foil. Defrost at room temperature.

# CD Quiz – August 2022 – Answers

1. This shape is called the 'priority over sail signal'. This replaces the usual 'power gives way to sail' rule during the day, meaning that sailing vessels must keep well clear of these ferries. It does not apply if the ferry is overtaking you.
2. No (and you probably can't see it either) – however I would still keep well clear of the ferries at night as they are very large and not very manoeuvrable!
3. The yellow flashing light signifies that it is a high speed craft and must keep clear of you – however again I would still keep well clear for the same reasons as before.
4. In theory – you only need to keep clear of the naval ship (the others are all overtaking you). You must keep at least 200m clear from the bow and at least 60m clear of the sides as it passes you.
5. No – remember that in the final case it is the responsibility of all vessels to take action avoid a collision.
6. No. Halyards are generally made of low-stretch (usually non-stretch) materials. You need a line with plenty of “bounce” – such as nylon, silver rope or similar – to take up movement from waves and wash.
7. Clove hitches are quick and easy to tie but have a habit of coming undone if the load fluctuates (such as from waves and wash). A round turn with two half hitches is more stable and gives a better chance your fenders will still be there when you come back after dinner!
8. A ketch has a main mast and a smaller mizzen mast aft of the main. A schooner has a main mast and a smaller foremast forward of the main.
9. Because a schooner has most of its sail area aft it would be harder to control in following winds and seas and would require constant attention on the helm. I would prefer a ketch as most of its sail area is forward (on the main mast) and it would tend to track more truly down wind.
10. The lay of a rope is the way in which the strands are twisted to form the rope.



# PHOTO COMPETITION for 2022

August Winner .....Photo of the Month is Selina OBrien

Send your photos to **Maralyn Miller** to enter into the 2022 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 2022.



The photo was taken by Selina O'Brien and is called  
'Sunset view from Little Colin's Beach'

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

## MHYC Cruising Division Treasurer's Report, 1 August 2022

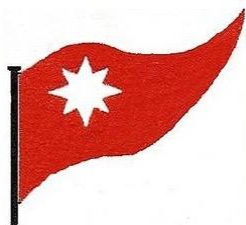
|                             |            |
|-----------------------------|------------|
| Cash at Bank on 01.07.2022  | \$2,002.08 |
| <u>Plus Receipts</u>        |            |
| -                           | \$0.00     |
| <u>Less Payments</u>        |            |
| -                           | -\$0.00    |
| Cash at Bank on 31.07.2022  | \$2,002.08 |
| <u>Outstanding Receipts</u> | \$0.00     |
| <u>Outstanding Payments</u> | -\$0.00    |
| Account Balance             | \$2,002.08 |

Note: In addition, we have 1 unsold jumper (price \$50)

*Niclas Westling, 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.**

**PLEASE PROVIDE PICTURES AND TEXT SEPARATELY – THE FINAL FORMATTING OF THE ARTICLE WILL BE DONE BY THE COMPASS ROSE 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 website at [www.mhyc.com.au](http://www.mhyc.com.au) and via the Cruising Division website [cruising.mhyc.com.au](http://cruising.mhyc.com.au).