



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

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Volume No. 42 No.4

Editors: Phil Darling & Maralyn Miller

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**NEXT MEETING:**           **MONDAY 16TH MAY 7:30 P.M.**  
  **B.Y.O. BBQ 6:30 P.M.**

**SPEAKER:**                 **DAVID ASHBURY - RSV NUYINA**  
**AUSTRALIA'S NEW ANTARCTIC RESEARCH AND RESUPPLY VESSEL**



## **CRUISING DIVISION OFFICE BEARERS 2021- 2022**

<b><i>Cruising Captain/Vice Commodore Cruising</i></b>	Evan Hodge	0419-247-500
Cruising Co-Captain	Sanna (Susanna) Westling	0476-152-799
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	Sanna Westling, Phil Darling	
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Evan Hodge	0419-247-500
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Phil Darling, Evan Hodge, Kelly Nunn-Clark, Dallas O'Brien, Dorothy Theeboom, Sanna Westling, Niclas Westling, Jeremy Clarke	



### **Editor's note:**

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

The **EDITOR** for the next Compass Rose is **Sanna and Niclas Westling**

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

## CAPTAIN'S COLUMN – MAY 2022



Since the last Compass Rose, we have managed to have another Sailing event when we were four boats who sailed (well with some engine assist as the wind was somewhere else) south to Shellharbour Marina. A wonderful long weekend had by all who attended and we can all recommend everyone to sail down there.



Bundeena, one of our Cruising members, is berthed down there at the moment when her skipper is on his way back over the Pacific.

Evan and Kelly have sailed Sanctum down to Tasmania where she is now moored. Her crew will be travelling back and forth and we will be seeing them around the club every month.

On a very sad note, we have today bid farewell to our cruising friend, Val de Rome. Des and family held the most beautiful, loving and memorable ceremony celebrating her life. We will all miss her dearly.

I hear that the water in the harbour is clearing up, it is a lovely 21<sup>0</sup>C and the divers are getting back in to assist our boats getting clean.

Looking ahead, we have our AGM coming up in June. Please all have a think if you would like to take part in the committee or if you know of someone who would like to join us. There is always room for more to help keep this a great cruising division.

If I get the vote of confidence to continue as the Cruising Captain, I am looking forward to getting more water events happening with some land based events too. The aim is to get every boat on the marina, who is not a racing boat, involved with the Cruising Division.

The next meeting is on the 16th of May and we also have a special event booked for the 20th of May and I hope to see you all at these two events.

Stay safe on and off the Water.

Sanna  
Captain Cruising, *SV RaRa*

# MHYC Cruising Division

Is Proud to present an evening

with **Dean Cropp**

May 20<sup>th</sup> @ 7:30pm

Marine environmentalist, adventurer and documentary maker, Dean will share with us his adventures in the coral sea, Sydney area and beyond. He has captured amazing footage of marine life with sharks, whales, dolphin, sea snakes in their natural habitat, that Dean and his crew have encountered.

Grab a bite to eat in the Sandbar from 18.00 on the night

Bring the kids to see and hear this underwater adventurer speak.

Captain Dean Cropp the Barefoot Oceanic Filmmaker

7.30 pm 20<sup>th</sup> May at MHYC

Harbourview room – Gold Coin Donation

RSVP: [cruising@mhyc.com.au](mailto:cruising@mhyc.com.au)

numbers are limited



## MAY SPEAKER

David Astbury, Director Project Manager for the recently commissioned 150 metre RSV Nuyina Australia's newest high tech Antarctic research and resupply vessel heralding a new era in discovery. (\$529 million).

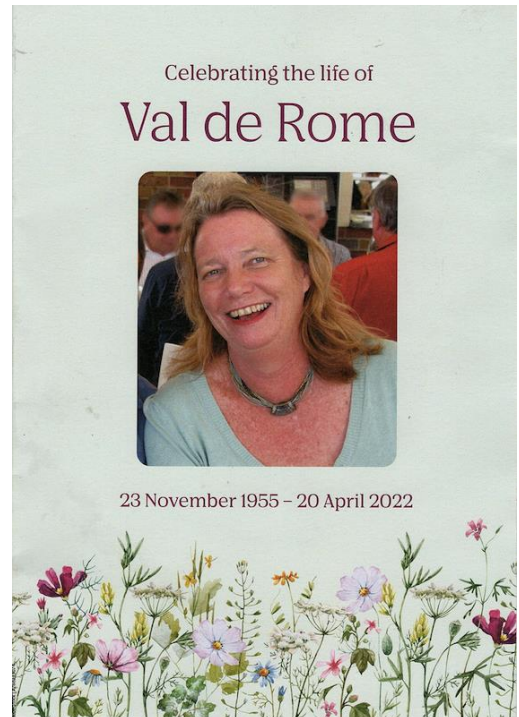
RSV Nuyina is the main lifeline to Australia's Antarctic and sub-Antarctic research stations and the central platform of our Antarctic and Southern Ocean scientific research.

<b>May</b>	Saturday 14 <sup>th</sup>	MHYC Annual Prize Giving Keelboats 18.30 at MHYC, see e-news online
	Sunday 15 <sup>th</sup>	Sailing Sunday, Sandbar 10.00 Meet up and Sailing
	Monday 16 <sup>th</sup>	Cruising Division Meeting 18.30 for BBQ and meeting 19.30 Talk: David Astbury, Icebreaker information
	Friday 23 <sup>rd</sup>	Cruising Division Meet up and presentation from Captain Dean 19.30 Harbour View room
<b>June</b>	Sunday 5 <sup>th</sup>	Sailing Sunday, Sandbar 10.00 Meet up and Sailing
	Saturday 11 <sup>th</sup> -Monday 13 <sup>th</sup>	Queen's Birthday Cruise Weekend Pittwater, weather dependent
	Saturday 18 <sup>th</sup> & Sunday 19 <sup>th</sup>	Get Set Safety checks and Raft-Up
	Monday 20 <sup>th</sup>	Cruising Division Meeting AGM 18.30 BBQ and meeting 19.30
	Sunday 17 <sup>th</sup>	Sailing Sunday, Sandbar 10.00 Meet up and Sailing
	Saturday 25 <sup>th</sup>	Get Checked Day 1 of 2 at MHYC.
<b>July</b>	Sunday, 3 <sup>rd</sup>	Cruising Division Long Lunch, MHYC
	Monday 18 <sup>th</sup>	Cruising Division Meeting 18.30 BBQ for 19.30 meeting
<b>August</b>	Sunday 07 <sup>th</sup>	On-land event Sydney CBD Museum excursion
	Sunday 14 <sup>th</sup>	Sailing Sunday, Sandbar 10.00 Meet up and Sailing
	Monday 15 <sup>th</sup>	Cruising Division Meeting
	Sunday 21 <sup>st</sup>	Get Checked Day 2 of 2 at MHYC
	Sunday 28 <sup>th</sup>	Sunday Breakfast and Safety Training Workshop

## FAREWELL VAL DE ROME

Around a hundred people attended the celebration of Val de Rome's life on May 4<sup>th</sup>, including quite a number from our cruising division. Passionate, joyous, tenacious, loyal, dedicated are just some of the words used by various speakers to describe Val. She was an accomplished lawyer, a fierce eco warrior, an avid angler. She loved French champagne and the Melbourne Cup, which explained why she asked us all to wear a hat.

Val de Rome, the 5<sup>th</sup> of six children, was born in the UK and came out to Australia with her family as ten pound Poms in the late 1950's. Val had 3 university degrees under her belt and worked for many years as a lawyer, particularly in workers comp litigation.



Apparently she was looked upon as a formidable opponent as she never lost a case. She was well respected by her peers at the College of Law in St Leonards and also at UTS where she taught newly graduated solicitors how to be effective in court.

We all know how passionate Val was about the environment and how much she hated plastics. She championed the installation of Sea Bins around Sydney Harbour. True to her principles she insisted on having a cardboard coffin, giving everyone the opportunity of writing their farewells.

It was a really beautiful send off for a strong and uplifting woman. The ceremony was aptly concluded when we were all asked to join in singing Monty Python's Always Look on the Bright Side of Life.

Val leaves behind her beloved Des and children Gina and Matt.

Thanks,

Kristin K-C

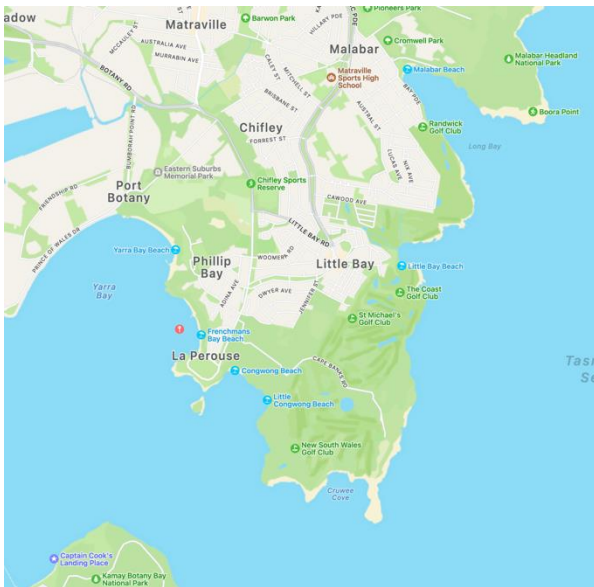


## EASTER CRUISE 2022

Four boats made their way from Middle Harbour to Shell Harbour's new marina complex for our Easter Cruise this year.

With absolutely gorgeous weather, Argenta, Eternity, Ra Ra & Kai Rani spent the first evening anchored in Botany Bay at a location called Frenchmans Cove, before an 0800 departure the next morning, bound for Shell Harbour.

Sundowners were enjoyed on Ra Ra, followed by dinner onboard Kai Rani. A special thank you to Niclas, who was our Uber/tender driver for the evening.



Our first anchorage at Frenchmans Cove

A <10kt southerly breeze meant it had to be a motor-sail to arrive before sunset, but we were greeted along the way by a pod of 50 dolphins. I have never seen so many at one time!

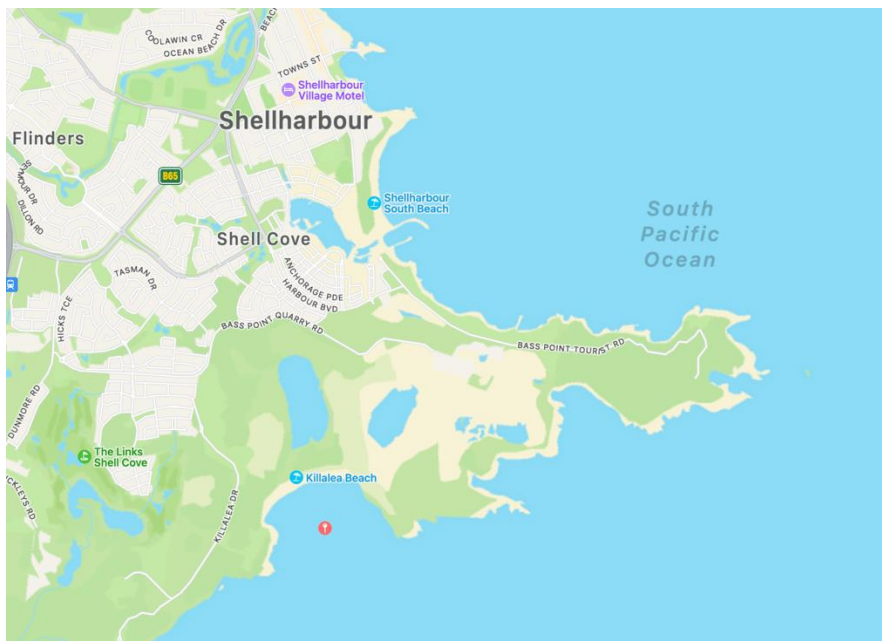
Along the way, Selina remarked several times on just how beautiful our coastline is.

The flotilla arrived at Shell Harbour at approx. 16:00 to be warmly greeted by the marina dock crew. The new break wall made it a very easy and safe entry.

Greg & Karen hosted evening drinks and nibbles on Argenta with a magnificent full moon as backdrop. A dinner followed at the tavern which overlooks the marina. For a nightcap onboard Eternity, the group was serenaded with an impromptu performance by Dallas on guitar.

The new marina development features a tavern, cafes, restaurants, pharmacy and a supermarket, all within easy walking distance. A 20 minute walk takes one to a charming village, ocean baths and a number of cafes and shops.

We were recommended to sail a little further south, around Bass Point, to a beach called Killalea Beach, and so the next day, we did just that, and were not disappointed. We anchored and watched the local surfers surf a small break over a glass of wine on Kai Rani. The weather was conducive to a few of us having a swim.



A nice afternoon anchorage was found at a surfing spot called Killalea Beach



Dinner at the one of the restaurants on our first evening at Shell Harbour





**Doesn't Ra Ra look splendid flying the club burgees?**

Argenta and Eternity were able to wait an extra two days for a following breeze, and were rewarded with a beautiful sail home, Argenta choosing to head home to Clontarf, and Eternity stopping in Port Hacking overnight to break the journey.

We would rate the new marina development as the best development on the east coast. It was built by the local council, and the concept was initially proposed 30 years ago. A long time in the making, but well worth the wait, the development will ultimately feature a slipway as well.

Shell Harbour proved to be an ideal cruising destination, and Eternity is already planning her next trip to revisit.

Selina & Dallas  
***sv Eternity***

## CANOE SAILING – A SINGLE HANDED 10 SQM RACER

### NICLAS WESTLING

Lake Macquarie Yacht Club is hosting the 21<sup>st</sup> World Championship in Canoe Sailing 29 Dec '22 - 7 Jan '23, and recently I got the chance to participate in a “warmup” promotion regatta at LMYC. An interesting revival of my sailing past, as I built and sailed canoes intensely in the 1980's and 90's.



I really enjoyed the event, getting out on the water and meeting some of the new profiles in this class, of which some of you may recognise Sean Langman (Owner of Noakes) and Craig Phillips (sail maker).

## HISTORY

You can't really appreciate the class without knowing a little about the history. This is not the latest fad in sailing, it's been around for around 150 years although the design and materials have changed significantly over the years.

Canoe Sailing started sometime late in the 19<sup>th</sup> century, initially with fairly primitive paddling canoes equipped with a small sail and has over the years evolved to the extreme sailing canoes of today.



International competition began in 1886 with a challenge, led by Baden-Powell. The trophy was the [New York Canoe Club International Cup](#), which is the oldest international trophy still competed for by small sailing craft and probably the second oldest sailing trophy of all after the America's Cup. The rules required that the races be held in the home

waters of the holder and subject to a challenge on behalf of a club representing a foreign country. These races take place every third year in conjunction with the World Championships, and Australia won the Cup in 2008 with a team consisting of Hayden Virtue, Tim Wilson and Seth Dunbar.

*The New York Cup*



In the 1930's and 40's Uffa Fox was a driving designer and sailor of the canoes, and amongst other successes, won the New York Cup together with Roger De Quincey in 1933



Over the years the dominating nations have been UK, USA, Sweden, Germany and in more recent years also Australia.

*"Defiant", an Uffa Fox designed canoe from 1934*

## THE RULES

The class is suited for designers and 'tinkerers' who want to evolve and try new ideas and solutions within the relatively free boundaries of the rules limited by factors such as weight, sail area, length, width (beam), mast height and the length of the sliding seat 'plank' can extend from the hull.

*SPIRIT OF THE RULES: The International Canoe has a long and vital history; these rules frame parameters for continuing development of the sailing canoe. The individual values and dimensions within these rules are based on historical precedent and current best practices. These rules endeavour to offer designers and builders significant opportunity for innovation while maintaining continuity with the past. New innovations shall conform to these rules and owners are encouraged to seek any necessary interpretations of rules from their National Federation or the ICF Sailing Committee before building.*

### PRINCIPAL DIMENSIONS:

- Length 4900-5200mm
- Beam 750-1100mm
- Sail Area 10m<sup>2</sup>
- Max sail height: 6360mm measured from the underside of the hull
- Min Weight: 50 kg excl sails
- Sliding seat max extension 2040 from centre
- Centre-board extending max 1000mm from underside of the hull
- Devices that create dynamic vertical lift on the centre-board are prohibited.

## CLASS DEVELOPMENTS

### One Design

From 1971 up to 2005 the rules included a standardised hull design with key measurements: Length 5180mm Beam 1010mm, 83.5 kg total weight (excl sails), 63kg stripped hull weight – a heavier and wider boat than the current rule allows for.

### Asymmetric spinnaker Canoes "ACs"

Evolved from the One Design canoe, the ACs have incorporated a bowsprit, extending a maximum of 1800mm from the bow (500mm when sailing without the spinnaker), and an asymmetric spinnaker to the otherwise standardised hull.

By sticking to the one design hull these Canoes could compete on equal terms with the legacy One Design ICs, when sailing without the spinnaker. A number of existing canoes were converted and the ACs became quite popular, especially in the UK, over the last 20 years.



## NEW RULE CANOES

Around the year 2000, the One Design hull shape and weight limits were increasingly seen by many as outdated, having been around for 30 years, and voices were raised to modernise the rule. And, as the new rules were approved in 2005, with a much less restrictive hull shape, a min 50kg total weight limit and a narrower hull, it opened up for a range of new hull shapes and faster and lighter boats came about – most of which are built entirely in carbon fibre and epoxy (hull, plank, mast, boom and foils) to minimise the weight.



*One Design IC (light blue hull with main hoisted) next to four different style of new rule Canoes. Photo: Finn Wilson*

## SAILING THE IC

Obviously, it's a lot of fun! The IC moves very quickly and can even plane upwind, and on a reach it's quite exhilarating on a windy day.

It capsizes easily, especially for a new starter to the class, but it's easy to right and no bailing required with the flat surfboard-like aft deck.

The canoe works better in flat water, although, it can handle a choppy sea too, as we've seen sailing them outside Plymouth, UK and in San Francisco harbour.

Although the AC has become quite popular in the UK, I think (not having tried it) that the asymmetric spinnaker would be a handful on top of the main, jib and manoeuvring the plank for a singlehanded boat.

## **UPCOMING WORLDS IN LAKE MACQUARIE**

If you happen to be around Lake Macquarie between 29<sup>th</sup> Dec 2022 and 7<sup>th</sup> Jan 2023 you should definitely stop by at the LMYC to have a look at the action!

There will likely be competitors from the UK, USA, Australia, Germany and hopefully a couple of more nations represented.

For details check out the event web page <https://www.aussieic.com/worlds/>



© Robert Müller

Start Sequence Race 4 at the 2014 Worlds, San Francisco. Photo © Robert Muller

Credits: Most pictures and text are sourced from the official IC website <http://intcanoe.org/>

## **ORIGIN OF PLACE NAMES IN WARRINGAH**

**Arkuna:** Said to be an Aboriginal word meaning “flowing water”.

**algowlah:** Thought to be a corruption of an Aboriginal word “balgoura” but the meaning is not known. First used in 1832. North Balgowlah was initially known as Manly West.

**Beacon Hill:** Named after the trigonometric station erected on the hill and first used in 1881.

**Brookvale:** Describes a creek or brook that ran through the area from a small valley in 1836.

**Collaroy:** An Aboriginal word meaning “long reeds” which gave name to a sheep station and then to a steamer SS Collaroy. The steamer ran aground on the beach in 1881 and refloated three years later. The suburb took its name.

**Cottage Point:** Named either after the cottage built by James Terrey or a group of cottages that were built at the turn of the nineteenth century when the area was known as Cowan.

**Curl Curl:** According to some an accidental variation of the local Aboriginal “curial curial” referring to the progress of man on the river of life. The first use of the name was by surveyor George White who referred to Curl Curl Head.

**Dee Why:** Could have originated from surveyor James Meehan who used the letters DY in 1814, but he used these letters in reference to other places. From 1840 it was officially recorded as one word. It was split into two words in the 1950's.

**Freshwater:** Two accepted origins. The first is the name of a seaside resort on the west coast of the Isle of Wight. The second refers to refers to the stream which flowed into the northern end of the beach. It was first used in 1884 when Bruin's land grant was subdivided and sold as Freshwater Estate.

**Manly:** Named by Governor Phillip in 1788 in recognition of the Aborigines he saw at Manly Cove as being “confident and Manly”.

**Narrabeen:** A variation on the way the name was first recorded in 1801 by Lieutenant James Grant as “narrowbine”. The name was the local Aboriginal word describing the mouth of the lagoon.

**Queenscliff:** From a subdivision offered for sale in 1884. The name recognised Queen Victoria.

Reference: Pictorial History Warringah. Jim Boyce. Kingsclear Books 2006.

## CALAMITY CORNER - BY PHIL DARLING

Not really a calamity – or was it?

We had finished the Brisbane to Gladstone race in Kickatinalong – a venerable and very experienced aluminium Adams 13. Known as “KT”, the boat had been in sailing school use for over 10 years, and before that had cruised the South Pacific. With numerous Sydney Hobarts under its belt (including one with me where we did manage to take home some silverware) it was more in the “sturdy” class than comfortable. Not good to windward, it was known to crack 22kts down waves from time to time.



After celebrating our result (a very creditable 2nd in division), the previous crew set off and I was left waiting for the new crew to return the boat to its home in Pittwater.

I knew a few of the new crew, but not all of them. Sailing school clients, they were very excited at their first offshore passage. More enthusiasm than experience.

The plan was simple. Down the channel from Gladstone, across Hervey Bay, then through the Great Sandy Straits. We would stop for a day or two at Tin Can Bay, then out through the Wide Bay Bar, down offshore past Noosa, Mooloolaba, Moreton Island and the Stradbroke Islands (North and South) and into Southport for another stop. The final leg down the NSW coast would complete a memorable trip – or so we hoped.

*KT – a very blurry picture*

The only trouble was a big south easter that was blowing 25 to 30kts. Being late April, the South East Tradewinds had set in – and the forecast was for them to continue – more or less – until September. Not good for queasy stomachs.

We set off with the outgoing tide at about midnight. The crew were very excited – I tried to get the off watch to sleep but not much luck. Everyone wanted to savour the experience. A fairly uneventful trip – a couple of coal ships were coming out, but the inwards traffic was all standing off waiting for the incoming tide. Not long before dawn we passed the fairway buoy at the seaward end of the channel and set our course down across Hervey Bay.

That's when the fun started.



“Skipper – I don’t feel too good”. We were punching into almost 30kts on the nose, shipping a fair bit of water, and old KT was corkscrewing through the swells – as she did. “Solid but lively” is how I would have described it. One by one the crew came down with sea sickness. Several retreated to their bunks, while a few stayed on deck, staring morosely into their buckets. One poor woman, I noticed, had a bucket where the bottom had disconnected – not a good look. I was left with only one crew member able to assist – he still seemed to be enjoying his first offshore trip!

At which stage the jib disintegrated – or rather split into three sections.

I probably should mention that the boat was a commercial venture that had to earn it’s way for the sailing school. Most sails were second hand, and had seen many many miles. So rips, tears and other mishaps were common.

What to do? Sending my only functioning crew member up the bow to get it down was probably too dangerous to consider – even if he could absorb my instructions.



*A sister ship (similar except for the solar panels)*

On the other hand – if I went up there would he be able to steer a steady course without trying to flick me into the sea?

With the sail steadily trying to flog itself to death, a decision was needed.

I did my best to impress the need for him to steer as he never had before, clipped my tether on securely, released the halyards, and headed forward heart in mouth.

Of course it was all much more dramatic at the pointy end – as it always is. Water was cascading over me, the sail was flogging away and trying to take my fingers with it (did I mention we had twin forestays which seemed ideal for catching the odd

finger between) but luckily my crew mate did a good job. He later told me he was terrified of losing me overboard. I got the remnants of the sail down, then dragged them back and stuffed them down the hatch.

Next job was to get a replacement sail up. We had a smaller headsail that I managed to drag up the front, hank onto one of the forestays, then retreat back to the mast to hoist. We (meaning I) finally got it up and sheeted on.

The whole drama probably took only about half an hour although it seemed longer. I left my mate on the helm as he was doing a great job by now – and the rest of the crew seemed only interested in their own misery.

### **Epilogue**

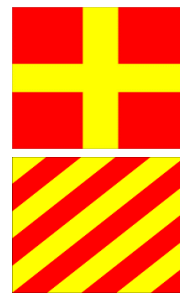
Later that day as we headed further down into Hervey Bay the rest of the crew gradually started recovering. I had a slight panic as we sailed offshore past Bundaberg and at least one of the crew looked like jumping overboard and swimming for the port. By the next morning when we arrived at Hervey Bay marina they even seemed to be enjoying it. A hearty breakfast ashore hit the spot – all except for one crew member (let's call him George) who disappeared only to return after breakfast. "Thanks for the experience Phil – I learnt a lot". "Don't worry" I said – "the best part is yet to come – you will enjoy the Sandy Straits" "Thanks but no thanks" said George – "I have booked a ticket back to Sydney with Qantas".

With the remaining crew we had a brilliant trip for the rest of the passage, although a few of them did get off in Southport rather than face the remainder of the trip down the coast.

Phil Darling

## CD Quiz – May 2022 by Phil Darling

1. You are approaching port and, squinting into the afternoon sun, see a navigation marker. All you can make out is that it has a single spherical top mark. What is it?
2. What does the marker in Q1 signify?
3. What is the term for the height between MHWS and MLWS?
4. What is the Angle of Vanishing Stability?
5. What is meant by the term “In Irons”?
6. Where on a boat do you find the roach?
7. You are sailing in Sydney Harbour and see the following flags flying from a stationary work boat. What do they mean?



8. In navigation – what term describes the effect of the wind blowing a boat sideways?
9. On what point of sail would a jockey pole be used?
10. A sailing vessel is overtaking a power vessel. Who gives way?

## CHEF'S CORNER.....

### BY KELLY NUNN-CLARK

Paella is the easiest one pan dish that can be made with leftovers or anything that you love. I have made the recipe below as I love the tomato base. But I have also done a white one using sour cream, white wine, black olives and what ever else takes your fancy. If you like spicy then add an aribiatta sauce or chilli flakes. SO easy ONE POT MEAL

#### Ingredients

- 2 cup (750ml) vegetable stock
- 2 cup (500ml) water (you can use all water or all stock or a combo)
- 1 pinch saffron threads (if desired)
- 1 teaspoon olive oil
- 1 tin of crushed tomatoes (with added spices is nice but not necessary)
- 1 medium red capsicum (200g), chopped finely
- 1 medium onion (170g), chopped finely
- 2 clove garlic, crushed
- 2 teaspoon smoked paprika (nice but use the spices you have and like)
- 200 gram mushrooms
- 1 3/4 cup (350g) rice (I use basmati successfully)
- 2 cups of ANY veggie you like. (baby carrots, cauliflour, etc...)
- 1 tablespoon finely chopped fresh flat-leaf parsley, or coriander if you like.

#### Method

Heat oil in large frying pan. Cook tomato, capsicum, onion, garlic and paprika, stirring, until onion softens. Add mushrooms, cook, stirring, for a further 1 minute, or until mushrooms have softened.

Stir in rice and let it fry for a few minutes then add stock/water. (I always use twice the liquid as rice, so if you increase the amount of rice just double the amount of stock/water). bring to a boil then straight away reduce heat to a good simmer.

Throw in your vegies. Tough vegies like carrots, broccoli or pumpkin, chuck in early. The others like zucchini, you can wait 5 mins or so before you add. I have always covered and let it do its thing. About 20 mins later the liquid is all absorbed and dinner is done! You can take the lid off and turn up the heat at the end if you want the bottom crispy. But keep an eye on it so it doesn't burn.

Remove from heat and let stand for 5 minutes before serving. Serve paella sprinkled with parsley or coriander, or parmesan cheese if you like.



## CD Quiz – May 2022 – Answers

1. It is a Safe Water Mark (also known as a Fairway Buoy).
2. It could have one of a range of meanings but in this location is most likely to be the start of an entrance channel. Best to check your chart (you should have already done this anyway).
3. Mean Spring Range.
4. The angle of heel beyond which (in calm water) a boat will no longer recover to the upright position but will continue to invert. For most vessels it is well past 90 degrees (thankfully).
5. A sailing vessel is in irons when it is stationary head to wind and unable to pay off on either tack.
6. On a sail. It is the curved area on the leech of a sail outside a straight line from head to clew.
7. This is code flags Romeo over Yankee. This combination says “keep clear – no wash”.
8. Leeway.
9. On a close or beam reach. It improves the lead of the spinnaker brace by holding it away from the rigging and rails.
10. The sailing vessel as it is the overtaking boat (rule 13 of the Coll Regs).

## PHOTO COMPETITION for 2022

May Winner .....Photo of the Month is Dallas O'Brien



The photo is by Dallas O'Brien and is titled 'Worth getting up for'

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.

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.

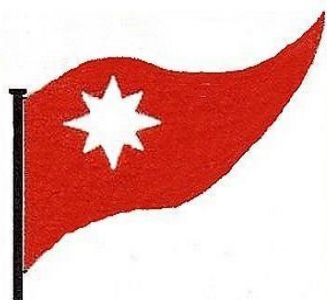
## Middle Harbour Yacht Club - Cruising Division Treasurer's Report on 1 May 2022

<b>Cash at Bank on 01.04.2022</b>	<b>1,771.88</b>
<i>Plus Receipts</i>	
2x jumpers for G&K Russell	<b>\$100.00</b>
<i>Less Payments</i>	
-	<b>-\$0.00</b>
<b>Cash at Bank on 30.04.2022</b>	<b>\$1,871.88</b>
<i>Outstanding Receipts</i>	<b>\$0.00</b>
<i>Outstanding Payments</i>	
<b>Account Balance</b>	<b>\$1,871.88</b>

In addition, we have an inventory of 2 unsold jumpers (priced at \$50 ea)

Signed as a true record  
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.



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 2022



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) or bring prior to AGM.

