



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 40 No. 5 June 2020

Editor: Dallas O'Brien

Next Meeting:

**We will hold a virtual meeting at this stage on
Monday June 15th 7:30 p.m.
They are a lot of fun, and we hope to see you online!**



**“Unexpected friends dropping in”
Photo courtesy of Sanna - RaRa**

CRUISING DIVISION OFFICE BEARERS – 2020

<i>Cruising Captain</i>	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 & Kelly Nunn-Clark	9968-1777
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Evan Hodge	0419-247-500
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge	Phil 0411-882-760
On Land Events Coordinators	Kelly Nunn-Clark	
Committee Members	Martyn Colebrook, Phil Darling, Dorothy Theeboom, Kelly Nunn-Clark, Evan Hodge, Mike McEvoy, Dallas O'Brien, Jeremy Clarke, Sabiene Heindl	



Editor's note:

Deadline for the next edition of the Compass Rose is **3rd July 2020**

The **EDITOR** for the next Compass Rose is **Martyn Colebrook**

Please forward contributions via email to the editor at 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.

MHYC CRUISING DIVISION ANNUAL PROGRAM 2020

All events are currently suspended, in line with Government and club guidelines, but some great events are being planned for the second half of the year. Stay tuned.



A special thank you to Charo Devery and Jean Parker.

Charo has kindly donated many items to the Cruising Division to be sold to raise money.

With Jean's help over \$280 has been raised so far. There are still some books available for sale in the Buy, Swap and Sell section of this Compass Rose. If any take your fancy please make an offer.

Captain's Column – June 2020



June sees our cruising life on the water returning to some normality. We still need to embrace the mantra of physical distancing but we can now more readily interact in person rather than via a computer screen.



With the relaxation of the rules the club is preparing to commence sailing activities again. We should still be anchoring individually with no rafting up but there is no reason we cannot gather on land as a group and observe the distancing and hygiene recommendations to have fun and catch up with friends.

The Sandbar Café is the current venue for food at the club and I will say after having one of the bacon and egg rolls from the Sandbar on Sunday, they have lifted the bar on quality and it was delicious.

There will soon be a public announcement of a Breakout Cruise being organised by the combined clubs of Sydney, Pittwater, Newcastle and Port Stephens. It is currently scheduled for 8-14 August, Covid regulations permitting. I will be the co-ordinator for the Cruise. It is being held in conjunction with a race series organised by the same group of clubs. More details will be sent out when they are finalised but as everyone has been cooped up for so long we are sure it will be a well attended and fun event.

Meanwhile it is whale season again and Sanctum went out on Sunday with many other yachts but apart from a few dolphin off Balmoral the whales were not to be seen. On Saturday Kelly and I were on land at Avalon and saw some through a telescope so they are out there but these must be the shy ones going north first.

Speaking of going to Avalon, it appears every person in Sydney was on the road on Saturday as it took up 1 ¾ hours to drive from MHYC to Avalon. Looks like we are back to the old Sydney traffic issues. It had been such a pleasure to drive, when required, without a lot of traffic.

With the coming of winter, the chances of a second wave of the virus is increased so please observe the guidelines. I ask that you do not raft-up and keep to the number of crew on your vessels that conform to the guidelines.

So, please stay safe everyone and get out there to enjoy the quiet winter months on the harbour and surrounds.

Evan Hodge
Cruising Captain. *SY. Nashira*

TECH CORNER

Getting to know my exhaust elbow

Dallas O'Brien

La Madre

After a recent sail, La Madre was heading homeward under motor. As is my usual practice, I wanted to give the engine a bit of a workout and increase the revs to 3000 rpm. Alas, the engine failed to deliver anything over 2000 rpm, above which black smoke was seen to come from the exhaust.

When putting the gear back into neutral, I could achieve 3000 rpm, but under load my Volvo Penta, 3-cylinder 30hp engine simply could not deliver. The black smoke was undoubtedly an incomplete combustion issue.

My analysis was that there were 4 possible causes.

- a clogged exhaust elbow,
- a blocked air filter
- a problem with fuel
- something was wrapped around my propeller

I ranked these possibilities in order of ease of fixing....

Easiest to check was air filter, which was found to be clear.

A visual check of the fuel filter and pre-filter ruled out a problem with fuel, and besides, the engine was running smoothly, so this was an unlikely culprit.

I then took a swim and inspected the propeller, which I found to be line-free and barnacle free.

La Madre is now 8 years old, and her engine hours are 750 hours, so it was a probability that the exhaust elbow was constricted. Whilst I have always observed the good practice to give the engine a good run each time it is switched on, I cannot say the same for the previous owners.

Feeling confident in my ability, I set about the removal of the elbow. It was then I really discovered how compact my engine compartment was, and how many other parts have to be removed out of the way, before the major operation was undertaken.



Before too long, I had the elbow off, and to my surprise, I found it to be severely restricted with a mixture of unburnt carbon soot, and sediment from seawater that has morphed into a sedimentary rock after years of mixing with salt water, heat and exhaust fumes.

Having discovered that a new one could be purchased for just under \$500, I then contemplated whether an overnight bath in acid or oven cleaner or coca cola or something, might restore the elbow to its former glory.

But given I couldn't chip this material off with a screw driver, and even if a bath worked, I could not even get close to clearing the cast-iron annulus which delivers water to the exhaust, I took solace in the knowledge that a new one would give me at least another 8 years of service.



It was delivered by courier the next day, and duly installed by yours truly.



Can you imagine my satisfaction when the engine was turned over, without a leak I might add, and La Madre can now motor at high speed anywhere she needs to go!

It was a great sense of achievement to have solved this problem without engaging a contractor, and I now understand my engine better than ever before.

The question I have to you more experienced skippers reading this story is whether I should be concerned about the deposits showing inside my engine block, as shown in the photo below?



DID YOU KNOW THESE THINGS HAD NAMES?

1. The space between your eyebrows is called a glabella.
2. The way it smells after the rain is called petrichor.
3. The plastic or metallic coating at the end of your shoelaces is called an aglet.
4. The rumbling of stomach is actually called a wamble.
5. The cry of a new born baby is called a vagitus.
6. The prongs on a fork are called tines.
7. The sheen or light that you see when you close your eyes and press your hands on them is called phosphenes.
8. The tiny plastic table placed in the middle of a pizza box is called a box tent.
9. The day after tomorrow is called overmorrow.
10. Your tiny toe or finger is called minimus.
11. The wired cage that holds the cork in a bottle of champagne is called an agraffe.
12. The 'na na na' and 'la la la', which don't really have any meaning in the lyrics of any song, are called vocables.
13. When you combine an exclamation mark with a question mark (like this ?!), it is referred to as an interrobang.
14. The space between your nostrils is called columella nasi.
15. The armhole in clothes, where the sleeves are sewn, is called armscye.
16. The condition of finding it difficult to get out of the bed in the morning is called dysania.
17. Illegible hand-writing is called griffonage.
18. The dot over an "i" or a "j" is called tittle.
19. That utterly sick feeling you get after eating or drinking too much is called crapulence.
20. The metallic device used to measure your feet at the shoe store is called Bannock device.

HOW MANY OF THE ABOVE DID YOU ALREADY KNOW?

Chef's Corner

By Mike McEvoy



TOMATO RISONI WITH SILVERBEET, FETA, WALNUTS AND HONEY

This recipe came from the SMH GOODFOOD.com.au guide by Jill Duplex. It's great for dinner on a boat because it uses just two pots. We just happened to have all the ingredients in the pantry so I didn't have to provvedore. Feeds 4 or 2 hungry yachties.

INGREDIENTS

3 tbsp. extra virgin olive oil
200g risoni or orzo – I use Arborio rice 'cause that's in the pantry, tastes fine
500ml vegetable stock
400g tinned diced tomatoes
2 tbsp. tomato paste
1 tbsp. honey or maple syrup
Sea salt and cracked pepper
150g feta, crumbled
2 tbsp. dill (from a jar not fresh necessarily)
2 tbsp. silverbeet (leaves only)
6 walnuts, toasted

METHOD

1. Heat 1tblspn olive oil in a frying pan and fry the uncooked risoni for 2 minutes, tossing well, until tanned. Add the stock, tomatoes, tomato paste, honey, sea salt and pepper and simmer stirring, for 15 minutes or until the risoni is tender. Remove from the heat.
2. Add half the crumbled feta and dill, cover and leave for 5b minutes to soften the feta
3. Wash the silverbeet well and roughly chop leaves. Pile into a saucepan with remaining olive oil, cover and cook for 2 to 3 minutes over a medium heat until the leaves start to wilt.
4. Give the risoni and feta a stir and spoon on to plates or pasta bowls. Doesn't every boat have pasta bowls?
5. Place the silverbeet on top, scatter with remaining crumbled feta, dill, walnuts and more cracked pepper and serve.

Teaching old dogs new tricks!

By

Selina O'Brien

La Madre

Who'd ever thought that the time-honoured cruising division would be holding virtual meetings courtesy of an internet platform called Zoom? We see people sitting in their kitchen, lounge or study. Some managed to create interesting backgrounds, for example the Golden Gate bridge, whilst others only just managed to peep into the screen or reveal the tops of their heads (Ha, ha)..

My goodness, 6 months ago, I didn't know Zoom existed. How quickly the world changes. We will soon be living in the age of The Jetsons. I can't wait for that conveyor belt that takes you through the shower, dries then dresses you.

As excitement mounts that our world is starting to return to normal, can you imagine the party we will have at our next face-to-face meeting?

Hopefully we will soon be able to shake hands or hug and not be subject to social distancing.



Embroidered Club shirts

Jeremy Clarke is organizing embroidered shirts for the Cruising division, like the ones made several years ago, and still worn proudly, I might add.

Jeremy needs to know what colours people would like for the shirts, which will be both Long sleeve (uv) and short sleeve (uv) as an option or cotton type for the short sleeve.

Maybe the long sleeved shirt could be different colour to the short ?

We are thinking a straw sun hat with an MHYC band in blue, and blue for the polar tec jumper.

Would you kindly pass your feedback to Jeremy directly, or via cruising@mhyc.com.au

History in the making!!!!

Fabulous bit of historical knowledge: Ever wonder where the word shit comes from ... well here it is

Certain types of manure used to be transported (as everything was back then) by ship ... well in dry form it weighs a lot less, but once water (at sea) hit it, it not only became heavier, but the process of fermentation began again, and one of the by-products is methane gas . . . and as the stuff was stored below decks in bundles you can see what could (and did) happen, methane began to build up below decks and the first time someone came below at night with a lantern . . . BOOOOM!

Several ships were destroyed in this manner before it was discovered what was happening. After that the bundles of manure where always stamped with the term S.H.I.T on them which meant to the sailors to "Ship High In Transit". In other words high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane.

BUY, SWAP and SELL

All items – **Contact** Jean Parker on 0403 007 675 to discuss features, availability and prices

Books: All proceeds go to the Cruising Division. Books donated by Charo (Contact Jean Parker to make an offer)



1. SAFETY in small Craft by Mike Scanlan
2. Survival at Sea by Australian Maritime Safety Authority
3. Illustrated Sail & Rig Tuning by Ivar Dedekam (rrp \$44.95)
4. North U. TRIM by Bill Gladstone (rrp \$85)
5. Modern CRUISING Under Sail by Don Dodds (rrp \$19.95)
6. The Penny Whiting Sailing Book-an illustrated guide to sailing skills

7. Advanced Racing Tactics by Stuart H. Walker

8. How to Read a NAUTICAL CHART by Nigel Calder (A complete guide to the symbols, abbreviations & data displayed on Nautical Charts)

On the following Items **MAKE AN OFFER!!!** They Must Go



Plastimo hand held compass

Musto Wet Weather Jacket (XXL) & Bib & Brace (XL)



**Burke
Wet Weather jacket (XXL) & Crane Bib &
Brace (XXL)**



Burke adult PDF with yachting harness



Petrol containers x 13 available

FOR SALE:



Manson R4 Race Anchor \$60



Adult Waterproof Ponchos, 20 for \$12

MOORING AVAILABLE – Quakers Hat Bay

Jean Parkers mooring is now vacant. The mooring was set up to hold a Catalina 445 and the mooring has just been serviced. If you are looking for a mooring this is in an ideal location.

If interested, please contact Jean Parker on 0403 007 675 to get a good deal on the mooring tackle.



A new owner will also need to contact RMS and lodge a mooring license request. There is presently no waiting list in Quakers Hat Bay.

CD Quiz – June 2020 by Phil Darling

1. You see a large commercial vessel flying two flags (from adjacent halyards) – one a red swallowtail, and the other showing white and red vertical halves. What do these mean?
2. Your engine starts blowing black sooty smoke. What should you do, and why?
3. After you corrected the previous problem, your engine changes to a drummy sound and you notice the cooling water has stopped coming out. What is the likely cause, and what should you do?
4. You are in fog on Sydney Harbour, under sail, and hear one long and three short blasts on a horn. What is this vessel, what sound should you make, and what action should you take?
5. You are sailing with an old salt and he tells you to steer “two points further to starboard”. What does he mean, and how would you relate this to your compass bearing of 045 degrees (what is your new course)?
6. You note that High Tide today is just after 1pm. What time would you expect it be tomorrow?
7. The tide table says high tide is predicted to be 1.8m today so you have pulled your dinghy above that level on the beach. Sitting in the MHYC bar you note a strong easterly blowing, due to an intense East Coast Low just off the coast. Should you move your dinghy?
8. You are down the southern end of Port Phillip Bay, near the entrance, on the eastern shore. It is a brilliant sunny morning but, alas, no wind. A local walks past and says “don’t worry – good sea breeze later”. What might you expect?
9. Would you expect the wind in Q9 to back or veer as they strengthen later?
10. The whale watching season has now begun. How close can you approach by ship to a whale?

PHOTO COMPETITION for 2020

JUNE WinnerPhoto of the Month **by Anna Alvsdotter**

Send your photos to **Maralyn Miller** to enter into the 2020 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 2020.

The winning photo for June is called
'Dusk at our Marina' and was taken by Anna Alvsdotter

Send your best photos (as a JPG / JPEG) - 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 photos to Darling.maralyn@ozemail.com.au.

Good Shooting ...!! Maralyn.

CD Quiz – June 2020 – Answers

1. The solid red swallowtail flag is code flag B (bravo), meaning dangerous goods are on board. The flag with red and white vertical halves is code flag H (hotel) – meaning pilot on board. On Sydney Harbour it is most likely an oil tanker heading to (or departing from) Gore Cove terminal.
2. Ease back on the throttle – this is unburnt fuel and indicates that the engine is labouring.
3. You most likely have damaged the cooling water impeller. Shut off the engine and replace it with your spare (you do have one on board – of course – don't you!)
4. This is a vessel under tow. You should make your own “vessel under sail” signal (one long two short) and take all action to avoid the vessel under tow.
5. A “point” is an old style term from before we used the present 360 degrees. There were 32 points, so each is $11\frac{1}{4}$ degrees. He wants you to steer $22\frac{1}{2}$ degrees to starboard – so the new course is $067\frac{1}{2}$ degrees (I would steer somewhere between 065 and 070 degrees).
6. Diurnal tides (the type we have in Sydney) are approximately one hour later each day, so we would expect tomorrow's high at about 2pm. Of course there will be another high tonight at about 1.30am as well.
7. Yes! Tidal predictions are just that – predictions. A strong low will cause the tides to be higher, as will an onshore wind. Leave your drink and move the dinghy now.
8. I would expect a light westerly first (the “Bay Breeze”), to be replaced later by a stronger southerly (the true “Sea Breeze” off the southern ocean). For those interested, Frank Bethwaite's book “High Performance Sailing” is highly recommended and devotes a whole chapter to “Winds Near Shores”.
9. A wind backs if it swings left or against the compass while it veers if it swings right or with the compass. As the winds in Q9 strengthened they would back due to the Coriolis force. The bay breeze would swing towards the south-west, and the sea breeze towards the south-east.
10. No approach from behind a whale and no waiting in front. You can approach to a minimum of 100metres from the sides (300metres if a calf is present). In the caution zone (between 100 and 300 metres from a whale) vessels must travel at a constant slow speed and leave a negligible wake.

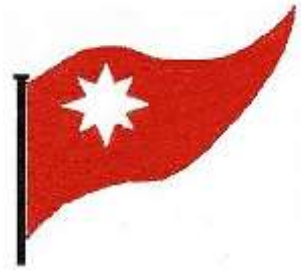
**Middle Harbour Yacht Club - Cruising Division
Treasurer's Report As at 1 June 2020**

Cash at Bank as at 01.05.2020	\$1,786.61
<i><u>Plus Receipts</u></i>	
Membership	\$0.00
Interest 30 April 2020	\$0.14
<i><u>Less Payments</u></i>	
	\$
Cash at Bank as at 30.04.2020	\$1,786.75
<i><u>Outstanding Receipts</u></i>	\$0.00
<i><u>Outstanding Payments</u></i>	\$0.00
Account Balance	\$1,786.75

Signed as a true record
Mike McEvoy
Treasurer



MEMBERS ARE INVITED TO SUBMIT ARTICLES OF APPROXIMATELY 800 - 900 WORDS ON SUBJECTS WITH A SAILING THEME, INCLUDING PERSONAL SAILING ADVENTURES, BOOK REVIEWS, SKETCHES, JOKES, AND SO ON. WRITE YOUR ARTICLE WITH TITLE, YOUR NAME AND BOAT NAME, AND EMAIL TO THE EDITOR.



The Cruising Division of MHYC meets on the 3rd Monday of each month, and uses as its sailing pennant a flag with a white compass rose on a red background.

MHYC Cruising Division members invite a raft-up or cruise in company whenever they fly our pennant, which we refer to as 'the compass rose'.

The Cruising Division newsletter is titled 'The Compass Rose Cruising Log' and is published monthly. The newsletter is also available through the MHYC web-site at www.mhyc.com.au

The final word....



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