



MIDDLE HARBOUR YACHT CLUB

## *The Compass Rose Cruising Log*

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Editor: Paul Wotherspoon.

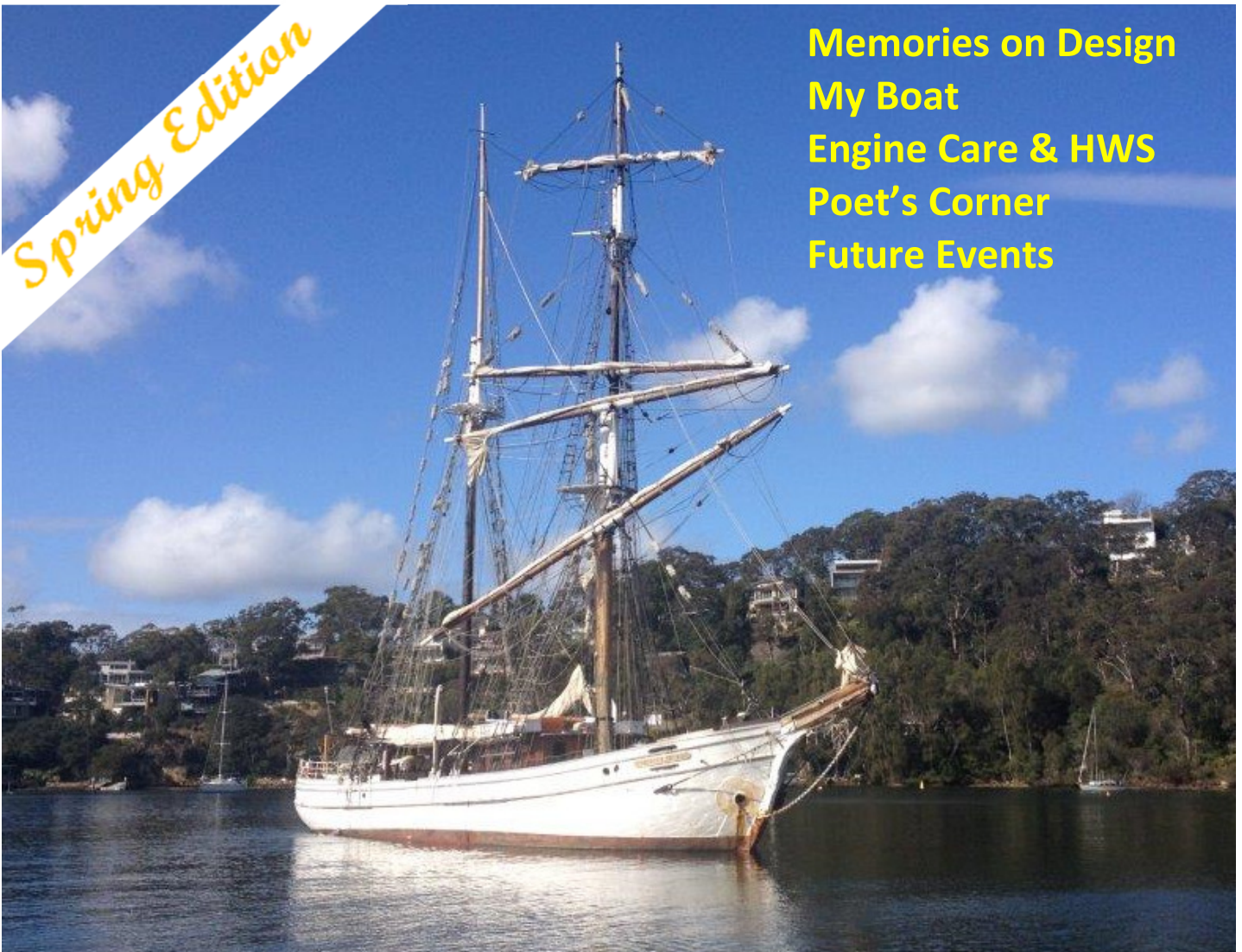
**Next Meeting:** Monday September 21<sup>st</sup> 2015, 7:30 pm  
**B.Y.O. BBQ 6:30 pm**

**Guest Speaker:** Trevor D'Alton

**Presentation:** **Quiz Night with Trevor ....**

*Spring Edition*

Memories on Design  
My Boat  
Engine Care & HWS  
Poet's Corner  
Future Events



***Brigantine TS Soren Larsen in Sugarloaf Bay***

## CRUISING DIVISION OFFICE BEARERS – 2014-2015

<b>Cruising Captain</b>	Michael Mulholland-Licht	0418 476 216
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Guest Speakers	Committee Members as required	
On Water Events Coordinator	Colin Pitstock, Michael Mulholland-Licht/ Phil Darling, Paul Wotherspoon	Michael 0418-476-216 Phil 0411-882-760
Co-opted Committee	Kelly Clark , Gill Attersall	
Committee Members	Michael Mulholland-Licht , Trevor D'Alton, Phil Darling, Evan Hodge, , Colin Pitstock, Paul Wotherspoon Kelly Clark , Gill Attersall.	



### Editor's note:

**Deadline** for the next edition of the Compass Rose, is:

**Wednesday 7th October 2015**

The EDITOR for the next Compass Rose is **.....Phil Darling....** Please forward contributions via email to ...

[darlingp@ozemail.com.au](mailto:darlingp@ozemail.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.

<b>MHYC CRUISING DIVISION ANNUAL PROGRAM 2015</b>		
September	5 <sup>th</sup>	MHYC Opening Day & <b>Sailpast.</b>
	12 <sup>th</sup> to 13 <sup>th</sup>	Blackwattle Bay Treasure Hunt and <b>Fish Market</b> Visit
	21 <sup>st</sup>	Cruising Division Meeting
October	3 <sup>rd</sup> to 5 <sup>th</sup>	Offshore <b>Course 090T</b> & Sugarloaf Raftup
	8 <sup>th</sup>	Twilight racing starts
	19 <sup>th</sup>	Cruising Division Meeting
November	14 -15	<b>Mystery Navigation</b> Challenge to Harbour Luncheon
	16 <sup>th</sup>	Cruising Division Meeting & <b>Flare Practice</b>
December 2015	5 <sup>th</sup>	Setting <b>Stormsails</b> & Raftup Sugarloaf
	11 <sup>th</sup>	Club <b>Christmas Party</b> (replaces December meeting)
January 2016	18 <sup>th</sup>	Post New Year Evening <b>BBQ</b> at Club
	30 <sup>th</sup>	Chaos & <b>Bedlam Point</b> Cup
February	15th	Cruising Division Meeting
	TBC	Late <b>Summer Cruise</b> Broken Bay.

**NEXT MEETING:**  
**GUEST SPEAKER:**  
**PRESENTATION:**

**MONDAY SEPTEMBER 21ST, 7:30 P.M.**  
**TREVOR D'ALTON**  
**A QUIZ NIGHT WITH TREVOR....**

**Trevor will present a Night of Nautical Knowhow, Navigation or Nonsense, Titbits and Tips to Test and Tease the audience. ...**  
**Will your Knowledge and Seamanship survive intact. ?**

## **CONTENTS....**

Captain's Column	4
Past Events	5
Future Events	6
Chef's Corner	19
Point Score	21
Quiz	18
Photo Corner	23
Treasurer's Report	24

## **FEATURE ARTICLES ....**

Memories on Sailboat Design	7
My Boat..Why <i>Nashira</i> ?	11
Engine Care & Hot Showers	14
Poet's Corner	17



Photo ..Alex Comino

## **COVER**

Built of 3" Oak on 7" frames in Denmark in 1949, Star of the Television series "**The Oniden Line**", the 300 Tn and 145 Ft OA **Soren Larsen** was caught hiding away in Sugarloaf Bay. Note the 98 foot high Foremast where the Fore'Course, Topsail, T'gallant and Royal yards are braced "**Hard Round**" to clear the Spit Bridge. With a draft of 11' 3"(3.4M) she must use the tide to clear the Middle Harbour bar of 2.8 M..



Greetings fellow cruisers,

Spring has raised the water and air temperature a couple of degrees. Hopefully you have used the winter months to get on top of boat maintenance and safety audits so that she is

seaworthy and ready for the coming season.

Club Captain, Peter Lewis, GM, Karen Baldwin and I were guests at the RMYC Toronto Season Opening Day on Lake Macquarie, or Awaba as local aborigines knew it, on August 29. After formalities by the Flag Officers and a keynote address by Rob Mundle (OAM), our hosts provided a short tour of the South Western reaches of the Lake. This provided an excellent opportunity to network with Flag Officers from RMYC's Toronto, St George and Port Hacking, LMYC and Bobbin Head Cruising Clubs and discuss how we can collaborate and cruise together. There is much hospitality and vast sheltered cruising locations await on a waterway twice the size of our own Harbour, beckoning our arrival.

On August 31 your Cruising Committee met with Flag Officers, GM, Chairman of the Board and facilitator, Edith Hurt, for a special planning session. The aim was to align cruising planning and activities with the new strategic plan of the Club. It was a wonderful opportunity for us to have broader input and communication to and from the Cruising Division as we plan an exciting season ahead. Much is being done to bolster the value of the cruising community within the Club and ensure that future planning, for all areas of the club, is aligned, from junior sailing through racing and cruising to marina facilities and social activities. Combined sailing and social activities were discussed where some boats can race to compete, while others navigate to complete and we all party together afterwards. Consideration was made for the growing number of powerboats in our cruising fleet. Edith Hurt, owner of powerboat *Cudgewong* and wife of our Chairman, joined the Cruising Division, as did Peter Lewis, owner of *Lulu Belle*. We look forward to welcoming them at a cruising event in the near future.

Season Opening Day at MHYC was a fun event starting with a champagne breakfast and followed by the sail past which was led by 4 cruising boats in a fleet of 24. Yachts were splendidly dressed to the theme of "*Here Comes the Sun*".

After saluting our assembled Flag Officers and dignitaries on the marina, more fun was had on the beach with family friendly activities and Optimist racing. The Commodore's Front Up Cup was run including one cruising boat, *Bliss*. This was the first of 4 feature events. The 7 Island "race" in November will include a cruising division event that will be a fun navigation / paper chase tailored for those of us who prefer to put the "L" into "compete. Peter Lewis and I have begun planning an event to Broken Bay and return with Gosford Sailing Club. "!" Stay tuned.

Five boats and crews enjoyed the Blackwattle Bay cruise, cleverly and generously organised by Evan and Kelly from Nashira, on September 12-13.

Read more in this edition to see what you missed.

See you out there, living the dream!

**Michael Mulholland-Licht**  
**Cruising Captain.. SY. Bliss**



## PAST EVENTS:

.....Sydney Harbour Sail-past

.....5<sup>th</sup> September 2015

For once the weather was kind and a grand procession of Club Members boats in “*Line Astern*” presented themselves for



Line Astern ....Photo Pip Lodder



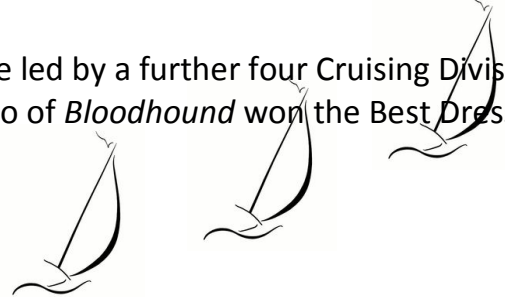
*Bloodhound* .....Photo Andreas Peukert  
Best Dressed Crew...

inspection to the Flag Officers of MHYC.

Each yacht proudly dressed ship with Signal Flags from stem to stern, with the Cruising Division proudly providing the vanguard to the rest of the fleet.

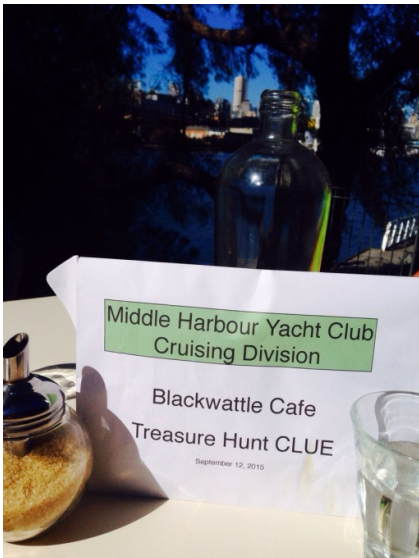
The theme for the day was “the return of the sun” and most boats made a valiant effort to conform with some interesting interpretations.

Twenty yachts were led by a further four Cruising Division boats. Alex Comino of *Bloodhound* won the Best Dressed Crew prize.



.....Blackwattle Bay &

.....Fish Markets Visit Sept 12 – 13th



Did you **miss out** on this Fabulous Seafood weekend??

What a shame, you really should have been there. A total of five boats turned up and proceeded, in beautiful sunshine, down the best harbour in the world, past Fort Denison, passing under the Harbour Bridge, then under the Anzac Bridge and into Blackwattle Bay.

Thanks go to the Evan Hodge and Kelly Clark, of *Nashira*, though unable to attend, put together the Sailing Instructions for the weekend away.

And how about the imaginative **Treasure Hunt**; an on-land adventure that tested our imagination? They deserve a big thank you for the effort and their generous prizes left to be discovered along the way.

Deli prize chosen was a huge Stilton Cheese with crackers and crusty Sourdough bread. Plus two bottles of wine as the final prize.

**Wow.**



...Photos by Astrid



Then followed beautiful Seafood so fresh, it melted in your mouth, Prawns, Oysters and Mussels.

*Bliss, Shazam, Jabiru, Rapture* and *Flemingo* made a memorable fleet that partied long into the balmy evening of a perfect day, reluctantly returning home, next day, in perfect Sunday sunshine.



## FUTURE EVENTS:

### **SLOCUM TO PORT HACKING ... (Oct 3<sup>rd</sup> – 5<sup>th</sup>.)**

.....**POSTPONED**

**Joshua Slocum** ( 1844 – 1909) was born in England set sail from Nova Scotia and became the first man to sail single handed around the world aboard his self-built vessel. He disappeared without trace in November 1909 whilst aboard his *Spray*.

Unfortunately, various work commitments of the organisers have dictated the postponement of this much anticipated event.

In its place will be the popular Offshore Course 090T followed by a Raftup in Sugarloaf Bay

This event will be rescheduled to next year when you can emulate Slocum and sail single-handed, (but don't get Lost at Sea and die as he did), by joining the fleet sail to Port Hacking.



.....**REPLACED BY ....**

### **OFFSHORE COURSE 090T .....OCT 3<sup>RD</sup> – 5<sup>TH</sup>.**

*Be* sure to mark these dates in your calendar and join your friends and enjoy what is usually a broad reach out into the blue and back.

*Aim* to catch the 4:30 pm Bridge to Raftup in Sugarloaf Bay.

*See* if you can impress the organiser with your impressive knowledge as to how to convert True bearings to Magnetic or Compass bearings.

*Indicate* your interest at the Monday Meeting Sept 21<sup>st</sup> to be issued Sailing Instructions for the event.



## FEATURE ARTICLE....

### MEMORIES on Sailboat Design...



In 1947 my father bought a Sheens Car Boat. It was made from half of an Aircraft's fuel tank, (which fitted in the wing of the Aircraft). In shape it was like half of flattish pear, or a little punt. It was about 2.25 metres long, 1.25 wide at the stern and 0.9 at the bow, about 0.250 deep at the stern and 0.150 deep at the bow. There were buoyancy tanks fore and aft, each formed by a bulkhead and deck and of course a pair of rowlocks welded each side amidships.

A small keel was also fitted at the stern so it would row reasonably straight. My father had bought it for fishing on small lakes. However, even a small wind chop splashed aboard. My father's comment about his new boat was "That boat is no good, wet "A" and no fish." So after a few months lack of use, I asked and was allowed to use this boat.

It was my first boat. Rowing up and down wind soon appeared a waste of energy. This boat needed a sail. So when the westerlies blew I laboriously rowed up wind and held up a Blanket taken from home. Hands and feet on each corner, secured the blanket, but as it sailed down wind, it was tiring.

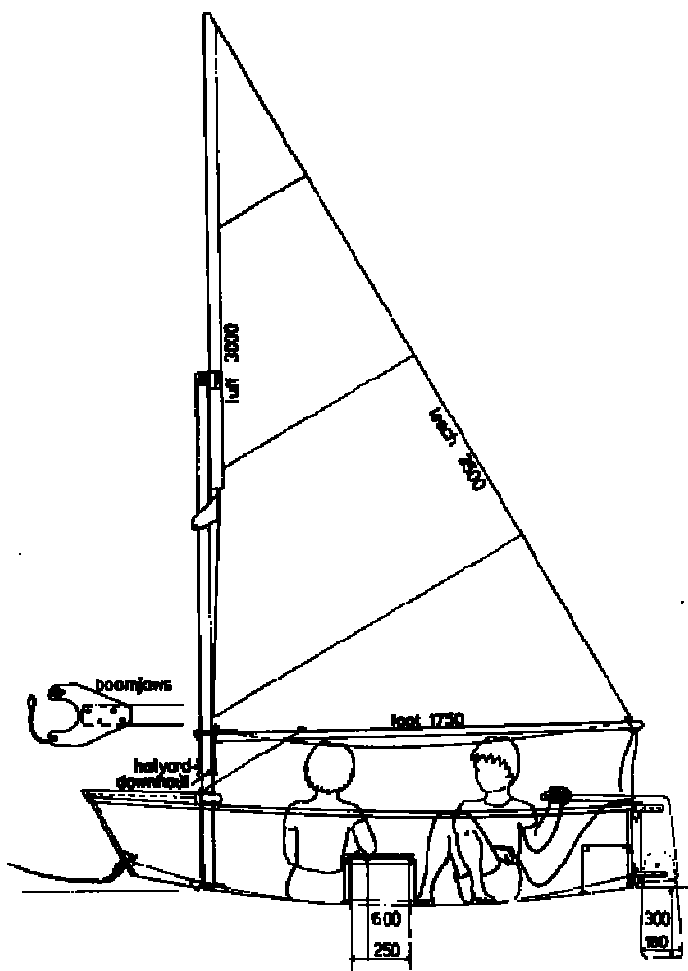
A mast and yard were soon added. The next step was to make the boat sail to windward. Broadside was dicey and a centreboard in a metal boat was beyond me. I either was not aware or did not think of Dutch Lee Boards, but I had the boat "Bug"

I sailed with a friend in his dingy, which was planked chine and heavy as hell. I wanted a sailing boat, which in my mind required leaving school and getting a job to earn enough money to get a boat. So I left school early and took a job.

My next boat was to be a multi-purpose sailing boat.

This dingy was designed by a 14 year old office boy in an Architect's Office and built by him (me) and his first year Carpenter's Apprentice mate Allan.

Well the office boy could use a drawing board and draw up the plans (after hours) and his mate Allan the first year Carpenter's Apprentice, knew how to cut up timber.?



So now, we could build a sail boat ....!!

Why have a very high mast, when by having both sails the same size (masthead rig) one could have the same sail area with a slightly shorter mast, and a big bowsprit.

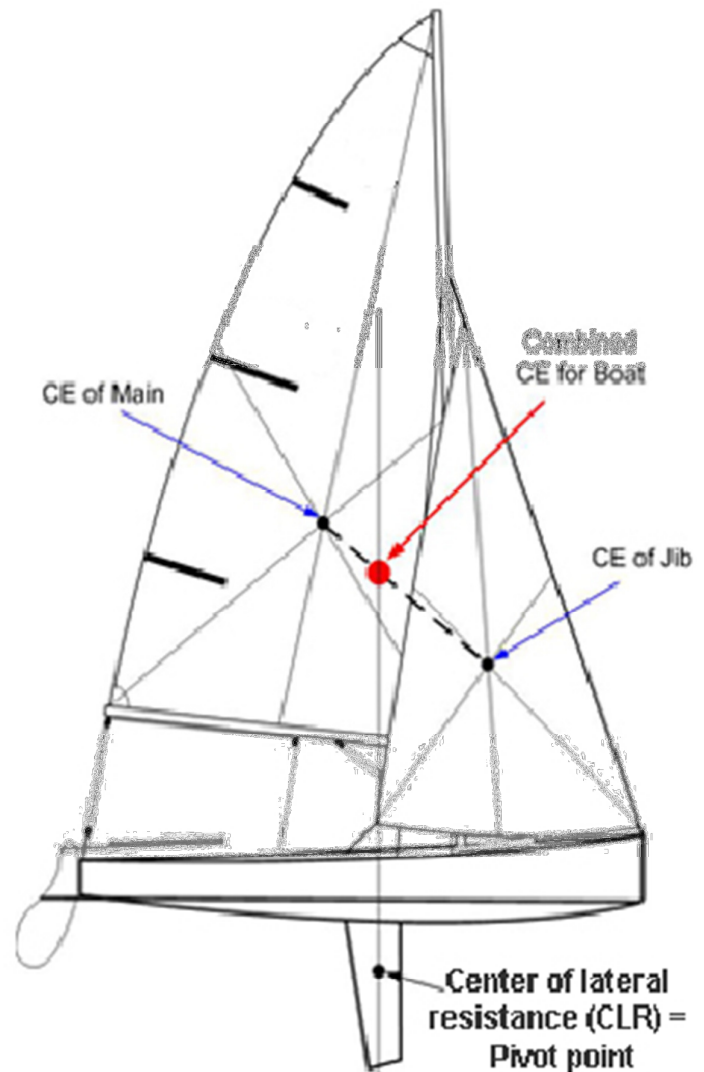
Apart from a very minor error in building, (somehow the boat measured a foot longer than the plans) it did not leak, after launching. What a great success we thought. Even my father had said you are starting on something you know nothing about. Look at this Dad!!

However not knowing anything about the wonderful design considerations of the "Centre of Lateral Resistance" of the underwater Silhouette and its relationship to the "Centre of Effort of the Sails", I just located the centre board in the middle of the boat and put the mast in front of it.

This sailboat proved to be the worst boat I have ever attempted to sail. Why did it have terrible Lee Helm and was difficult to steer and simply would not go about. One had to Gybe to get on the other tack. Maybe it was because we had not named the Boat?

I had with my mast head Jib, caused the "Centre of Effort" of the Sails to be ahead of the "Centre of Lateral Resistance". The boat should have been better balanced sailing backwards, but I never tried that!

The Unbleached Calico sails my mother made (sailcloth, what's that?) in a flat triangular shape not only allowed the wind to blow through, but also bulged into a half sack shape.



It was time to have a good look at some other sailing boats. So with the Jib cut down in size to form a Fractional Rig and the Jib also brought in from the end of the Bowsprit wow!, we got the boat to go about, she sailed much better and with less sail area.

Allan went off and bought a VJ sailboat, which sailed excellently. I eventually sold the dingy and bought a 12 foot Sailing Skiff and many more lessons followed. We set the jib in a little on the very long bowsprit, so there was only slight positive weather helm. The best bailer boy I ever had in this boat was a young guy, who could not swim. If we tip up, just hang on to the boat mate!! If we listed over and shipped water, he rapidly bailed it out.

The yacht designer, Allan Payne, a few years later gave a talk and when he was asked why yachts designed by him all sailed well he said he had made a lot of mistakes before.



Well I had only made a few mistakes, ....but more were to come.

In 1962, during a Recession I was able to start the building of an Allan Payne Designed 39 foot Sloop.

A Boat Factory, which was building plywood Bluebirds, had set out to produce 6 of these boats and the parts of one were available. (Bulkheads and timbers)

This Design was directed at racing and a low handicap and was light weight for the times, with a short waterline length and big overhangs fore and aft, with a much increased waterline length as the boat leaned over. It also had a very squat masthead rig.

I have always liked plenty of sail on a boat, (my 12 foot skiff had big light wind sails and a smaller set for stronger winds) so having not learnt from my mistakes I increased the mast height by 6 feet ,1.8 metres.



The rig was masthead so the fore-triangle and mainsail were about the same size. Therefore the centre of effort should remain in a similar position. Fortunately this yacht sailed well in a beam breeze, was excellent down wind, but required continual adjustment to the helm going to windward.

Looking at the offshore designs of that period, most yachts whether racing or cruising had moderate or large overhangs both ends limiting the room below. However the Ranger type yachts, raised-deckers having high topsides, designed years before, had no overhangs at all and although they had gaff rigs they sailed quite fast for their length. They also have a lot of room below. Their cabins are the full beam of the yacht.

So when looking at the current designs of cruiser-racers, it seems there are similarities to the Ranger type of design. Plumb bows and either none or very little overhang aft and high topsides although the Ranger Design was also wide in the stern (at deck level) the current designs are very wide in the stern. The beam at the stern is not much less than maximum beam.

In 1967 after racing offshore against the yachts “Mercedes 111” and “Balandra” I started drawing up what I thought was my ideal yacht. It was similar to “Mercedes 111”

By 1988 after many modifications and updates to my ideal design, I felt I was ready. Helen encouraged me to go ahead and have it built to my design. By now after owning two more yachts, each with its own peculiarities, the financial outlay justified a professional yacht designer.

Scott Jutson was recommended to me by two separate people a sail maker and a boat builder. So Scott was given my drawings and asked to design the fastest 12.2 metre (40 foot) yacht he could and tell me if my layout fitted within his lines.

My design was similar to the front half of Scott's, .. except he had a plumb bow.

Scott carried the beam right through to his plumb stern. Well she might be fast but she was ugly and had a draft of 2.6 metres. Scott agreed to some modifications to improve the appearance, by reducing the beam aft, putting a slight rake to the bow and the stern and reducing the draft to 1.82 metres (6 feet)  
The masthead rig was left unchanged. No changes were made to Scott's final drawings.

*...By now, I had learnt **not** to change anything.*

The result has been a beautifully balanced fast sailing yacht, beautifully balanced on the wind, good beam reaching and excellent running before the wind.



*The Final Design ..*

The wide buoyant stern reduces the pitching, when going to windward and she sits on her wide stern going downwind and is easy to steer, because of the knuckle bow at the water line, avoiding the bow digging in. On the occasions when we have reached double figures in speed and up to 13/14 knots, on swells, the yacht was not difficult on the helm

On one occasion when we had too much sail up and were hit by a southerly, when heading north, we exceeded 18 knots and were sailing faster than the swells. We were broad reaching and maximum concentration was required on the helm. Fortunately we entered Broken Bay and were able to reduce sail behind Barrenjoey Headland.

What surprises me is that we can sail with just the number 2 Genoa and no main and she still is easy to steer. Similarly in very strong winds she goes to windward under Staysail only.

**.....Bill Humel .....“As Free As The Breeze”**



## FEATURE ARTICLE....

### MY BOAT... *WHY NASHIRA...?*



As a young kid, I grew up sailing dinghies in Lane Cove, moved to the country as an adult, became a hobby farmer and finally an IT professional.

Always tucked away in a happy corner of my mind was the dream that one day I would once again sail.

When visiting Sydney, I used to walk along the harbour foreshore and look at boats imagining what it would like to be on the water.

In 2014, a new life chapter opened up for me; a series of radical changes put me square back in Sydney. Kelly and I started spending time around the harbour.

A favourite was to kayak near the spit bridge, eat breakfast at Plonk and immerse ourselves in the magic feeling of warmth of sunshine, peaceful water surroundings and the beauty of the area. These became our adventurous weekends, different and yet it all reminded me of why I loved being near the water.

I wondered if there was any chance that I would be able to successfully sail again. This thought ran in my mind because I lost a leg in a motorcycle accident in my 20's. Would I be able to handle a boat? Would Kelly like sailing at all?


One day I bravely told Kelly that I wanted to take a sailing course and wondered if she would be interested coming along. She said yes! We were enrolled in a 6 day sailing course with *Flying Fish* immediately (there was to be no backing out now). I would complete the 'Day Skipper' certificate, while Kelly would complete the 'Competent Crew' certificate.

Phil Darling was our main Coach & Captain. He worked with us and a several others over 3 weekends. We encountered torrential downpours, winds of up to 30 knots and on the last weekend glorious sunshine. We had a great time. I found my physical disadvantage was not a barrier to sailing and Kelly loved it, soaking wet and all ( *what a girl..!* ). We would not hesitate to recommend *Flying Fish* as they are a great team of sailing enthusiasts who are happy to pass on their knowledge and skills. It was worth every minute.

After completing our course we began to consider the idea that perhaps we could actually own our own yacht. We made a list of what we thought we wanted. I say '*what we thought we wanted*' as we are first timers and apart from the 6 days on a Beneteau First 40 at Flying Fish we had very limited yachting experience.

In broad terms we wanted a yacht capable of extended cruising on which we could occasionally work. As we are both in IT related businesses we needed enough power to run mobile phones and laptops for extended periods.

Out list was divided into 2 categories – “Must Have” and “Nice to Have”  
 So to make the list we took a guess at what we thought we would need for extended cruising with just the 2 of us.

Must Haves	Nice to Haves
Built on or after 2000 Boom Furling Mainsail Furling Genoa Solar Panels Plenty of Fresh Water Tank capacity > 200 litres Large Fuel Tank >150 litres Chart Plotter Wind Instruments Standing Rigging no more than 5 years old Electric Windlass Holding Tank Steering Wheel above the cockpit floor (on the First 40 my prosthetic foot used to find its way between the spokes of the wheel. In 30 knots it lead to some hairy moments) Dodger/Bimini Minimum 200ah house batteries Inverter for 240v power Shore Power VHF Radio Stereo/Radio	Generator? Water Maker Autopilot Radar Life Raft Dinghy Davits Electric Winch TV 

Don't be too harsh on our list, as we were newbies and this was our best guess at what we thought would be needed.

So after wandering the marinas of Sydney looking at yachts of all kinds, trawling the internet of boat sales, we started approaching brokers. We had a maximum figure we were looking at spending and went from there. *Nashira*, a 2001 Bavaria Ocean 40 Centre Cockpit, was the first yacht we climbed all over and really looked at.



It was well setup and although it was missing a few of our must haves it had an inventory that far exceeded our nice to haves and items we had not even thought about eg. Para-anchor and tackle, insect screens for all ports and companionway, outboard motor, diving hooka, hose and regulators etc.

We were surprised it ticked so many boxes, heck it was only the first boat. Would they all be this well appointed? The broker was quick to point out that we may have found our perfect match first up. Being so new we thought we had better check out other yachts to compare.

We looked at yachts from Bavaria, Beneteau, Grand Soleil but kept coming back to *Nashira*. What we liked was the layout of the cabins, the kitchen and dining area. Being a centre cockpit the main cabin was in the stern and had plenty of standing room.

Having only one head to us was not an issue but having a separate shower area with hot and cold running water was a bonus. Being a couple with no kids at home meant that *Nashira* was looking more and more like the vessel for us.



Additionally having come from Tasmania prior to coming to Sydney, to be sold, *Nashira* was well setup for cruising in the cooler climate with a “shed” (a fully enclosed centre cockpit with clears at the back and sides that can be removed or rolled up) and a Webasto diesel

heater which seemed like a good idea. So we took the plunge and bought her and we are very happy that we did.

Only after purchasing *Nashira* and joining the Cruising Division and meeting more experienced cruising couples did we find out that an aft cabin is the best place to sleep when at sea. The Webasto diesel heater has also proven its worth over winter as we have been out on the water for all but a few weekends.

Things have not all been roses though, we have learned that yachts need love and constant use. *Nashira* had been on the marina for about 12 months before we bought her. Electric motors had seized, the generator was stuffed, she needed minor repairs and a thorough anti-foul. The rigging was due for replacement in 12 months, but these are all things we have learned to fix, maintain and/or seek professionals assistance.

We are now looking forward to future adventures and travelling further afield as our skills increase, ..not to mention looking forward to being able to take a bit more time off work, whenever the chance arises.

**Evan Hodge (& Kelly Clark )....*Nashira***



### **ENGINE CARE ...AND A HOT SHOWER ...**



We all know instances where a Diesel Engine was replaced in a boat sooner than might have been expected. Here are some tips you can employ to help ensure the long life of your diesel, of which mine is now 32 years old.

#### **1. RUSTY BOLTS...**

The rounded head of a rusty mild steel bolt can be removed by utilising “**Reverse cutting Sockets**”. These feature Reverse Spiral Flutes bite down to provide maximum grip.

Whenever a part of the engine is dismantled for cleaning or painting, it is reassembled, replace the original mild steel bolts with the identical bolts but in **stainless steel**.

At the same time you may consider reaming out the threads into the engine block to remove accumulated dirt.

No more rusted bolts, shiny bolt heads and the engine looks loved.



#### **2. WATER PUMP ...**

Depending on your installation, your Raw Water pump may be doing more work than that for which it was designed.

Besides pumping cooling water, it may also driving water through a heat exchanger for the Refrigerator, a heat exchanger for the Hot Water System, or even an on-board Cabin Heater.

Such a setup would encourage the fitting of a **Larger** Raw Water Pump.

You may well have replaced the impellor on the Water Pump, but when was the last time you checked or replaced the Water Pump **Seals** ?

#### **3. COOLING WATER PASSAGES ...**

It is neither well publicised, nor widely understood, that all water cooled engines require their water passages to be regularly cleansed of calcium build up. This applies to all engines whether raw water cooled, or fresh water cooled via a salt water heat exchanger.

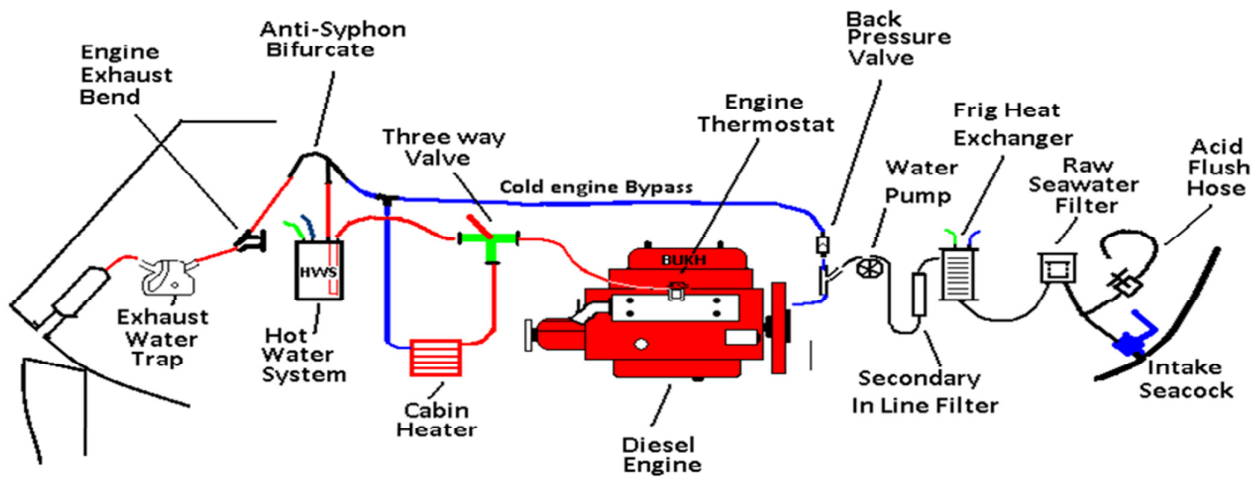
Seawater contains small amounts of Calcium which becomes more insoluble the higher the temperature. Hence when seawater is drawn into an engine it absorbs heat and calcium is deposited on the sides of the water passages until those passages are completely blocked.

So every three years or so, you need to remove this calcium build up by flushing with either diluted acid, or even vinegar.

Muriatic acid (hydrochloric acid) is easily obtained from a hardware store, as it is used by bricklayers to wash down newly laid brickwork. Follow the same dilution instructions on the label, usually 10:1, and into a bucket of 10 litres of fresh water, add one litre of the acid, being careful to always add the acid to the water, *NEVER* water to the acid

Rather than wrestle the engine intake hose from the skin fitting, an easier way is to have a look at the Engine Plumbing diagram below. Cut the hose halfway between the intake seacock and the

water filter and insert a plastic tee-fitting. To this add a plastic tap and say around one metre of hose. With associated hose clamps, you can now easily draw cooling water from either your bucket or the seawater outside.



*Modified Engine Cooling System*

*Rapture 2823*

So to easily rid your engine of that calcium build up, here is what to do.

- a) With the seacock closed and the plastic hose tap open, start the engine and draw the diluted acid into the engine cooling passages. When the bucket is almost empty, stop the engine and wait.

The dilute acid attacks the calcium before it attacks the zinc of an anode so it should not be necessary to remove any anode before flushing.

(For raw water cooled engines you must remove the thermostat and refit the housing using a temporary rubber gasket to ensure the acid enters the engine and not the bypass hose. Make and place a flat clamp on the bypass hose)

- b) After 15 minutes (if using vinegar wait 24 hours) close the plastic hose tap, open the engine seacock and start the engine again, thereby flushing all the acid and now soluble calcium chloride away.  
(For raw water cooled engines remember to refit the thermostat, housing and remove the flat clamp on the bypass hose.)

- c) Buy a plastic pocket and create a label on which you write  
 Date of Engine flush,      Oil change,      Engine hours,  
 Date of Filter change,      Date of each Anode change, etc.,  
 Attach to an engine hose someplace so things will not be so easily forgotten.



- d) Assess each year by removing either the thermostat housing or a rubber exit hose from the engine and look for a white deposit on the metalwork.

But wait, there's more ....and it comes for free..

Airlocks ..

By closing the inlet seacock and opening the plastic hose tap you can pressurize the air in the water strainer/filter, by blowing hard and closing the plastic tap. Wait 15 seconds or so, to allow the water to percolate past the impellor, thereby priming the water pump and try starting the engine again. Your airlock should now have disappeared.

External Blockages.

When you slip your boat you probably do not close the inlet seacock while it is still below water in the minutes before it is hauled up. Thus it is possible, and it has happened to me, for water pressure to hold a leave, or suchlike, against the entrance to the inlet of the seacock when your boat is launched.

By opening both engine inlet and plastic tap you can blow and easily hear noisy air bubbles against the hull, thereby clearing any blockage.

Needless to say, if you make it easy for yourself and make this modification to your inlet hose, you are more likely to flush your engine regularly, ...and prolong the life of your diesel.

#### **4. ....NOW HOW ABOUT A REALLY HOT SHOWER ...!**

Boat Builders, and even the Engine Dealer, said it could not be done, but the above diagram also shows how to obtain the **hottest of hot water** from your engine and even a cabin heater.

Unlike regular engine installations by boat builders, the excess bypass cold water is NOT mixed with the engine cooling water leaving the exhaust manifold. Instead one side of the thermostat housing is blanked off and the bypass water redirected to join in with the exhaust elbow.

Now in order to have positive pressure to force water through the engine block when the thermostat opens, we insert into this line a cheap plastic “non-return valve” containing a stainless spring.

This allows the hot water from the engine exhaust manifold jacket to enter and heat the fresh water for your shower. This water is scalding hot.

Whilst the above diagram is drawn for a raw sea water cooled engine, the same general idea can be modified to suit a fresh water cooled engine setup.

So you now enjoy a really **hot shower** aboard after a swim. Job done ..!

**Paul Wotherspoon ....Rapture**





***AN ANGEL'S KISS ...***

*A tree in all her beauty grew,  
Beside my window pane.  
She was my solace night and day,  
Shelter from the driving rain.*

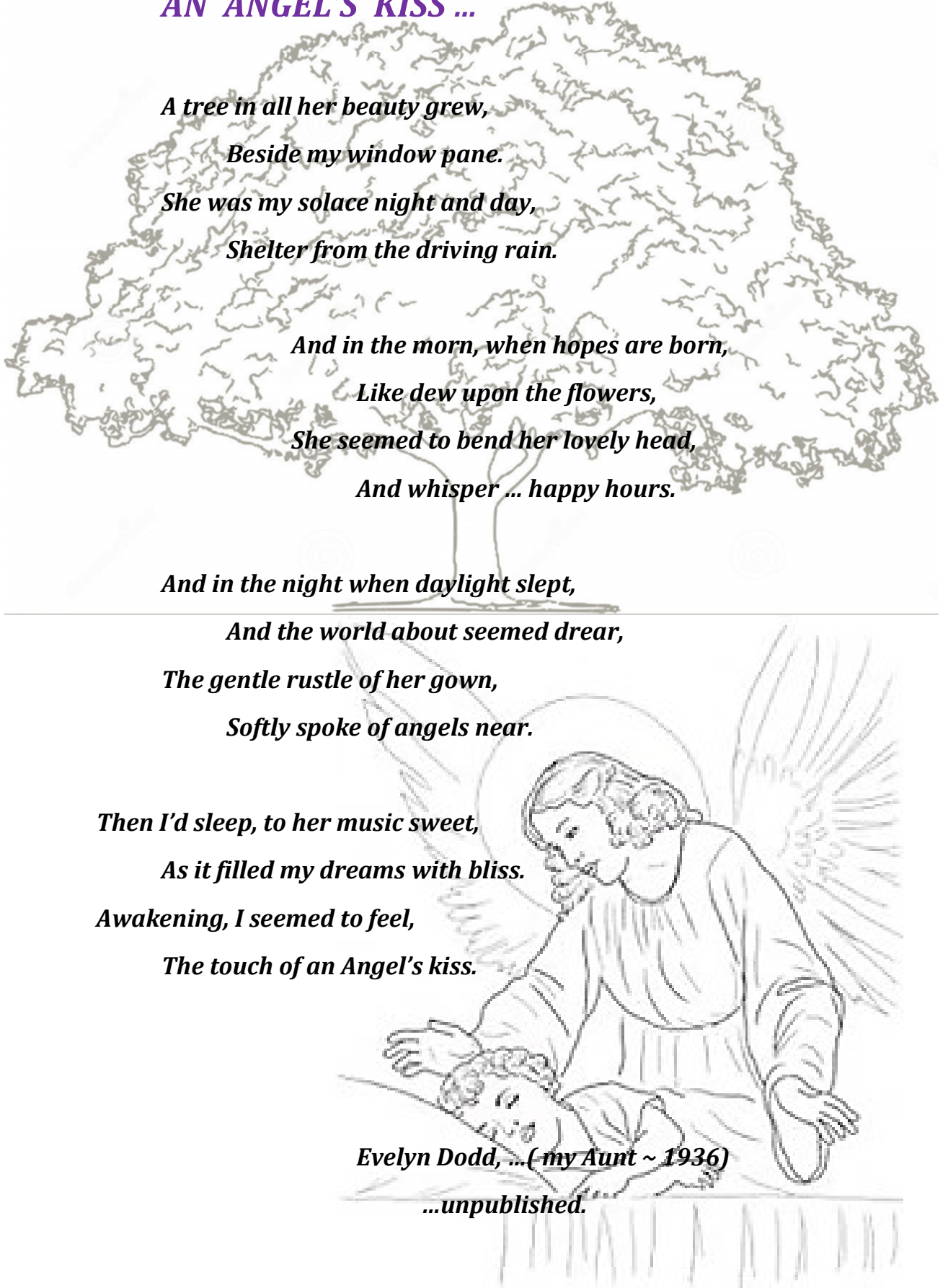
*And in the morn, when hopes are born,  
Like dew upon the flowers,  
She seemed to bend her lovely head,  
And whisper ... happy hours.*

*And in the night when daylight slept,  
And the world about seemed drear,  
The gentle rustle of her gown,  
Softly spoke of angels near.*

*Then I'd sleep, to her music sweet,  
As it filled my dreams with bliss.  
Awakening, I seemed to feel,  
The touch of an Angel's kiss.*

*Evelyn Dodd, ... (my Aunt ~ 1936)*

*...unpublished.*



## CD Quiz – September 2015 by Phil Darling

1. **eXpresso** has just had a new set of instruments installed. One of the displays shows “UT” which appears to be a time. What is this and where might it come from?
2. Now we have sorted out what UT is – how is this different to our (local) time in Sydney?
3. On Friday, coming down the coast, our new instruments said the wind was “Force 5”. What does this mean, and how strong was the wind?
4. Thinking back to question 3 – who invented this “Force” method of measuring the wind?
5. Before he left, our marine electrician (who installed the new instruments) said “we put an offset in for the depth but you might like to check it”. What did he mean?
6. You go to the ship chandlers looking for a new docking lines and the sales person offers you four choices: Polyester Double Braid, Nylon, Silver Rope and Spectra. Which two of these would be suitable?
7. Which of the docking lines in Q6 would be cheaper? Why?
8. What are the other two line types from Q6 used for, and again which one is likely to be cheaper?
9. On a chart – from what level are overhead clearance heights calculated?
10. What is a negative tide, and do they ever occur?

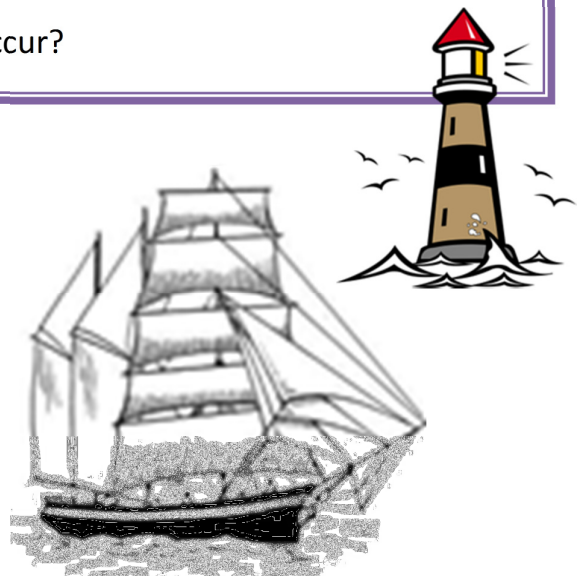
## DRIFTWOOD

Three things are necessary for success,

*Optimism,*

*Determination and,*

*Perseverance ...*



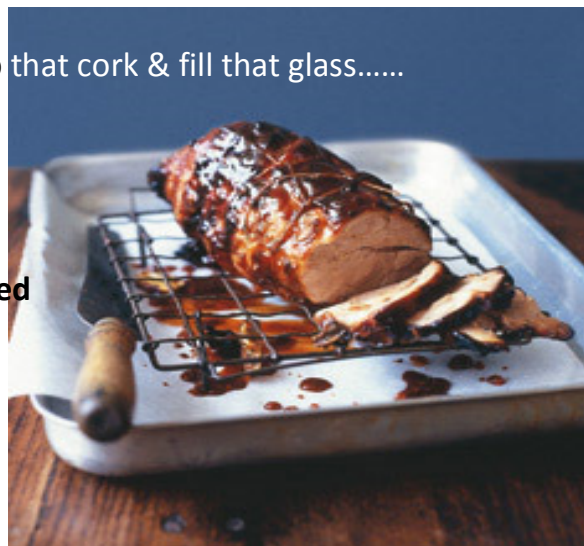


## CHEF'S CORNER .....WITH COLIN PITSTOCK

Hello Chefs...

It's starting to warm up, spring is around the corner, the blossoms are on the trees. The sky & sea are turning blue. So let's put some whites in the fridge & start chilling those bubbles.

So before you head to the larder pop that cork & fill that glass.....



### Ready about. BBQ Pork.

- 1.25kg pork neck
  - 3 coriander (cilantro) roots, washed & lightly crushed
  - 4 star anise
  - 4 cloves garlic
  - 20g ginger, sliced
  - ¼ cup (60ml) hoisin sauce
  - 1 cup (250ml) Shaoxing (Chinese cooking wine)
  - ¼ cup (60ml) char siu sauce \*
  -
- Preheat oven to 180°C (355°F). Secure the pork neck with kitchen string. Place the coriander, star anise, garlic and ginger in a non-metallic dish and top with the pork neck.
  - Place the hoisin, Shaoxing and char siu sauce in a bowl and stir to combine. Pour over the pork and marinate in the fridge for 1 hour. Place a wire rack in the base of a baking dish. Place the coriander, garlic and ginger from the marinade on the rack and top with the pork. Roast, for 1½ hours or until sticky, caramelised and cooked through. Slice to serve. Serves 10–12.

*A sauce used commonly in Cantonese cuisine to flavour pork and made from sugar or honey, Chinese five-spice, red food colouring, soy sauce and sherry or rice wine. It's available from the Asian section of supermarkets or Asian grocers.*

We have come off the bubbles now, so time to open up a merlot or Sav Blanc.

### Trapeze Lemon & Tart

#### INGREDIENTS

- 20g butter, melted
- 165g flour, sifted
- 75g butter, diced
- Seeds from half a scraped vanilla pod
- 65g icing sugar
- 1 egg yolk
- 1 egg, beaten with a splash of milk for egg wash
- Icing sugar and crème fraîche to serve



### Filling ....

- Grated zest of 1 lemon
- 110g caster sugar
- 250ml cream
- 1 lemon verbena sprig, about 10 leaves
- 1 egg
- 4 egg yolks
- 250g mascarpone

### Lime syrup

- 65g sugar
- Grated zest and juice of 2 limes.



1. Grease a 24cm round fluted tart tin with removable base with the melted butter and line with baking paper. Place the flour on a clean surface and make a well in the centre. Add the diced butter and vanilla and rub it all together with your fingers until the butter softens. Sift in the icing sugar and a pinch of salt and work it all together. Reform the well, add the egg yolk and gradually combine until the pastry just comes together to form crumbs. Add a splash of water if it's looking too dry. Compact the crumbs together and wrap them in clingfilm then place in the fridge for 40 minutes to rest.

2. Remove the pastry from the fridge and place between two layers of clingfilm big enough to cover your tin, then roll it out to 4–5mm thick. Remove the top layer of clingfilm and carefully turn the pastry into the tin. Gently push it into the corners, leaving overhanging pastry and with the clingfilm lining the surface. Fill with baking beans or rice and rest in the fridge for 2 hours before cooking. The longer it chills, the less likely it is to shrink during cooking. Preheat the oven to 190C/gas 5.

3. Replace the clingfilm with baking paper then replace the beans or rice. Bake for 15 minutes then remove the beans or rice and brush with the egg wash. Return to the oven for 5 minutes then set aside to cool. Reduce the oven temperature to 140C/gas 1.

4. Meanwhile for the filling, rub the zest into the sugar. Simmer the cream and sugar in a pan over medium heat. Crush the lemon verbena and add it to the pan to infuse for 10 minutes, then remove the leaves. Whisk the egg and yolks together and add to the pan, whisking to combine. Place the mascarpone in a bowl and slowly pour over the cream mixture, whisking constantly till smooth. Pour into the tart case and bake in the centre of the oven for 30 minutes. Check at 20 minutes, then every 5 minutes thereafter. When ready, the filling should wobble like jelly. If it begins to colour too soon, reduce oven to 130C/gas 1/2. Remove from the oven and allow to cool.

5. For the lime syrup, place the sugar in a saucepan, cover with 80ml water and bring to a boil over medium-high heat for 5 minutes. Stir in the zest and juice and return to the boil, then remove from the heat and set aside to cool.

6. Remove the tart from the tin and carefully slice using a hot, wet knife. Dust with icing sugar and serve with lime syrup and crème fraîche.

Open another bottle & sit back & enjoy the evening on the water.

..... **Colin...SY Shazam.**



# POINTSCORE

USE YELLOW CELLS ONLY	CRUISING DIVISION PARTICIPATION POINTSCORE CALCULATION SHEET															
	DATE =	Feb 22-1	Mar 22-23	Apr 3-6	May 16-17	Jun 6-8	Sep 12-13	Oct 3-5	Nov 14-15				Compass	Attendance	Technical	
	EVENT =	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Rose	at	Corner	TOTAL	
ENTER CREW FOR EACH		Feb Cruise	Hen & Chicken Bay	Easter Cruise	Hardys bay	Check Safety LWE	Fish Markets	090 & Raftup Sugarf	Harbour Navgtn Challenge	Port Hacking & Slocum		Feature Articles Points	Monthly Meeting Points	Projects compl't'd Points	CUMUL' SEASON	
YACHT	No. Nights	6	1	3	1	2	1	2	1			2	1	3	POINTS	
Sanctum	Crew					2						0	5	0	11	
	Noel & Jean					2										
Breeze	Crew	2				1						10	6	0	33	
	Bill & Helen	5				1										
eXpresso	Crew				4	1						4	7	0	18	
	Phil & Maralyn				1	1										
Flemingo	Crew				1	1	1					4	4	0	16	
	John Eastway				1	2	1									
Jabiru	Crew	2					2					10	6	0	25	
	Mike & Suzanne	2					1									
Jenzminc	Crew											0	3	0	3	
	Andy & Jen															
Kachina	Crew		2	2		2						6	7	0	31	
	Trevor/Lena		1	3		2										
Mereki	Crew											0	0	0	0	
	Richard															
Nashira	Crew	2	2	2	2	2						2	7	0	48	
	Evan & Kelly Clark	6	1	3	1	2										
Rapture	Crew Avg	1	1	1	1	1	1					10	6	0	44	
	Paul & Anne	6	1	3	1	2	1									
Simply Irrestible	Crew					2						4	5	0	15	
	Glynne & Gill					2										
Galaxy 3	Crew											0	2	0	2	
	Chris & Diane															
												0	0	0	0	
												0	0	0	0	
No. of Boats =		4	3	5	4	8	5	0	0	0	0	The Leading Boat is....			48	
		Nashira														
		<p>Boat = 1 Point per Night            Crew = 1 Point per Night per Person.            Skippers are deemed to sleep on their own boat.            Crew are averaged, if not present for all nights of the event.</p> <p>Compass Rose Articles = 2 points per feature            Representation at Meetings = 1 point per month            Technical Projects implemented = 3 points each</p> <p>First 3 Bottles of Wine            Second 2 Bottles of Wine            Third 1 Bottles of Wine</p> <p>Skippers are required to email &lt;paul_wotherspoon@bigpond.com&gt;with results to receive points</p>														



## CD Quiz – September 2015 – Answers

1. UT is “Universal Time”, which is defined as “the mean solar time on the Prime Meridian at Greenwich”. It used to be known as Greenwich Mean Time or GMT. It most likely gets to our instruments from the GPS which use UT as their reference.
2. UT is 10 hrs behind Eastern Standard Time. So – at this time of year is 10 hrs behind Sydney time – however when daylight saving time comes on here it is 11 hrs behind our local time..
3. Force 5 on the Beaufort Scale is a “Fresh Breeze”, which translates to between 15 and 21kts.
4. The scale was devised in 1805 by Francis Beaufort (later Admiral Beaufort) of the Royal Navy. Initially it was quantitative, based on an evaluation of wind effect and sea state. It is still used by many countries including the UK, but not generally by us (memo to self – *adjust that instrument!*)
5. The depth sounder gives the depth beneath the transducer (the little plug through the hull). A positive or negative offset is then entered into the instrument to translate this to either depth beneath the water line, or depth beneath the bottom of the keel. Luckily our electrician guessed the amount about right for the depth beneath our keel – but we will check it and adjust at our earliest convenience.
6. Nylon and Silver Rope both have good shock absorbing properties and either would be suitable as a docking line.
7. Difficult question – not easy to answer this one. On a size-for-size basis silver rope is cheaper – but you need a larger diameter for the same strength and it may not last as long as nylon.
8. Both Polyester Double Braid and Spectra are used for low-stretch applications such as halyard, sheets, etc. Spectra is usually more expensive but also lighter and smaller in diameter for the same strength.
9. Check the chart – overhead clearances are usually calculated above HAT (Highest Astronomical Tide) but in some cases may be above MHWS (Mean High Water Springs).
10. A negative tide can theoretically occur when the predicted tide level is BELOW chart datum (which is usually LAT – Lowest Astronomical Tide). They are extremely unusual, but the author has seen negative tides several times around Gosford, in Brisbane Waters.

### FOOTNOTE:

Last month, in order to see just how many actually read the Quiz, Phil Darling deliberately included **a subtle mistake** in the August Quiz answers.

A **prize will be awarded** to the most concise correction. Submissions are to be sent to [<paul\\_wotherspoon@bigpond.com>](mailto:paul_wotherspoon@bigpond.com) prior to the next meeting on 21<sup>st</sup> September.



## PHOTO CORNER

.....HINTS FROM *WOLFGANG KULLIK*



*Sometimes* it does no harm to be reminded of the basics, so this month I thought we could review a few of the fundamentals in taking quality photographs and achieving the satisfaction that follows.

### 1. Don't stress about the quality of your digital camera

Any camera is capable of producing a stunning picture.

### 2. Choose the right shooting mode for the job

Scene modes are fine for snapshots.

Aperture Priority (A or Av on the dial) is the one to choose to control the depth of field

Shutter Priority (S or Tv) controls the shutter speed instead, with the camera setting an appropriate aperture. This makes it a good for when you're shooting sports and action.

Program mode (P) is an advanced fully automatic mode, where the camera sets both the aperture and shutter speed.

### 3. Don't feel you have to use the camera manually

Many of the automatic camera settings will give perfectly good results

### 4. Wait for the right light

The rich, raking light at sunrise (and sunset) adds warmth and texture to coastal shots.

### 5. Listen to the shutter speed

Hold the camera steady until after the shot is taken. There are many reasons why you can end up with a blurred photo, including the wrong autofocus mode being set on the camera and the lens not being focused in the right place.

But it's the choice of shutter speed that makes a massive difference to how sharp your photos are.

### 6. Don't be afraid to make mistakes

Making mistakes is nothing more than the process of Learning.

### 7. Kill the beep

You may have it, the annoying beep that happens when your camera gets something in focus. It may not improve your photography, but it'll make the process more enjoyable for you and everyone else around you

### 8. Look at the background first

The quality of the background can make or break a photo, never mind how stunning your subject is.



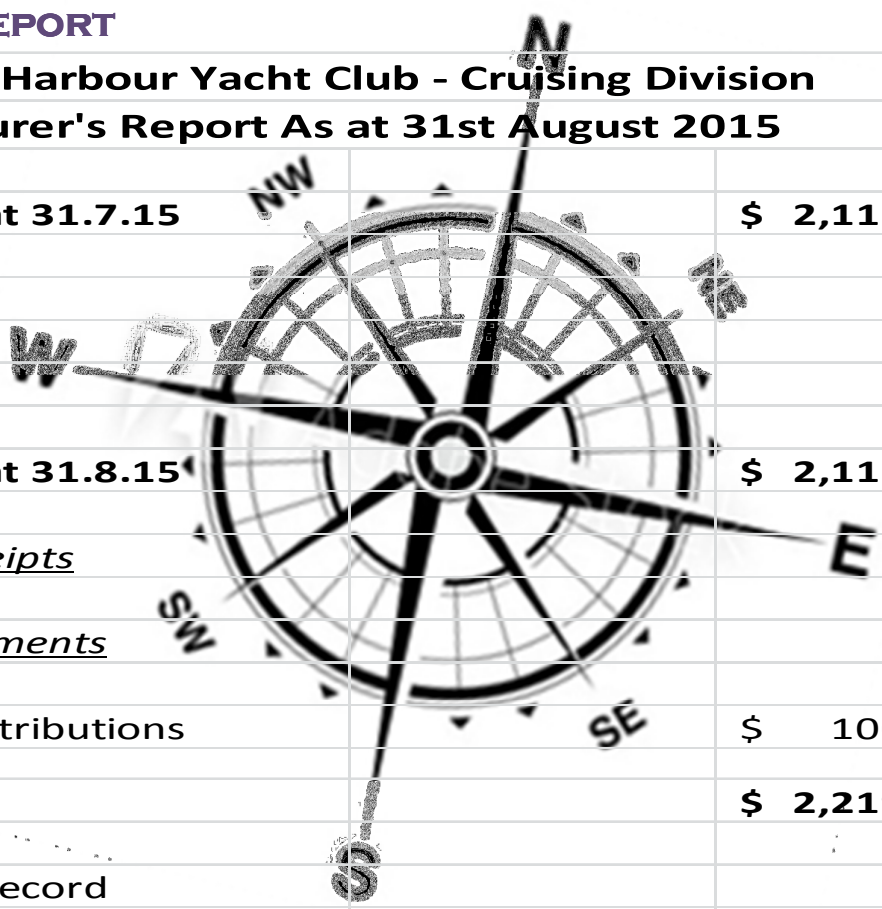
**Good Shooting - Wolfgang from *MateShip* !!!**

# TREASURER'S REPORT

## Middle Harbour Yacht Club - Cruising Division

### Treasurer's Report As at 31st August 2015

Cash at Bank as at 31.7.15	\$ 2,119.20
<i>Plus Receipts</i>	
<i>Less Payments</i>	
Cash at Bank as at 31.8.15	\$ 2,119.20
<i>Outstanding Receipts</i>	
<i>Outstanding Payments</i>	
Membership Contributions	\$ 100.00
<b>Account Balance</b>	<b>\$ 2,219.20</b>
Signed as a true record	
.....	
Trevor D'Alton	
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)

