



MIDDLE HARBOUR YACHT CLUB
THE COMPASS ROSE CRUISING LOG

Volume No. 41 No. 6 July 2020

Editor: Martyn Colebrook

**REMINDER NEXT CRUISING DIVISION MEETING
IS MONDAY, JULY 20TH**



Before the storm

CRUISING DIVISION OFFICE BEARERS – 2020 - 2021

Cruising Captain	Evan Hodge	0419-247-500
Vice-Commodore Cruising	Evan Hodge	0419-247-500
Secretary	Kelly Nunn-Clark	0457-007-554
Treasurer	Mike McEvoy	9968-1777
Membership	Kelly Nunn-Clark	0457-007-554
Name Tags	Mike McEvoy & Kimberley Pratt	9968-1777
Compass Rose Coordinator	Committee Members	
Safety Coordinator	Phil Darling	0411-882-760
Maritime Group	Mike McEvoy	9968-1777
Sailing Committee	Dallas O'Brien, Phil Darling	0404 892 077
Guest Speakers	Committee Members as required; Royce Engelhardt (winter months)	
On Water Events Coordinators	Phil Darling, Evan Hodge and CD members	Phil 0411-882-760
On Land Events Coordinators	Committee Members	
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 30/7/2020
 The **EDITOR** for the next Compass Rose is
Kelly Nunn-Clark

Please forward contributions via email to the editor @
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 – July 2020



The cooler winter months seem colder to me this year without the warmth of Nashira's diesel heater. It was so easy to wake up and press the button next to the pillow 15 minutes before you got up to a nice warm boat. Sanctum has heating but you have to get up and start the genset to get the reverse cycle air-con pumping. Oh the hardships one has to endure!



Meanwhile we continue to slowly come out of Covid hibernation which is great but as seen in Victoria we do need to be vigilant and not think it is a thing of the past but an ever present danger we need to be aware of and protect ourselves from. Having said that I think July will be the first return to the Cruising Division meeting being held at MHYC. I have to discuss the finer details with the club and will send out a confirmation email in the coming days.



The Breakout Cruise being organised by the combined clubs of MHYC, RPAYC, NCYC and Port Stephens. It is scheduled for 8-14 August, Covid regulations permitting. I am the co-ordinator and it is being held in conjunction with a race series organised by the same group of clubs. We are not racing and will be looking at

aligning the dates and destinations with the weather as is the want of cruisers. Register entry at www.breakoutseries.com.au . There is the need to register for this cruise to meet the NSW state government guidelines for covid-19 traceability. This means prior to leaving, each yacht's crew lists need to be updated. There is an entry fee as prizes for various competitions and fun events will be awarded.

It is great to see many yachts getting back out onto the water whether for whale watching, racing or cruising. Our fraternity was getting restless being cooped up inside for so long. What has been good to hear is that the marine trades people I have spoken to have continued to get enough work to have their businesses survive through the lockdown.

Now that the shortest day of the year is past we can look forward to a gradual increasing of the days. So, please stay safe everyone and get out there to enjoy the quiet winter months on the harbour and surrounds.

Evan Hodge
Cruising Captain. *SV Sanctum*

MHYC CRUISING DIVISION ANNUAL PROGRAM 2019-2020

Monday, 20th July 2020	Cruising Division Meeting with Danielle Brown as guest speaker on her sail to Antarctica.
Saturday, 8-14 th August 2020	Port Stephens Break Out Cruise
Saturday 5 th September 2020	MHYC Opening Day and Party

REMINDER

Next Meeting:
Monday JULY 20th, 7:30 pm
BYO BBQ 6:30 pm

(SUBJECT TO CONFIRMATION)

August September and October Cruising Division meetings are being held on the 3rd Monday

Cheese Plate JULY Meeting: Kelly

JULY Guest Speaker:

Danielle Brown - A sail to Antarctica on 70ft Aluminium sail boat lots of photos of wild life, kayaking and hikes across the ice.

MHYC Start line

I have long since admired the architecture of our Thursday night Twilight racing start line. On Slac N Off we usually have plenty of time for admiration of these fine buildings, as our handicap gives us a very early start, usually before everybody else, so we have a clear view. Known as Monash Crescent and Parriwi Road Access Houses, which appear on the Heritage register, the pair are part of the Middle Harbour Syphon, or Pumping Station, which is a section of the Northern Suburbs Ocean Outfall Sewer (NSOS) connecting to the treatment plant at North Head, Manly.

They are constructed in concrete and their ornate art deco design, from the 1920s, with a hint of Egyptian Revival architecture, was designed by J.J.C. Bradfield, the Chief Public Works Engineer. Bradfield went on to design other more notable Sydney landmarks, including Circular Quay railway station and the Sydney Harbour Bridge.



The access houses are linked by two parallel 1.8-metre diameter concrete pipes laid on the Harbour bed. In constructing the Northern Suburbs Ocean Outfall Sewer the engineers were faced with the problem of taking the line across Middle Harbour. The need to maintain a clear passage for navigation ruled out bridging, and the depth to solid sandstone beneath the Harbour bed made tunnelling impracticable. It was therefore decided to carry the sewer across in two parallel pipelines laid on the bed of the Harbour where it was sufficiently deep not to interfere with shipping, and to operate it as an inverted syphon.

The total length of piping is 358 metres and the greatest depth below water level is 22 metres. The system operates as a pressure tunnel or inverted syphon, with the east end being slightly lower on the opposing shore than the western end. The syphon carries the entire flow of the sewerage system from suburbs west of Middle Harbour.

Today, the system services areas as far as Blacktown and bounded to the north by Narrabeen Lagoon, St Ives and Hornsby and to the south by Sydney Harbour, Lidcombe, Yagoona and Guildford.

Having spent a lot of time on the boat at night I have been disturbed by the noise of construction in the Pirriwi Road Access House, which has been partially covered. What's going on in there I wondered? There has often been an unpleasant whiff emanating from the building too so am pleased to report that a renovation program is underway principally to renew corroded metal fittings and to fit steel hatches over the inlet and outlets to prevent the escape of those offensive odours.

There is a 'hidden' footway in between the pump house and the Laser club leading to steps to the beach. At low tide it is possible to walk to Chinaman's beach. For the more intrepid, swimming to Chinaman's is an option. Access to the water from the inner end of MHYC marina A arm is possible.

Martyn Colebrook SV Slac N Off

COVID exercises

Confined to shore based activities and spending much time on the boat we need to maintain our fitness. We 'signed up' to Joe Ward's daily 0800hrs COVID work out. Joe Ward is a Manly based running coach and ultra runner. One of his feats was to run from the 1000km from Brisbane to Sydney in 12 days!

There is not a lot of room on a boat of course and we do have the advantage of a bit more floor space on a catamaran, but most of the exercises could be performed on a monohull. They are all body weight exercises. One minute each with a fifteen second break in between. The routines change daily but a typical session would be

1. squats
2. push ups
3. high knees
4. superman/woman
5. mountain climbers
6. side plank dips
7. burpees
8. in and outs
9. flutter kicks and crossovers
10. reverse planks

Sydney's Humpback highway

It is known as the Humpback Highway. And for good reason, it's getting more congested with its heavyweight traffic – even though it's not marked on any map.

But its peak period of typically June till August, is when thousands of giants of the deep pass along Australia's coast on the largest whale migration in the southern hemisphere - leaving their rich feeding grounds of Antarctica to head north to their sub-tropical calving grounds in the warmer waters off Queensland's north east coast, such as Hervey Bay.

Television news this week has been full of wonderful images of whales frolicking off the coast just of Sydney Heads.

A record-breaking number of whales – up to 20,000 – are expected to make the 10,000km round-trip journey this year.

Statistics gathered by national parks officials, commercial fisherman and local whale watching companies point to a steady rise in numbers over the last few years, which is in turn attracting larger numbers of tourists.



This year, given the fact that we have no international tourists, the tour operators' boats are full of mostly Sydney-siders. Many MHYC cruisers have enjoyed the spectacle.

RMS reminds us

“Vessels must always travel at a safe speed which will enable them to stop in time to avoid distressing or colliding with a marine mammal.

“People in boats, on surfboards or kayaks must not approach any closer than 100 metres from a whale or whale pod and 300 metres from a mother whale and calf.

Dallas O'Brien SV Le Madre

Bantry Bay Reproduction of article found by Dorothy Theeboom SV Caviar.

Ref: <http://www.visitsydneyaustralia.com.au/bantry-bay.html>



The upper reaches of Middle Harbour is the only place where the spectacular scenery of Port Jackson as seen by the First Fleeters in 1788 can still be seen today in its untouched state. And the area that closest resembles that original state is Bantry Bay - the last undeveloped deepwater bay in the Sydney region.

Bantry Bay was never developed as a suburb, no doubt because of its isolated location and being relatively difficult to access a century ago when the suburbs around it were being subdivided and sold for housing. Instead, Bantry Bay was used as a shipping point for timber cut from the forests of the north shore around the Frenchs Forest area during the early part of the 19th century. Bantry Bay was set aside for public recreation in 1879. By the late 1890s picnic grounds were established by John Nelson at Bantry Bay and nearby Flat Rock, at the southern tip of Killarney Heights, where dance halls and pavilions catered for those seeking refreshment or entertainment, serviced on Sundays and public holidays by ferries from the city.



Bantry Bay Explosives Magazines

Because of its isolation from the rest of the city and its narrow entry, and steep sided valley, it was chosen as the site for a public explosives magazine in 1907 when development of Seaforth began, and the powder hulks anchored there had to be moved. There was public outcry that this untouched public recreational area would be used for such a purpose, but to no avail. Work began on the complex in 1909, but progress was slow until the advent of World War I, which saw construction accelerated and an opening date of August 1914 set and achieved.

Many of the explosives magazine's disused buildings still stand. Consisting of explosive storage buildings, offices, wharves, seawalls, tramlines, a dam and landing stages, the complex was built between 1911 and 1915. It replaced a series of hulks anchored in the bay which had been used for storing explosives for some time. The bay was chosen not only because of its isolation from existing residential areas of the time, it also was relatively close to the heads of Sydney Harbour. The twelve storage buildings of the complex, which were partially built into the hillside to deaden the effects of an explosion, have double brick walls and corrugated iron roofs designed to lift on impact. A concrete dam was built above the complex to provide water to a hydrant and hosing

system outside each magazine.

During its years of use, the complex functioned as a highly specialised and industrious port with a variety of barges, boats, tugs, trams and hand trolleys being utilised to transport the goods from the boats to the magazines. At its peak, it had two jetties, two pontoons, a Watchman's Cottage, a Testing Shed, a Sailmaker's Loft, an Office and a Slipway. The remnants of these structures can still be seen, as well as the terracing that was created at the northern end of the eastern shore complex. It was manned by a team of 16 to 18 people who wore special clothing to protect them in case of an explosion.



The shift in the transportation of explosives by rail which began in the 1950s combined with falling revenues and the high expense of maintenance of the complex led to its closure in May 1974. The complex became part of Davidson State Recreation Area in 1974 and then incorporated into Garigal National Park in 1992. Today it is in the slow process of being restored to its original condition. Public access is forbidden until restoration has been completed and the danger from explosives contamination addressed.

Crater Creative Cove by Anna Alsvdotter

Sydney Harbour offers some spectacular waterfront properties, some of them complete with uninterrupted harbour views and private access to the bliss of the salt water. Not many of us can afford to live like that, although our little cruising group members enjoy similar benefits from our boats, of course.

Imagine building your own little piece of harbour heaven, using a tiny fraction of the money normally required by doing away with silly details such as land purchase and council taxes, and creatively constructing your home out of driftwood, found sandstone rocks, bits of rusted corrugated iron and an assortment of discarded windows. How very 2020 architectural chic.



We are all familiar with the distant view from aboard boats of the little huts in Crater Cove, just around the corner from our home base of Middle Harbour. Perhaps, like Martyn and I, you have also enjoyed exploring Crater Cove by foot. If not, we highly recommend this excellent coastal bushwalk, an exciting detour from the Spit to Manly walk. To find the access path (which quickly turns into a more challenging rock hopping track), you turn left off the main track before the steeper incline towards Tanya Park as you're walking in the Manly to Spit direction. Don't bother looking for a sign, as there isn't one.



Ramshackle is the adjective used to describe the structures found at Crater Cove. If they were fairytale dwarfs, they might be called Tumbledown, Dilapidated, Derelict, Ruinous, Shacky, Shambly and Neglected. Martyn and I prefer to call them all Creative, as their designs are manifestations of human ingenuity and artistic flair.

The half a dozen or so huts of eclectic design and construction method were built progressively from the 1920s until 1963, the first of them by fishermen who used them for short sleepovers. During the hardship of the 1930s Great Depression, the huts are believed to have been permanently inhabited, and then again in the 70s and 80s by people wanting an escape from the rat wheel of rent and mortgage payments.



In 1984, the party was over when everyone received marching orders by the National Parks and Wildlife Services (NPWS). The new Sydney Harbour National Park had been declared which included Dobroyd Head and Crater Cove. Many of the huts have been boarded up since the 1980s, while a couple of them are used by NPWS. When Martyn and I visited about a year ago, it appeared to us that some of the more inaccessible huts were in frequent use by people who care about styling. One of the plots looked like it had been given a sophisticated makeover by the decorator team of Manly Boatshed, sporting suspended old buoys, fenders, flotsam and jetsam. A skilled person had crafted beautiful benches out of rough timber, and grass had been mowed.



It's possible this stylish appearance can be attributed to the NPWS team of volunteers who maintain and keep an eye on the cove and its huts. It is also possible that these volunteers, or 'guardians', deliberately make this place difficult to find and access, which might be the reason this cove of creative huts is still a bit of a Sydney secret. But don't be discouraged by the occasional semi hostile, hand painted signage you will come across while exploring this exclusive little suburb. As long as we explore, respectful of flora, fauna and historical structures, we are all welcome to visit Crater Cove.



Diana Bridgford Adventurer Marine Rescue and Personal Trainer

You may remember our March speaker, Diana Bridgford, who presented insights into sailing the North West Passage. Those who attended saw some amazing photos.



She talked of health and raising the flag for Planet Earth. Get your piece of earth at: earthtoday.com

We caught up with Diana again to see what she's been up to.

As the CEO of Body Basics Personal Training I get to do what I love which is helping people towards great health, for example 80% of the population experience back pain and my results prove that I help them with that, it's very rewarding.

Health Tip: instead of straining to touch your toes, rest your hands on your shins and search for length in your spine.



Another part to my week is

volunteering with Marine Rescue. It's actually a monthly commitment however, weekly helicopter trainings are part of the fun. It's a great learning environment and if I can help others in trouble on the water, that's great. We tow about 6 boats each week





Marine Rescue are a search and rescue volunteer organisation who work closely with other rescue organisations including police and maritime to keep our waterways safe. They are an RTO (registered training organisation) so each time a task is performed, it can be signed off and lead you closer to the next qualification. Upon joining, the rating class is trainee and having completed the task book the next qualification is Leading Crew etc. The requirement is one weekend per month and often some mid week stuff too, such as helicopter training with Toll Air. Marine Rescue Middle Harbour currently operates 4 watches with about 6 trainees on each watch. You will often see our two boats tying up or towing as we practice for the real deal. Not specific count but during summer we often have about 6 call outs per weekend, winter a little less. We go local and

offshore and are often called to task by the police if they are unavailable to assist. We ask a donation when for each assist as there are fuel and boat bills we need to cover, It's always up to the individual though. It is worth putting our number in your phone as you never know when your newly serviced engine will let you down 9969 3270.

Sailing in Stockholm, Sweden - A reflexion on the differences in mooring



When we first got our RaRa, I didn't think much about the fact that she had her anchor on the bow, with all that comes with it to make it useable. But after a while when we had been using her more I remember why this is odd to me.

Having grown up and learnt to sail in the archipelago in Stockholm, I remembered that anchoring there is completely different.

For starters, you either moor onto the cliffs or land, onto a jetty at a boat club or a jetty built alongside cliffs on an island.

This is always done bow first - you keep your anchor at the back of the boat and most boats will have an anchor reel attached near the stern. You would carry another anchor for when you anchor only, i.e from the bow.

Moor onto land, or a cliff, starts with dropping the anchor at a distance you think will work, then approach

land head on, with someone on the bow with a rope, ready to jump ashore to stop the boat. The boat is then secured to whatever objects are found nearby, a tree, a big rock or you attach a cleat to a crack in the cliff. You then pull back on the anchor until the boat is secure and far enough from land not to hit when waves come but close enough for you to be able to pull the boat in and jump on/off.

Same approach goes for mooring up against a jetty unless there is a buoy to which you would secure the stern of the boat with a rope (done as you pass the buoy on your way in)

There are very few waves in the archipelago most of them come from passing boats so depending on where you are there might not be any... Also no tide, just high or low water depending on weather and time of year, this is not a fast process and would not affect a night mooring.

Now that we have RaRa here in Sydney I am looking forward to the next time I am able to go to Sweden and go for a sail around the archipelago.

By Sanna on RaRa

First Time Lucky

After more than 60 years playing with boats, it was my first time asking Marine Rescue for help.

And I was lucky because even though MV Flemingo's trusty Gardner 6lxb had just dumped all 27 litres of oil in the bilge, it had done so on a perfect Saturday morning on Sydney Harbour with a gentle NNEish breeze. No oil means no engine, and no engine means no anchor retrieval, so from just past Cannae Point I had maybe an hour of drift time before hitting Sow and Pigs, assuming Middle and South Head didn't get in the way. I was by myself, but there was enough time to get everything sorted in a calm, considered manner.

So here's what followed.

I called Sydney Marine Rescue on VHF ch16 to let them know Flemingo was adrift without engine and asked if they had a vessel available to give me a tow. I couldn't for the life of me remember the name of Cannae point, so I gave my current position as around half a mile SSW of Quarantine.

By the way, during our visit to NSW Water Police HQ last year, the Senior Sergeant had said that for SAR they preferred a



vessel's first position report to reference a landmark or an area to get operations underway, and that initial copying a string of Lat/Long numbers may be more prone to error. I assumed the same for MRNSW.

I used my SY475 MR membership call sign because the MRNSW Seahawk system has all of Flemingo's details, including photos, on file and I assumed they would use it to know exactly what boat they were dealing with. I assumed wrong on both counts.

Marine Rescue confirmed they had a vessel available to assist and asked for more details, I was still using Quarantine beach as a (poor) reference and trying to remember the name of Cannae Point between ducking down to check the engine room, sticking my head into lockers to find and pull bilge pump fuses etc. Of course I should have sorted all this stuff out before calling for assistance and my communication was not as clear as I would have hoped.

It became obvious that I should have given Lat/Long coordinates first, so I confirmed position in degrees and minutes, but was then asked for three decimal places. I didn't know if MR wanted 'decimal degrees'(DD) but I just read out my GPS display which was set to read in Degrees and Decimal Minutes. Or was it? Maybe the Senior Sergeant had a point. Maybe it's worth discussing minutes and seconds versus decimal degrees some time.

It also became obvious that the MR radio room hadn't referred to their Seahawk information when, on establishing that I wasn't going to anchor, I was asked to throw out a bucket to slow Flemingo's (40 tonne) drift.

Anyway, the first to arrive alongside was Maritime Services who stood by to assist. SV Sanctum with Kelly and Evan and crew also arrived after hearing the VHF traffic – a good reason to use radio rather than 'phone.

Rescue vessel Middle Harbour 20 found us soon after, and on seeing Flemingo's size, called in the larger vessel Middle Harbour 30 - a 38ft Steber with 2 x 410hp diesels. Meanwhile Sanctum's offer of crewmember Frank Taylor to assist was gratefully accepted and Middle Harbour 20 transferred him across to Flemingo.

The larger rescue vessel arrived and It wasn't too long before we were under tow heading back to Middle Harbour. On reaching the calmer water past Clontarf Point we changed over to a hip tow to give better control in more confined waters, an operation that wasn't helped by some passing clowns waking us at speed in the 4kn zone, but no fingers were lost.

MH 30 skipper Gary had suggested a MHYC drop off, but Frank had already phoned his mate Martin who had generously launched RIB Protector to act as a berth tug and gathered some neighbours on Ferguson's marina, so I suggested a tow swap so Protector could take us on to Ferguson's. After weighing up his options, Skipper Gary decided that MH 30 could continue on Flemingo's hip and deliver us right to our berth, and I was very grateful that he took on this considerable challenge.

In fact this whole operation was conducted with skill and enthusiasm. After a well executed 180 degree turn in some current, a couple of nudges from RIB Protector and some heroic

fending off by Frank and myself, Flemingo was gracefully (more or less) eased back into her berth without a scratch. The minor dent to my ego was quickly repaired with Frank's emergency beer supply ex SV Bundeena berthed nearby.

I called MRNSW on the following Monday to thank them and clarify a couple of points, and was referred to Regional Operations Manager Glen, who confirmed that for position reports "we always want numbers", although at times they have to make do with anything. Apparently In the past they have even used texted camera images of surrounds to locate vessels. I forgot to ask him about DMS vs DD vs DMM GPS readouts, but I'll swot up on the issue before I do!

Glen also explained why MR hadn't used their Seahawk system to ascertain Flemingo's details. He said because I had not already logged on that day, the information was not readily available to the radio operator. He made the point that even for my short harbour run I should have logged on prior to going out. I hope that if it was a SAR situation rather than just a tow they would have been able to retrieve that Seahawk information - but maybe that is just another of my assumptions.

I reckon we're all lucky that NSW Marine rescue volunteers are so keen and ready to assist - the yearly membership and the odd donation are well worth it.

John Eastway of MV Flemingo

P.S. It wasn't the Gardner's fault after all – I later found that the remote engine oil filter seal had failed and emptied all the oil into the bilge.



FUTURE EVENTS:

There are a number of bodies encouraging ladies to participate in cruising and competing in sailing, including Women Who Sail, She Captain, Deb Dalziel's My Sail, Dockside with Deb's on line talks.

Catherine Roffe and Lyn Humpries won the Ladies J24 Australia Championship in Sydney and are due to go to the Worlds in Poole, UK, in Sept 2021. Lyn asked for this poster to be included with a view to attracting more ladies to participate. The smaller boats, particularly lasers, are a great way to master the finer points of using the wind for propulsion. Everything happens so much quicker.



**MANLY YACHT CLUB HELLY HANSEN
WOMEN'S CHALLENGE 2020
25th ANNIVERSARY**

INVITING SKIPPERS AND THEIR CREW TO ENTER THE
25th ANNIVERSARY

MYC HELLY HANSEN WOMEN'S CHALLENGE 2020

SATURDAY OCTOBER 24 : LASERS, HANSE303, JUNIOR CLASSES

SUNDAY OCTOBER 25 : YACHTS

Exciting sailing, wonderful prizes, plus a trophy for
winner of the largest one design fleet.

More information at
www.myc.org.au



Images: Marg Fraser-Martin



Calamity Corner

Buoy line around the propeller.

The same Wednesday that we had starter problems we also wrapped a mooring line around the propeller, just as we were leaving for the start of the race. It pays to be on the boat early as I had an hour to sort it.

We cast off from my mooring and the person steering wasn't aware of the mooring line floating and ran over it causing it to wrap around the propeller shaft. The boat stopped dead in the water facing the wrong way and hanging off the prop gear. Unusually I uttered no "language " but soon realised I was the one going for a swim. It was cold last Wednesday, 17 degrees, plus wind chill. So I looked for my swimmers but none onboard, so I had to go in my sluggos with a sharp knife.

The first dive to the propeller was to take a brief look at what needed to be done and assess any damage. Luckily, no damage but the rope was wrapped around the prop very tightly. The second dive I cut the buoy free. The third dive I tied a bowline around the heavy mooring line and instructed the crew to pull it in as tight as possible to take the load off the buoy line. Otherwise when her free she would have taken off to the shore for more drama. Fourth dive, using a ceramic knife this time, I cut most of the buoy line away from the prop until the knife broke. Fifth dive, a new knife and more work to the prop and finally the line was cut away and I could get dry. The next trick was to start the motor, which it did, luckily. I think I had a touch of hypothermia after. If you gave me a martini to hold it would have been shaken not stirred. I was shivering quite badly in the beginning and changed into some dry warm clothes We started the race with a couple of minutes to spare and didn't hear the shortened course call. We sailed the full course which we enjoyed. It took quite some time to warm up. I took a long hot shower after race at home to actually feel warm again.

In the end nobody was hurt and we sailed well and enjoyed it and I still had a mooring to go to, so another sailing and owning a boat experience :)).

You never stop learning until you die

Chef's Corner

We have two delightful recipes this month

Selina's Cheese & Spinach Slice

Ingredients

3 eggs
1/2 teaspoon of mixed herbs
1/2 an onion (finely chopped)
Salt and pepper to taste
2 rashers of bacon (optional)
2 tablespoons of melted butter
Filo pastry - approx 10 sheets
1 packet of frozen spinach
500 grams of ricotta cheese
1/4 cup of parmesan cheese
1/2 cup of grated cheddar cheese
1/4 cup of Pine nuts or sesame seeds



Method

Heat oven to 200 C
Grease large baking dish
Mix together thawed spinach and other ingredients, excluding butter and pastry.
If using bacon chop it into small pieces and fry. Stir in to mixture.
Place for layers of filo pastry into baking dish. Brush with butter in between layers.
Spoon half the mixture over pastry and spread evenly.
Layer with 2 more sheet of pastry - buttered in between.
Spread remaining mixture on top and layer with buttered sheets of pastry.
Lightly butter final pastry sheet and sprinkle with pine nuts or sesame seeds.
Bake for approximately 40 minutes until golden brown.
Enjoy

Nicole Balestro's Nude Food: Australia Day Lamington Bliss Balls

Not just for Australia Day...try this recipe for healthy, nutrient dense, naturally sweetened and energy giving Bliss Balls everyday! The recipe can be modified easily for whatever you happen to have in the cupboard or prefer to substitute.



1/2 cup dates pitted v (best with soft Medjool dates, but pitted dates are good too)

1/2 cup mixed roasted unsalted nuts

2 tablespoons of desiccated coconut (organic if possible)

3 tablespoons of unhulled tahini

1 1/2 tablespoons of cacao powder

1 tablespoon of protein powder- pea protein is good for vegans

1 heaped teaspoon of cinnamon (adds sweetness and flavour)

v Variation

In a small food processor process the nuts to a fine blend. Add all the other ingredients and process until all ingredients soften to form clumps.

1. Try rolling a small amount in your hand to check the mix will stay together. Too crumbly, add some more nut butter or melted coconut oil. Too goeey, add some dry ingredients such as more desiccated coconut.
2. Roll mixture into balls of a suitable size- smaller if they are going to be shared around, or larger if they are a snack between tacks! Roll in coconut, cacao, LSA (see below)

They are delicious and nutritious- nutrient dense without added sugar to keep your energy going for longer.

Tip: If you get a last minute invite for a whale watching cruise or a romantic sail into the sunset (hint, hint ;) and don't have time to roll these delights...press them into a flat tin, refrigerate slightly and cut into squares or diamonds. They will be just as impressive!

Variations to experiment with:

- Try carob- a humble superfood full of good things and a great alternative to cacao. It is naturally sweet, has no caffeine and contains antioxidants.
- Nuts are better fresh and unroasted but as in this recipe they can be roasted or fresh, mixed or one type. Cashews or almonds work very well.
- Unhulled tahini is a very nutritious, slightly savoury ingredient and a great addition. If you haven't used it try hulled tahini for a more mild flavour. This can also be substituted with nut butters such as almond or peanut butter or for a complete splurge try Mayvers 'Super Spread'.
- Add LSA mix in place of coconut- linseed, sunflower, almond powder for a complete vegan protein profile.
- As a flavour- carob powder, spirulina, beetroot powder, greens powder, lecithin, brewers yeast or any type of supplement can be added.
- Add chia seeds, flaxseeds or psyllium husks for extra fibre.
- Extra virgin coconut oil to blend to a Smooth mix can help combine dryer mixes.

A tip is to think of your favourite bars or flavour combinations, for example a snickers bar bliss ball could contain only peanuts as a base with cacao and salted peanut butter with coconut, and rolled into cacao powder like a truffle, or 1/2 dipped in melted chocolate.

Or salted caramel with cashew butter, extra dates, salt, unheated tahini, LSA with protein powder. Yum!!

Great old fashioned bulk health food stores have made a big comeback in the past few years (yes young ones- this is not a new trend)...

Search out stores like SCOOP, The Source, Naked Foods and purchase your ingredients as you wish. Take your own containers or use the paper bags they provide for a low waste/ zero waste shopping experience!

Enjoy **blissful** sailing :)

Nude Food- Good Clean Sailing....and fun too!

Sitting on the rails recently someone told me about a female skipper (remarkable in itself) that would invite friends for a social sail and stipulated that all food brought aboard was to be unpackaged and that no waste was to be generated with the exception of recyclable drink containers that were taken ashore to recycle.

In stark contrast to this is the attitude of some very unthoughtful people that the sea is a dumping ground for all the discards of our activities, including bottles, oyster shells and prawn heads...because they are 'of the sea' or 'the fish eat them' or some other lazy excuse for responsibility.

Anyone that has snorkelled or dived Sydney Harbour would relate that the sea bed is littered with these discards and oceanographers and marine biologists would caution against this reckless behaviour as it disturbs the delicate ecosystems of many marine creatures and sea grasses.

Let's do our bit and declare that 'nude food' is the go!

Whether it's racing or cruising, remember to plan ahead to minimise food waste, have a healthy crew and a healthy ocean by:

- Educating your crew in responsible ways. We all love the sea and appreciate the delicate marine life balance in our harbour but might not have understood the responsibility and agency we have in protecting it-everyday.
- Be creative with meal planning and consider foods that are healthy and nutritious wholefoods, and are self contained or wrap themselves like pitta, wraps or rolls.
- Bringing unpackaged foods aboard in reusable food containers that go home at the days end.
- Reusable beeswax wrappers are making a comeback and are great for sandwiches.
- Supply a dedicated recycling bag/bin that gets taken back to the marina for recycling.
- All waste that is not recyclable (the minimum) leaves the vessel and is placed in the refuse bin.
- Better still, separate any organic waste for composting. You can even buy bench top composting bins such as Bokashi for onboard composting. If you don't have a composting bin, see resources below for a link to someone in your area who does and is willing to accept food scraps.
- Audit the process as you would with fuel, boat equipment or other resources and consider this an integral part of crew responsibilities. Everyone and every bit can make a difference.

Recycling resources:

Composting

<https://sharewaste.com>

<https://www.cityofsydney.nsw.gov.au/community/participation/community-gardens/community-composting>

<https://www.bokashi.com.au>

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



PPlastimo 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



Manson R4 Race Anchor \$60



Adult Waterproof Ponchos, 20 for \$12

CD Quiz – July 2020 by Phil Darling

1. You see a navigational bouy with red and black horizontal stripes. What does this signify?
2. If it has one - what sort of top mark does the bouy in Q1 have?
3. At night – if it is lit, what light characteristics does the bouy in Q1 show?
4. Where on a boat do you find the roach?
5. What is the angle of vanishing stability?
6. A sailing vessel is overtaking a power vessel. Who gives way?
7. What else influences the height of a tide apart from the gravitational effects of the sun and the moon?
8. On what point of sail would a jockey pole be used?
9. A beacon with a charted height of 10m is situated on a sandbank charted as drying 1m. If MWHS is 3m then what is the height of the beacon above the sand?
10. If a vessel is Not Under Command what lights should it show?

Driftwood



Harbour dolphins



Flo moved from her berth on Monday afternoon for the first time in several weeks. It was time to release the content of the black tanks. Last weeks excursion to watch the whales was scuppered due to engine starting failure. This turned out to be a 'popped' fuse, hidden in a black box attached to the engine in an obscure place. The box had to be unbolted from the engine, a Volvo Penta, to access the fuse. I guess the boat engine designers thought it might be fun to hide essential components and see how frustrated they can make us sailors. Fortunately the boat is under warranty so no cost incurred apart from the loss of an afternoons whale watching. Royce suggested the very good idea of making a note in a log of all items that are fixed as a record for future issues. On this particular journey we travelled the obligatory distance out to sea to empty the tanks and hoped to spot a whale or two. We were unlucky, but on the way back in, on the inside of Castle Rock a pod of bottle nosed dolphins came to join us. A common sight out at sea I haven't seen them that far inside the harbour before.

Technical Corner

Starter motor

Buggalugs is 20 years old and loved but as we all age things become more difficult as we know.

Buggalugs has had an on and off starting issues for a couple of years but became worse with the onset of cold weather. Last Wednesday we had a few issues, the starter motor wouldn't turn over it just went click and nothing more. I got out my multi-meter and checked the voltage at the battery and at the starter motor both were the same 12volts so I new that the starter was at fault it was the original unit, so how many times had it turned over and started the Diesel motor in 20 years? I hate to think !

We had a race to go to , I suggested to the crew if it doesn't start we going home no racing, I tried once more and the oil pressure light stopped screaming and the engine was running so we could race and hopefully start at the end of the race which it did. Once we were back on the mooring and secured I tried to start her again and nothing just a click and smell from the starter motor . Tried to hit it to see if it started , no luck so I ordered a non genuine starter for a Yanmah 3GM came in at \$570.00 so it only took an hour to fit the new starter after I painted it then checked voltages and quality of connections on the starter motor .all good it's now turning over faster and more easily an most importantly reliably. so this year I've replaced the batteries 2 house \$\$ and an alternator (stopped charging) so the electrics are healthy. Some of the annual maintenance I do is to remove the battery terminals and wire brush them inside and clean their terminals including the earths to the block and battery. I also check the electrolyte level in the start battery and top up the acid with de mineralised water. Another job on the never ending job list (one off one on) is to fit a relay to take all the load off the ignition switch and circuit.

Jeremy Clark SV Buggalugs

Wet Box Exhausts

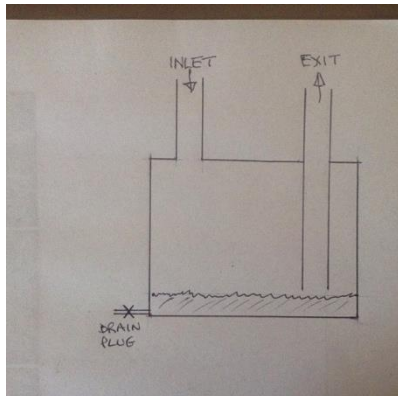
(aka muffler/silencer thing behind your boats engine)

When Dallas was solving his exhaust elbow problems on Madre's engine, which he described so well in last months Compass Rose, he also noticed a small leak in the plastic plug at the bottom of the wet box. This "box" (they come in various shapes and sizes and Vetus is a popular brand) helps prevent water getting back into the engine whilst also reducing the exhaust noise of the engine slightly. When he removed this plug from his Vetus box, he noticed it had a quite complicated design with multiple holes and channels on the inside of it. What do they all do? He discussed it with a few of us and decided it was just a plug and bought a new one. Leak solved. I thought it may be some sort of siphon/pressure relief valve. Wrong!

However, the incident convinced me that I didn't understand wet boxes well enough, so I did some research, which I am happy to share. The basic operation of a wet box is shown in the

attached diagram. Note the exhaust gasses mixed with the cooling water enter the inlet pipe from the top of the box, but the exit pipe starts near the bottom of the box.

When the engine starts, the water level in the box begins to rise and quickly blocks the entrance to the exit pipe. As gas and water continue to enter the box the pressure in the box rises until it suddenly over-comes the resistance of water in the exit pipe, which spurts out taking gas with it. Once the pressure between inlet and outlet equalises the cycle starts again. In the way, gas and water escaping the exit pipe under pressure helps prevent water entering the exhaust pipe. Boats that have a continual stream of cooling water aren't using a wet box.



Other points of interest I was reminded of are...

If your engine won't start after multiple attempts, don't forget that whilst trying to start, it is pumping water into the wet box. Too much water and the engine will never start as the unburnt fuel/gas can't escape. Hence the reason for the drain plug, which is also used when cruising in high latitudes to prevent the water freezing in the box and maybe splitting it.

If your engines exhaust elbow is below the water line, you will need a syphon break between it and the seacock. Ditto the "swan neck" (big loop in the exhaust hose going up to near deck level between the wet box and the outlet in the transom) will need a syphon break if the engine is installed below the water line.

When under power, if a wet box is installed facing forward and aft, it copes with heel and pitching best if it is placed on the centreline of the boat with the inlet forward and slightly elevated. It can also be placed athwartships but needs to be tilted to compensate for the "low" side when heeled.

Other comments welcome.

Glynne Attersall
SV Simply Irresistible

CD Quiz – July 2020 – Answers

1. This is an isolated danger marker. Keep clear.
2. Two black balls one over the other.
3. Fl (2) – a white light with 2 flashes.
4. On a sail. It is the curved area on the leech of a sail outside a straight line from head to clew.
5. The angle of heel beyond which (in calm water) a boat will invert rather than recover to the upright position.
6. The sailing vessel.
7. Meteorological effects such as the wind strength and direction and barometric pressure.
8. A close reach or a beam reach. It improves the lead of the spinnaker brace by holding it away from the rigging and safety rails.
9. Heights are measured above MHWS (check the chart to be sure). The top of the beacon is 13m above chart datum (10m+3m) so it is 12m above the sand (13m-1m).
10. Two all-round red lights one over the other to signify not under command, plus sidelights (red and green) and stern light (white) to signify under way.

Tools Available to Cruising Division members for Loan

The Cruising Division along with a few members have tools available that we are willing to loan to others members if the need arises. Presently we have the following available for loan.

BOLT CUTTER & SWAGING TOOL – Custodian is Paul Wotherspoon, Mike McEvoy also has these available if needed.

SEXTANT – Custodian is Evan Hodge

If you happen to have tools available that you are willing to loan short term please let us know at cruising@mhyc.com.au and we will put this into the Compass Rose next month.

PHOTO COMPETITION for 2020

JULY WinnerPhoto of the Month by Kristin Kool

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 July is called
'Wedding Cake' and was taken by Kristin Kool

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.

TREASURER'S REPORT

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

Cash at Bank as at 01.06.2020	\$1,786.75
<i>Plus Receipts</i>	
Donation by Jean Parker & Charo Devery	\$310.00
Membership	\$0.00
Interest 30 June 2020	\$0.17
<i>Less Payments</i>	
	\$
Cash at Bank as at 30.06.2020	\$2,096.92
<i>Outstanding Receipts</i>	\$0.00
<i>Outstanding Payments</i>	\$0.00
Account Balance	\$2,096.92

Signed as a true record
Mike McEvoy
Treasurer

**MHYC Cruising Division
Detailed Profit and Loss Account
For the year ended 30 June 2020**

		2017/18	2018/19	2019/20
Cash at bank as at 1 July		1966.30	2398.45	2374.86
Income				
	Interest received	2.15	2.21	1.96
	Membership Fees	450.00	50.00	50.00
	Sale of Burgees		70.00	
	Wachman Manuals	20.00		
	Donations		155.00	310.00
Total Income		472.15	277.21	361.96
Expenses				
	Purchase of burgees			
	Prize for photo comp.		200.00	100.00
	Pointscore Prizes			39.90
	Gifts to Guest Speaker	40.00	100.80	
	Indonesian Rally Night			500.00
Total Expenses		40.00	300.80	639.90
Less outstanding Payment				
Plus outstanding Receipt				
Operating Profit/ Loss		432.15	23.59	277.94
Cash at Bank 30 June 2018		2398.45		
Cash at Bank 30 June 2019			2374.86	
Cash at Bank 30 June 2020				2096.92

Signed:

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

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