



# MIDDLE HARBOUR YACHT CLUB

## THE COMPASS ROSE CRUISING LOG

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Editor:            Trevor D'Alton

**Next Meeting :   Monday February 16<sup>th</sup> 2015, 7:30p.m.   B.Y.O. BBQ 6:30 p.m.:**

**Guest Speakers:   Peter Nott, Unit Commander, Marine Rescue, Middle Harbour.**  
**&**  
**John Harris, Unit Commander, Terry Hills Radio Base.**



Kachina leaving Hawkes Bay Harbour at sunrise

## CRUISING DIVISION OFFICE BEARERS – 2014-15

<b><i>Cruising Captain</i></b>	Colin Pitstock	0407-669-322
Cruising Vice Captain	Phil Darling	0411-882-760
Vice-Commodore Cruising	Colin Pitstock	0407-669-322
Secretary	Michael Mulholland-Licht	0418-476-216
Treasurer	Trevor D'Alton	02-9960-2878
Membership	Jean Parker	0403-007-675
Name Tags	Lena D'Alton	9960-2878
Compass Rose Coordinator	Maralyn Miller & Committee Members	0411-156-009
Safety Coordinator	Bill Allen	9977- 0392
Waterways User Group	Mike McEvoy	9968-1777
Sailing Committee	Colin Pitstock	0407-669-322
Guest Speakers	Royce Englehardt, & Committee Members as required	
On Water Events Coordinator	Colin Pitstock/ Michael Mulholland-Licht/ Phil Darling	Michael 0418-476-216 Phil 0411-882-760
On Land Events Coordinators	Jean Parker / Hilary Gallagher	
General Committee assistance	Royce Englehardt, Trevor D'Alton, Phil Darling, Maralyn Miller, Hilary Gallagher / Paul Wotherspoon	



**Editor's note:** **Deadline** for the next edition of the Compass Rose is: March 6th, 2015

The EDITOR for the next Compass Rose is  
Glynne Attersall

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or

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

MHYC CRUISING DIVISION ANNUAL PROGRAM 2015		
February 2015	16 <sup>th</sup>	Cruising Division Meeting
	22 <sup>nd</sup> to 1 Mar	Late Summer Cruise
March	16 <sup>th</sup>	Cruising Division Meeting.
	22 <sup>nd</sup> & 23rd	Harbour night-sail and raft-up Hen & & Chicken Bay
April	2 <sup>nd</sup>	Twilight racing ends
	3 <sup>rd</sup> to 6 <sup>th</sup>	Easter Cruise – Pittwater/Broken Bay includes Safety Practice
	11 <sup>th</sup> to 16 <sup>th</sup>	Sail Port Stephens week
	20 <sup>th</sup>	Cruising Division Meeting
May	16 <sup>th</sup> & 17th	Mystery Night Cruise (Tides Ok)
	18th	Cruising Division Meeting
June	6 <sup>th</sup> to 8 <sup>th</sup> LWE	Get Checked Weekend and Raft-up.
	13 <sup>th</sup> to 14 <sup>th</sup>	Club Get Set weekend
	15th	Cruising Division AGM
July	12th	Long Lunch
	20 <sup>th</sup>	Cruising Division Meeting
August	17 <sup>th</sup>	Cruising Division Meeting

**Next Meeting: Monday February 16th, 7:30 p.m. B.Y.O. BBQ before at 6:30 p.m.**

**Speakers: Peter Nott, Unit Commander, Marine Rescue, Middle Harbour & John Harris, Unit Commander, Terry Hills Radio Base.**

**Peter Nott** is a volunteer member of Marine Rescue NSW and is Unit Commander and Duty Officer (Delta Watch) at Middle Harbour base at the Spit. Peter holds Marine Master 5 and Marine Engine Driver 3 qualifications and has an RMS Certificate of Competency as Commercial Coxswain. He recently completed a Cert IV in Training & Assessment for use in Marine Rescue. Peter owned his first sailing vessel (a VJ) at 11 years of age, and spent many year racing various forms of dinghies, graduating to keelboats and competitive offshore racing. His volunteer work is his way of 'giving back' to the boating community.

**John Harris** is a volunteer Member of Marine Rescue NSW and is Unit Commander Terrey Hills, of one of our 24x7 radio bases located at Terrey Hills John is qualified as a Coxswain and has worked as a full time skipper of a pleasure craft plying the east coast of Australia. He has a number of ocean racing miles under his belt on both the East & West coast, including a number of Sydney-Hobart races. John is technically competent and very familiar with the boating scene having managed a Sydney boatshed for some years. John has recently successfully overseen the complete overhaul and update of the Terrey Hills base radio facilities.

## Captain's Column – February 2015

**Colin Pitstock**

**Cruising Captain and Vice-Commodore, Cruising.**

Hello Sailors

It's been a couple of months since we last had a Compass Rose. Firstly I would like to thank all the editors for putting this magazine out each month. Since the last Compass Rose a few things have happened, we have had our Christmas Party and our New Year BBQ. It has been great to see so many members attending these events. This is just the start of a year full of events.



We have a couple of members, down in Tassie for the Wooden Boat Show. At the end of the month we have our annual summer cruise to Pittwater, which has been organised by the one & only Paul Wotherspoon, thanks Paul. I'm sure it will be a fun week in Broken Bay packed full of events. It's guaranteed not to be boring. The Pittwater cruise is one of the main events of our cruising calendar. From this event we learn a lot, build great friendships & a strong camaraderie, amongst the cruising division and with other cruisers who are all out there enjoying the big blue sea. We are also there to lend a hand if needed. Cruising in company is the best way to enjoy sailing. You'll learn so many different things, from the best sort of lighting to put in, to the best way to store a lettuce. Someone will have the answer to your question. Also thanks everyone for coming to our monthly meetings, we have had some great attendance and it's great to see new faces and some of the long time members that come long.

I'm sure you will enjoy the experience, if it's our Pittwater cruise or a harbour event to one of our monthly meetings. It's always great to have a chat and catch up with who has been where or who is bringing what to the next event.

Don't forget to let us know if any of you are just going away for a couple days let's know if you would like to cruise in company. We have just spent 2 months kicking around Broken Bay with Bliss & had a fantastic time. Don't forget we would love to have some articles on your latest cruising adventures and lots of your photos.

Smooth seas and a gentle breeze I hope blow in your direction.

Cruising Captain Colin  
SY Shazam

### CD Quiz – February 2015 by Phil Darling

1. What is meant by the term “in irons”?
2. What is the difference between a “sailors” bowline and a “cowboys” bowline (sometimes called a “dutch” bowline)?
3. What times of the lunar month would you expect to have Spring tides?
4. You note that High Tide today is just after 1pm. What time would you expect it be tomorrow?
5. The tide table says high tide is predicted to be 1.8m today so you have pulled your dinghy above that level on the beach. Sitting in the MHYC bar you note a strong easterly blowing, due to an intense East Coast Low just off the coast. Should you move your dinghy?
6. What is the Angle of Vanishing Stability?
7. You are chartering in Europe and the charter company requires you to get an ICC. What is this, and how do you get it?
8. The ICC tester also asks if you need the CEVNI endorsement. When would you need this?
9. You are down the southern end of Port Phillip Bay, near the entrance, on the eastern shore. It is a brilliant sunny morning but, alas, no wind. A local walks past and says “don’t worry – good sea breeze later”. What might you expect?
10. Would you expect the wind in Q9 to back or veer as they strengthen later?

**To: Jean Parker**

**GET WELL SOON, FROM ALL YOUR FRIENDS AT THE MIDDLE  
HARBOUR YACHT CLUB – CRUISING DIVISION**

*As many of you may know, Jean had a nasty fall a few days ago from a ladder at her home in North Sydney. Given the circumstances Jean is a very lucky lady. However, luck is a relative term given she is likely to be in RNSH for a few weeks nursing two fractured legs. Our thoughts are with you Jean and with Noel and the family.*

**Extreme Sailing on Sydney Harbour 10 to 14 December 2014**  
***by Mike McEvoy***

While I know that Cruisers don't necessarily want to go fast it is nice to do so occasionally. I had the good fortune to be the guest of one of the major sponsors of the Extreme Sailing event on the Harbour on Sunday 14 December.

Apart from the great hospitality I had the opportunity to go out on one of the 40 foot event catamarans. They sail with a crew of six and add one guest for fun/ballast. Given my age I was relegated to one of the morning pre-race warm up runs. Believe me that was pretty good. Just being in one of the chase boats, a Scorpion 30 foot RIB, was rather exciting as they flitted about the harbour picking up guests from the VIP vessel at Man-O-War steps on the eastern side of the Opera House, to catch and then be dropped off on the cat was thrilling. They were doing upwards of 30 Knots to keep the turnover of three guests at a time with just a crew of three on each of the 12 cats.



Approaching the finish line with gennaker flying

Getting to the cat involved two transfers from RIB to RIB to get onto the only RIB authorised for the boarding of each race boat.

During my ride the question of “Are you a sailor?” was met with a strong “Yes” and the skipper handed over the tiller (extension) for the fastest ride I’ve ever steered on a sailing vessel – about 24 knots. When they are racing these cats can go much faster. While on the cats one has to wear a PFD and helmet, for good reason, the tacks and gybes can be very quick and that boom is rather low. The mainsheet is applied with a hydraulic ram, so they get the mainsail rather flat.

My son was lucky enough to score a ride in two races and I think the smile has not left his face since then. Unfortunately our sponsor boat came third in the series, with Alinghi the winner.



Alinghi wins the final race on double points, as they furl the gennaker

## ***NEW BOAT HARBOUR AT SHELL HARBOUR ON OUR SOUTH COAST***

Yes, a new boat harbour, 18 Hectares in area (about 40 Acres) is being built about one kilometre south of the town of Shell Harbour and north of Bass Point, about 50 miles south of Sydney. (north of Kiama) Our visit by car was in November 2014. Stage two is under way, with completion planned for 2016. The very small and shallow existing boat harbour at Shell Harbour remains. (Small motor boats). The new boat harbour should be a good overnight stop, if day sailing south.

We have found that:-

- Wollongong tolerates yachts, but with almost no facilities.
- Kiama is very small and appears to be a rock and roll “harbourette”, (from the shore).
- In through Crookhaven Heads, one can anchor, row ashore and use the caravan/camping area facilities, (fuel is about a mile up the road).
- Jarvis Bay is beautiful and large, 9 by 6 miles roughly, requiring one to move for protection, if there is a strong wind change, but there are no facilities, unless you dingy ashore and search.
- Ulludulla Harbour is virtually controlled by the local Fishermen and we found hostile to yachts. However, the Marine Rescue boys, are really helpful, but their station building has been demolished, (not sure where they are now) so we will avoid Ulludulla, when going south.
- At Bateman(s) Bay, whilst the bay is beautiful and scenic, one can only enter towards high tide, (River entrance bar about 1.5 metres at low tide) for access to the river and crowded Marina, where they do try to cater for yachts. Once there the town is great and up the river is interesting.

So, we have high hopes for the new boat harbour at Shell Harbour, with the planned facilities.

Bill Humel

“As Free As The Breeze”

(Sometimes we have headwinds)

# Fabulous Feb Cruise

**REVISED DATES ...**

**Now, ...February 22nd to March 1st, 2015**

Come sail with us on an enhanced version of last year's ***most successful*** cruising event. This year, all vessels will start together and attempt to sail in company, at least at the start, but doubtless the faster ones amongst us will streak away. We shall see. The intention is to sail north to Broken Bay, weather permitting, relax and enjoy the delights of exploring the many sheltered bays for a whole week. If you cannot make the cruise, you have three opportunities to make a day trip to join in at any of three reasonably priced waterfront restaurants that have been booked with a reserved berth for our transport boat (including a visit to a sub-tropical island).



**Luncheon is always popular.**

We will have the Cowan Creek almost to ourselves as school holidays will be over. If you have not already done so, be sure to add your name and Vessel to **the Event Board** to be circulated at the **February 16<sup>th</sup> meeting**.

Or you can contact Paul Wotherspoon directly on **0417 495 794**.

Do not miss out, as numbers may have to be limited.

*....Rapture*

**Middle Harbour User Group – relevant minutes from the meeting held  
19 November 2014**

New BEO	DD advised to the new Boating Education Officer - Pascal Geraghty	Information only
Boat Licence Review	DD advised that the Boat Licence Review has just been released, which is looking at options to streamline and reduce red tape.  Possibility of alignment between car drivers licence and boat licence.	Information only
Safety Plans	GD advised of his meeting with transport which they confirmed that \$70 million has been set aside over 5 years for boating facilities, including boat ramps and storage facilities.	Information only
Courtesy Moorings	19 New Courtesy moorings sites have been identified and are in the final process of being approved.	Information only
Boating Plans	GD advised that an announcement from the Minister in regards to boating plans and an action plan is soon to be released.	Information only
General Business	<p>BM asked about the Clontarf Marina development and what it means for private moorings in the area, WS advised that after the construction of the new marina, the local BSO will be looking at the location of all moorings left in the area.</p> <p>BM asked for confirmation that a 30 metres boat can't be put on the end of it, DD advised that we don't have that information from council at this stage.</p> <p>WS advised that most of the signs East of the Bridge will be replaced and increased in size where appropriate.</p> <p>KS advised that the Hi Vis minimise wash when rowers about have been installed.</p> <p>KS also advised that there will potentially a new 4 knot sign diagonally NW from D'albora Marina</p>	Information Only

## PORT STEPHENS MARINE PARK (Please be aware)

Recently, (November 2014) during a morning walk along the shore pedestrian pathway at Shoal Bay, I read the local information signboard and I was taken aback. There were copies of a map of the Port Stephens - Great Lakes Marine Park Zoning Plan User Guide dated May 2014, issued by NSW Maritime Parks Authority, available in a plastic holder.

Reading the information on the signboard and map, I noted the following. All boats passing through this area are required to carry a copy of this Map. The restricted area on the map covers, south from Sugarloaf Point, Seal Rocks, Broughton Island, Cabbage Tree Island, Yaccaba Head, south from Point Stephens, areas within Port Stephens, Lemon Tree Passage, the Karuah River, the Myall River and parts of the Myall Lakes. "Zone markers indicate Zone Boundaries. Please note Zone Markers do not indicate all Zone boundaries".

There are different restrictions in different zones, such as only trolling in some areas, or no fishing at all in others and passage through some areas at low speeds only. "Please be warned that \$500.00 on the spot fines and heavy penalties of up to \$110,000.00 apply for infringement against the zoning plan and breaches of the Marine Parks Act .... "

"There are also provisions for the confiscation of fish, fishing gear, boats, trailers, vehicles and other equipment." We don't often fish off our yacht or dingy, nor troll a line. We will now be carrying this map on board and checking the various restrictions, before wetting a line.

Whilst sounding restrictive, (and threatening) these measures may preserve some fish and allow some to recover in numbers. Fairy Bower Marine Park near Manly is now a real pleasure to snorkel. The numbers and size have increased since the Marine Park was introduced. Seafood at the Co-op is starting to look less expensive.

Bill Humel

"As Free As The Breeze"

### Editors Note.

Copies of the Port Stephens – Great Lakes Marine Park User guide and Zoning Map are available at the NSW Marine Parks Authority website using this URL.

<http://www.mpa.nsw.gov.au/psglmp.html>

## Chef's Corner .....with Colin Pitstock



Hi,

It's been two months & you must be hungry, so this time of the year, we have a lot of time in the cockpit, so I thought finger food. Something you can eat with one hand & drink with the other. So chill your glass of bubbles, while you head to the ships store to retrieve the things you need to make these tasty treats.

So fill your glass & have a sip, turn your oven on to pre heat & get started.

- **1.5kg chicken wings, wing tip removed**
- **¼ cup (60ml) sherry vinegar**
- **1 teaspoon caster (superfine) sugar**
- **sea salt flakes**

### ***sour cream dressing***

- **½ cup (120g) sour cream**
- **¼ cup chopped chives**
- **2 tablespoon lemon juice**
- **1 tablespoon shredded lemon zest**
- **½ teaspoon smoked paprika**



Admirals Chicken Wings

Preheat oven to 220°C (425°F). Place the chicken wings, vinegar, sugar and salt in a baking dish and toss to combine. Roast for 40–45 minutes or until golden. Place the sour cream, chives, lemon juice and zest, and paprika in a bowl and mix until well combined. Serve chicken wings with the sour cream dressing. Serves 4–6.

## KNOW YOUR KNOTS (part 2)

Following on from the last edition, here are three more knots for you to practice.

The REEF KNOT is used to join together two ropes of equal size.

Remember “*Left over Right, .Right over Left*”

REEF KNOT



The DOUBLE SHEET BEND is used to join together two ropes of *unequal* diameter.

Note: begin by taking the end of the smaller rope over the short end of the larger rope.



DOUBLE SHEET BEND

The ROLLING HITCH is a valuable knot as it allows a rope under *tension* to be tied off to itself without the necessity to form a loop at any stage.



ROLLING HITCH

## **BROOME TO DARWIN CRUISE AUGUST 2014 – Part 1**

I had wanted to cruise the Kimberley Coast for some years. Our travel agent found all boats were booked out this year, except for one extremely expensive cabin. It was top price with no choice. Recently a tennis club member advised me of an 11 day cruise, they had just completed, at reasonable cost, along the Kimberley Coast, with Kimberley Expeditions.

Next morning, I searched Kimberley Expeditions on their internet site and printed off their brochure and deck layouts of their vessel “Reef Prince” a 38 metre power catamaran. At 8.30 am W.A. time, I made a preliminary enquiry for a Cruise in 2015.



Someone had just postponed their booking of 3 cabins, because of health problems, for a cruise from Broome, starting in just over 2 weeks. I booked one of these cabins on the spot. I knew the Admiral would be very happy!!! Actually Helen was a little apprehensive!

Sonny, of Kimberley Expeditions, organized our flights, transfers and hotels, all good. On Tuesday August the 5th 2014, we took off at 11.00 am EST and flew direct to Broome. The flight time was 4 hours 20 minutes and we were in our hotel room by 2.20 pm Broome time. We took a taxi to Malcolm Douglas's Crocodile Farm, which we missed the last time we were in Broome in 1998. The taxi driver did not know where it was!!! We arrived at 3.00 pm, croc feeding time. There were 3 ponds, crocs, alligators and more crocs. Apparently alligators are less aggressive than crocs. After feeding, the attendant stroked a large alligator's nose. I looked to see if his arm was artificial, but it looked real! The largest croc caught on this coast was 6.3 metres! (according to the records in Darwin) the East Coast Crocs are a bigger breed.

On Wednesday the 6th August, our adventure began. Kimberley Expedition's charter coach arrived right on time, (we were the last pickup of the 35 passengers) to take us to the boat (ship). We had been warned to wear shorts and wet footwear for a wet boarding. There is little wharf space in Broome. The tide was low, so the coach drove down onto the beach, near the water. When Helen and I stepped off the coach last, Helen with restricted mobility in her legs and me limping along with only one good hip, I looked for a reaction from the crew. No problem, we will manage was the response. Well, that's off to a good start! No crocs in this area, as we waded out into shin deep water and Helen sat on the gunwale and with assistance, swung her legs

over to successfully board the tender, for the first of many wet boardings and landings. We boarded the "Reef Prince" about 11.00 am, were given name tags and taken to our cabin for a detailed briefing. At 11.30 am we were underway, north along the low lying coastline, in a nice offshore SE sailing breeze of around 17/18 Kts and smooth seas. Dolphins were sighted and then whales. I never expected to see whales this far north. Then a strange creature was sighted with wobbly fins, off our starboard bow. Eventually it swam across our bow. It was a Manta Ray about 3.5 metres across. Later another one was sighted off our port side.

We watched the sun set as a red ball, in the smoke filled western sky, caused from back burning. The back burning is carried out by locals, using helicopters fitted with incendiary equipment. They start fires on hundreds of metre fronts. How do the animals survive? Richard our very knowledgeable naturalist, thought fires caused by natural lightning strikes were better. At 6.30 pm it was dinner time, with lasagne, risotto and salads, followed by apple crumble and ice cream. There was a self serve machine with tea, coffee, hot chocolate and biscuits available continuously. A special gluten free dinner was made for Helen. After this long day, it was an early night for all. The ship continued motoring past Cape Leveque, the big Cape above Broome and across the top of King Sound and anchored about 2.00 am.

Thursday, up at 5.30 am and down to the café bar for tea for Helen and a hot choc for me. At 6.40 am, we boarded a tender, for the trip ashore to Silica Beach. The sand was so fine and white, it squeaked under your feet. In Captain Nic's talk ashore, he said he felt this was the beginning of the Kimberley. Then we headed back to the ship for a hot breakfast.

At 8.30 am the ship was underway for Crocodile Creek, through the Buccaneer Archipelago, to Yampi Sound, where the large tender named "Regent" was collected. At 10.30 am, we boarded "Regent" with Allan driving, while Richard scouted ahead in a tender. We entered through a narrow passage between spectacular cliffs. A rock ledge about 5 metres high, with a waterfall blocked our way. A large sailing catamaran was moored close to a sturdy pipe ladder up the rock ledge. This gave access to the rock pool and waterfall, above and behind the ledge. The cat moved out a little to allow "Regent" to the ladder. The swim was very refreshing.

Back on board for lunch and the ship was off again to the north to a group of Islands called the McLeay Islands, for afternoon fishing. The ship anchored off a long beach and we left on "Regent" on the fishing trip. Within minutes the first fish was caught. It looked like a large Bream about 3 kilos in weight. Then some bigger fish were caught. I caught 2 large Bat Fish and released them and then hooked a really big one. I struggled to bring him up, using my plastic reel to pull upwards, to avoid the line cutting my hands. Yes, it was the biggest fish I have ever caught, a Grey Shark about 1.6 to 1.8 metres long. "Don't bring him in the boat" was the instruction. Quite wise I

thought. The shark was not a happy chappy. It was also released. Another shark was caught, so we were off to another spot, where more fish were caught and no sharks. Then back to the ship, after an exciting afternoon, for a clean-up shower and dinner.

Next morning, Friday, we went down for a breakfast snack at 5.45 and set off at 6.15 on the “Regent”, on an eco cruise. In the first rays of the rising sun, we entered a spectacular narrow multi-coloured rock gorge, with swirling currents, then along past mangrove shores, to a narrow waterway with similar cliffs. Back at the ship, we headed off towards the Horizontal Falls. Here the currents were strong, even though we passed through near low tide. The Horizontal Falls are caused by two large lakes, each separated from the sea by a long ridge, causing them to be landlocked, except



for a narrow gap. The inner gap is 12 metres wide and 40 metres deep. At 11.00 am we were underway and crossed Collier Bay to reach Montgomery Reef by 4.00pm at low tide. This Coral Reef is about 340 square kilometres in area. In the tender “Regent” we travelled into the reef, along a

penetrating creek. The reef has a continuous mound around the perimeter, forming a lake over the reef. This lake drained through rivulets into the creek at low tide. Crocodiles lay diagonally across some of these rivulets, causing the water to pass by their heads and any fish escaping from the draining lake were supper. This coral reef survives in water temperatures varying between 22° to 32° celsius, quite different to the Barrier Reef. Back on board after dinner we watched Richard’s very professional film in the ships theatre, about this area.

On Saturday we landed early for a walk ashore to a rocky rise up to an aboriginal art site. Then we were off across Doubtful Bay to an inlet and rock landing at Ruby Falls, for a swim in the rock pool. Underway again we cruised to and landed at an aboriginal art exhibition. The government had built the structure, for local people to exhibit and sell their local artist’s work. Sunday, had a 2.00 am arrival to anchor in Hanover Bay. At 6.30 am there was another fishing trip, then an early beach walk at low tide, then back to the ship for breakfast. Then underway across St George Basin, past 2 large table topped Mountains to the NE (One named Mt Trafalgar) and up The Prince Regent River. Some names came from the Napoleonic Wars.

*To be Continued.....*

## PHOTO CORNER

...hints from **Wolfgang Kullik**

### Action Cameras

Browsing through JB Hi-Fi recently I noticed quite a few Action Cameras on the shelves. I got on the internet and found there are many models to choose from, in a price range from \$50 to over \$500. That is before you buy the “necessary” attachments and gizmos.



This seems to be the latest craze.

Here are some in order of cost:



Extreme X Full HD Action Camera - \$99

Full HD Movie, Still photo 12 MP, 32 GB memory, Waterproof (with case 45m), Wi-Fi, Wide angle lens.



Kaiser Baas X100 Wi-Fi Action Camera :  
\$170

Full HD Movie, Wrist Remote, Wi-Fi, Still Photo 5 MP, Waterproof, Micro SD.



Sony HDR – AS20 Full HD Action Camcorder : \$249

Full HD Movie, Micro SD/SDHC/SXS, Zeiss Lens, Still Photos  
11.9 MP, Waterproof with Case.



GoPro HD Hero4 Action video Camera (Silver) \$549

Professional Video Quality, Still Photos 12 MP, Wi-Fi, Bluetooth, Wide Angle lens (glass), Waterproof to 40m, Micro SD to 64GB, Various Mounts.

There are many more available as you will see if you search on Google with the search key ' Images of Action Cameras'. The choice is bewildering.

Note: For underwater work all these Cameras will need to be in a water proof case.

Get with the ACTION and good shooting. Send your images to the Compass Rose Editor.

Wolfgang - Mateship

## CD Quiz – February 2015 – Answers

1. A sailing vessel is in irons when it is head to wind and unable to pay off on either tack. This was much more serious for square riggers than for our style of yachts.
2. They are both strong knots; however the Sailors bowline has the tail inside the loop while the Cowboys (or Dutch) bowline has the tail outside of the loop and probably more likely to catch on obstacles.
3. Spring tides occur when the moon and sun are more-or-less in line – ie at the times of full moon and no moon (usually a day or two after in fact as there is a lag).
4. Diurnal tides (the type we have in Sydney) are approximately one hour later each day, so we would expect tomorrow's high at about 2pm. Of course there will be another high tonight at about 1.30am as well.
5. Yes! Tidal predictions are just that – predictions. A strong low will cause the tides to be higher, as will an onshore wind. Leave your drink and move the dinghy now.
6. This is the angle of heel, beyond which a vessel will continue to roll and eventually turn upside down rather than recover to the upright position. For most of our boats it is well beyond 90 degrees – thankfully.
7. The ICC (International Certificate of Competence) is issued on behalf of the United Nations Economic Commission for Europe Inland Water Committee (UN ECE IWC) and is required in many European countries (especially in southern Europe) prior to boating on their waters. In Australia you can get it through some of the RYA/YA sailing schools after completion of an assessment, or directly through the RYA if you have a Day Skipper certificate or higher.
8. The CEVNI regulations (Code Européen des Voies de la Navigation Intérieure) cover navigation on inland waterways in Europe. You only need the CEVNI endorsement if you are going to be inland on the rivers and canals away from the sea.
9. I would expect a light westerly first (the “Bay Breeze”), to be replaced later by a stronger southerly (the true “Sea Breeze” off the southern ocean). For those interested, Frank Bethwaite's book “High Performance Sailing” is highly recommended and devotes a whole chapter to “Winds Near Shores”.
10. A wind backs if it swings left or against the compass while it veers if it swings right or with the compass. As the winds in Q9 strengthened they would back due to the Coriolis force. The bay breeze would swing towards the south-west, and the sea breeze towards the south-east.

## Middle Harbour Yacht Club - Cruising Division

### Treasurer's Report As at 31st Dec 2014

Cash at Bank as at 30.11.14 \$ 2,103.84

Plus Receipts

Interest \$1.85

Less Payments

Cash at Bank as at 31.12.14 \$ 2,105.69

Outstanding Receipts

Outstanding Payments

Account Balance \$ 2,105.69

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)