



Devonport Yacht Club News



August 2015

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FROM THE QUARTERDECK A Report from Club President John Duder

From The Quarterdeck; once more. Principle news this month includes the AGM on 21 July and the successful Quiz night on the 25th, and our thanks to Quiz Master and Pianist Jason Sutcliffe who gave of his time and energy to keep us entertained and often puzzled and add to the Club's coffers .



At the AGM, the Commodore gave a comprehensive retrospective on the past year, highlighting the full social and sailing programmes, early repayment of the loan we took out for the Clubhouse upgrade, and the environmental controls being applied to our crucial haulage procedures, to name a few of the many voluntary inputs that keep the Club running.

Acknowledgements were paid to retiring committee members Laura McGuire, Warwick Squire, and long serving secretary, Colleen Petricevich.

I handed over the Presidency to past Commodore Peter Strathdee and I trust he will get as much satisfaction as I have after 6 years alongside 4 Commodores. Attending committee meetings has given me a valued insight into the many contributions that keep our Club in such good shape. New committee members selected were Wendell Dunn and Paul Burton, leaving a third slot to be filled by co-option.

On behalf of the Commodore I attended the inaugural forum on the future of the Ports of Auckland. The meetings outcome was the selection of a Steering Group of 9 + representatives of the various non-governmental "stakeholders", including Julie Stout, a Devonport architect and yachswoman, to represent the North Shore and harbour users. The latter yacht clubs were light on the ground, with only Richmond and Torbay also represented. I shall maintain contact on behalf of DYC and report back to the Commodore. It would seem that someone in Council did take note of the wharf extension debacle and actually decided on some form of "consultation".



A brief cautionary tale from our travelling serving girl, Sedef. She joined the Australian brigantine "Young Endeavour" in Cadiz in route to Turkey, as I mentioned last time. They turned back to Cadiz with engine shutdown due to over-heating, to find the cooling system blocked by a plastic bag which they worked out had been picked up in the River Plate and lugged across the Atlantic!

The Social Committee is planning a 110 yr. celebration of the Club's founding, on Sunday 20 September. The occasion will be appropriate to recognise Tony Armit's circumnavigation in "Marco Polo", with the "hanging" of his burgee, as per the attached picture and citation.

Wishing you all fair winds and reasonably smooth seas for the coming season.

John Duder



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COMMODORES REPORT

2015 AGM

The following is an abridged version of the Commodore's report presented to the AGM on 21 July.

Mr President, I have pleasure in presenting the report for the 2014/2015 year.

I would like to start by thanking my fellow flag officers and the General Committee for their efforts and support of the Club throughout the last year.

The work required from the General Committee is significant. As many of you who have been involved in the past will know. The General Committee has the task of both the day-to-day management of the Club as well as being responsible for providing wider governance, which includes ensuring the Club has a strategy and plan for the future.

During the last year we have been altering the way in which we run our committee meetings with a view to reducing the administration element of the meetings to allow greater time for planning for the future over the next 12 months.

I would like to thank the committee for their efforts this year and look forward to working with many of you in the coming year.

Sailing

The sailing calendar for the 2014/2015 year has been a very successful one for the Club, culminating in a very well organised and attended prize giving last month.

We have had good participation levels in our racing and after racing social events.

The sailing committee have done a great job in ensuring our racing fixtures are well attended and by also introducing a few new events to the calendar.

Some highlights from the sailing year include the three handed gulf rally, the successful sailing challenge against the Navy, and of course the successful prize giving. My thanks to Andy Mason and the sailing Committee for an excellent year.



My thanks also to the people behind the scenes, our starting crew, finish boats and helpers. Thanks also to the many sponsors of our Club races this year.

Haulage

I started the 2015 calendar year with some hesitation in relation to haulage. This was in no way a reflection on the haulage master and team, but rather a concern in relation to how we would tackle the change in rules regarding anti-fouling, which came into effect a few weeks ago.

You will have seen in newsletters and communications what is required of the Club in relation to these new environmental protection rules. I would like to acknowledge Derek Snowball and the haulage team, and John Webley the past Haulage Master, for both a successful transition and for the development of the plan and process we have come up with to deal with these new rules. The plan and process are both practical and achieve the requirements of the new rules. While it might seem straight forward, the solution in place has taken a lot of work by Derek and the haulage team to plan and implement.

Finances

Our Treasurer's report on finance is also in this newsletter. However a few key points from me include:

Repayment of the Club's loan earlier this year. My thanks to the General Committees over the last couple of years, including past Commodore John Ford, for all their efforts in ensuring the Club was able to achieve this. To have been in a position to repay the loan 2 ½ years into the 4 year term is a great achievement.

The Club's finances, and in particular the repayment of the Club's loan has been one of my primary focuses for this past year.

Alongside this has been a focus on starting to build up some financial reserve for the future. When we started the building refurbishment job some 6 to 7 years ago, we had some funds



which enabled us to get started. It is my objective to rebuild those funds so that future projects, whatever that may be, can also get started. A reserve fund is also essential for unknown expenses in the future.

The Treasurer's report covers the state of our balance sheet in more detail, but to summarise- we have \$32,000 on term deposit as a reserve fund. My objective in the coming year is to see this grow to approximately \$45,000.

The General Committee has been focused on budgeting this year to ensure we have greater oversight of the financial year ahead. Bill talks more about this in his report.

My thanks to Bill Jaques for all his efforts during the year. He has done an outstanding job as Treasurer and is an important support to me as Commodore.

The Club is in very strong financial heart, and this always makes the Commodore's job easier.

Membership

One of the successful initiatives instigated in the previous Commodore's term, has been the new members afternoons which have enabled us to meet and encourage new members to participate in the Club, get to know other members, and helpfully aid with better membership retention.

A further initiative we are planning is a mid-year (between AGMs) get together for members to hear what we, as a General Committee are doing and to hear your thoughts and ideas. That will likely occur early in the New Year.

Social Committee

I would like to acknowledge the work of the social committee.

It is a small but highly effective team. My thanks to Laura Maguire, who is not here tonight, Marj, Catherine, Robyn, Sabine, Heather, and also Val and Graham.

We have had a number of highly successful social events during the year, all of which take a considerable amount of time and effort to put on. Financially, the social committee contributes to the Clubs coffers and provides essential funds to ensure various things, for the benefit of members, get done and improved around the Club.

Clubhouse

I want to acknowledge the Clubhouse Captain, Marj Ward and her assistant, Catherine Ford. They are a great team who work very hard for the Club.

A lot of work is required behind the scenes dealing with customers. This requires great organisational skills and patience. They are the perfect team for the job

Catherine does a lot of work dealing with booking enquiries. I would also like to acknowledge the support of John Ford in supporting Catherine in this role.

My thanks also to Warwick Squire, in particular for continuing to assist with various Clubhouse maintenance matters.

The Clubhouse has been widely utilised this year. I accept that it is not always ideal having paid hall hire and functions, but we always try to ensure we get the right balance to ensure the Club is first and foremost available for members to enjoy and use.

It is important to recognise that the revenue from external hire has meant we can repay the loan as quickly as we did. The Club cannot survive just on membership subs, we need a diversified range of income, of which hall hire is an essential element.

We also have to be very focused on making the Club available for community group use, free of charge. I can confirm we have done so extensively this year, including making the venue available for the recent Westpac Rescue Helicopter Quiz night fundraiser.

We do this because we are part of the community. We also have a requirement in our lease, which we take very seriously, to ensure we are available and accessible to the community.

We spent some money this year on new deck furniture, kitchen equipment and some essential haulage expenses.

Bar

The bar is an important part of Club for us socially, as members, and also as source of revenue.

My thanks to Scott Richardson for his oversight of the bar during the year.



I would also like to acknowledge Kirsty, who has now been with us for over 10 years, I believe. She puts in a huge amount of effort and makes Scotty's and my life a lot easier because of the way in which she manages the bar.

Kirsty has also been working very closely with Bill, regarding our new till and stock systems.

Publicity

There will be some significant changes in publicity this year, mostly through the introduction of a new website. My thanks to Maurice Alderwick, who drives the Club's publicity.

My thanks also to Kathleen Riley Dunn. Kathleen is our newsletter editor and does a great job, chasing errant flag officers and getting our monthly newsletter together and published. As mentioned, we will be overhauling the Club's website, spending approximately \$4,000 to do so, using professional web designers.

It will be a hugely improved resource for members, including a calendar of events, photos and other material, and the ability to pay online through PayPal or similar.

Retiring Officers

My thanks to the following people who are retiring from the General Committee this year
Laura Maguire
Warwick Squire
Colleen Petricevich
John Duder

They have each, in their own way, contributed to the Club and I am sure will continue to do so. I will thank them more fully later in the meeting.

Lease

The Club's lease with the Council was signed last December. The process to get a new lease took nearly two years and involved a lot of work by John Ford and Natasha Strong.

The new lease is broadly similar to the old one but with some additional KPI's and reporting requirements.

The Club obtained legal advice before signing the lease to ensure we understood the terms and requirements.

Other matters

The Club has moved it's insurance to AON. My thanks to the Treasurer for all the work required to do this.

As you will be aware, a subcommittee was established to rewrite the Club rules. This committee is chaired by Natasha Strong and consists of Sue Johnson, Bill Jaques and Wayne Mapp. They have been meeting regularly and working through the process for most of this year. Tash will speak to this process more fully. Yachting New Zealand have, for the coming year and beyond, changed the way in which they calculate Clubs affiliation fees.

It is important, in my view, to be affiliated with YNZ. We are a yacht Club and they are our national body.

The benefits of affiliation include, amongst others, the ability to obtain grants, use of sailing rules, and support for various administration functions.

Works Manager

I would like to take the opportunity to acknowledge the massive contribution made by Charlie Webley to the Yacht Club, and in particular his many years as Works Manager for the Club.

Charlie retired from the position of Works Manager at the AGM, but I am confident he will continue to be available to assist and contribute to the Club in the future.

I know I speak on behalf of all members of the Club when I thank Charlie.

Final Comments

I would like to personally acknowledge the support of my two predecessors, Commodores Sue Johnson and John Ford. Their support and help with a variety of tasks has been invaluable to me and the Club.

Matt Kemp
Commodore

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DIRECTORY UPDATE



A warm welcome to our newest members.

| DYC NEW MEMBERSHIP | | | | |
|-----------------------------|-----------|-----------|-------|-----------|
| Member | Boat Name | Design | Sail# | Call sign |
| Family Membership | | | | |
| Richard & Heidi HARMAN | L'Avanti | Farr 1020 | 6515 | |
| Associate Membership | | | | |
| Colleen & Tony RASMUSSEN | | | | |
| Tina RACKLEY | | | | |

END OF FINANCIAL YEAR *Financial Statements*



The Club's financial year ends on 31st May. Financial statements for the 2014 – 5 year were presented to the AGM on 21st July. To summarise a 12 page report... your Club is in good financial shape. We have achieved a modest surplus after paying off the final \$22500 of our Renovation loan 15 months ahead of due date and expenditure on some minor capital items. Below is a summary of the Profit and Loss account:

Major contributors to revenue were subscriptions, bar sales, hall hire and haulage, with a very creditable sum from the Social Committee. Our greatest direct expenses are insurance and our annual Yachting New Zealand affiliation fee, plus the non-cash item of depreciation. The modest surplus is appropriate. Below is a summary of the balance sheet which shows the value of the club.

The current assets figure includes cash at bank which is unusually high due to the new timing of our annual insurance payment – it was due and was paid a couple of days after balance date. The accounts were presented subject to audit. The full set of accounts – with figures for the previous two years - are displayed on the club notice board and a copy is available for perusal at the bar.

Annual Fees

The General Committee has considered a budget for the 2015 – 2016 year. This allowed for a 5% reduction in revenue and a 5% increase in costs. It provided for some items of capital expenditure yet to be confirmed and an increase in the funds on term deposit against the possibility of an unforeseen emergency. The Committee therefore recommended that the annual subscription fees remain unchanged.

| | |
|----------------------|----------|
| Family Membership | \$275 |
| Ordinary Membership | \$240 |
| Associate Membership | \$130 |
| Junior Membership | \$105 |
| Country Membership | \$125 |
| Veteran Family | \$147.50 |
| Veteran Ordinary | \$125 |
| Veteran Country | \$75 |

Membership Numbers

Also reported to the AGM were current membership numbers and a comparison with past years.

| | | | | | |
|------------------|------------|-----|------------|------------|------------|
| Associate | 129 | 38% | 129 | 118 | 101 |
| Junior | 1 | 0% | 4 | 2 | 3 |
| Country | 5 | 1% | 6 | 5 | 5 |
| Veteran Family | 15 | 4% | 14 | 12 | 13 |
| Veteran Ordinary | 7 | 2% | 7 | 8 | 7 |
| Veteran Country | 3 | 1% | 3 | 3 | 2 |
| Life | 13 | 4% | 11 | 11 | 11 |
| Overseas | 6 | 2% | 9 | 10 | 11 |
| | | | | | |
| Total | 338 | | 354 | 335 | 308 |

| Devonport Yacht Club Inc. | |
|---------------------------------|-------------------------|
| Balance Sheet | |
| As of May 2015 | |
| Current Assets | \$60,611 |
| Stock | \$12,404 |
| Term Deposit | \$32,505 |
| Fixed Assets | \$678,422 |
| <u>Total Assets</u> | <u>\$783,941</u> |
| Liabilities | |
| Current Liabilities | \$21,247 |
| <u>Total Liabilities</u> | <u>\$21,247</u> |
| <u>Net Assets</u> | <u>\$762,695</u> |
| Equity | |
| Retained Earnings | \$543,453 |
| Current Year Earnings | \$5,504 |
| Retained Earnings | \$213,738 |
| <u>Total Equity</u> | <u>\$762,695</u> |

| Devonport Yacht Club Inc. | |
|------------------------------------|-----------------------|
| Profit & Loss Statement | |
| June 2014 through May 2015 | |
| Income | \$261,942 |
| Cost Of Sales | \$66,660 |
| Gross Profit | \$195,283 |
| Expenses | \$191,492 |
| Operating Profit | \$3,791 |
| Other Income | \$1,774 |
| Other Expenses | \$61 |
| <u>Net Profit / (Loss)</u> | <u>\$5,504</u> |



OFFICERS 2015/2016



The AGM held on the 21th has elected the officers for the coming year. They are as follows:

| | |
|-----------------|----------------------------|
| Patron | Pippa Lady Blake |
| Vice Patron | C. O. HMNZS Philomel |
| President | Peter Strathdee |
| Vice Presidents | Alan Kemp, Peter Parsonson |

OFFICERS

| | |
|-------------------------------|--|
| Commodore | Matt Kemp |
| Vice Commodore | Natasha Strong |
| Rear Commodore | Geoff Evans |
| Treasurer | William Jaques |
| Secretary | vacant |
| Clubhouse Captain | Marje Ward |
| Haulage Master | Derek Snowball |
| Sailing Master | Andy Mason |
| Bar Manager | Scott Richardson |
| Publicity Officer/ Web Master | Maurice Alderwick |
| Works Manager | Paul Burton |
| General Committee | Hugh McGuire, Wendell Dunn, Vacant |

OTHERS

| | |
|---------------------|---------------------|
| Assistant Treasurer | Sue Johnson |
| Safety Officer | Kevin Johnson |
| Newsletter Editor | Kathleen Riley-Dunn |
| Auditor | Don Hounsell |

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Devonport Yacht Club Notice Board



CLUB WEB SITE WWW.DYC.ORG.NZ

As reported last month our current website has reached a stage where it has become unmanageable. We have cast around to various suppliers and developers to see what they can offer. We received two interesting proposals, one of which was accepted and approved at the last Committee meeting. Work is now underway on designing the new architecture for the site. Once this is accepted, we will start adding content.

As stated in last month's newsletter, the old web site is still usable by viewers. It is currently complete with the exception of last month's newsletter.



SITUATION VACANT – CLUB SECRETARY

Colleen Petricevich, our current Club Secretary has advised she will be retiring from the position after this year's AGM.

Accordingly, the Club is seeking a new Secretary to take over after the AGM at the end of July.

In addition to attending the monthly Committee meetings and taking and preparing minutes, the Club Secretary also has responsibility for managing the Club's correspondence maintaining and administering various records of the Club, including our membership.

A small honorarium may be payable.

If you are interested or would like to know more, please contact the Commodore.

commodore@dyc.org.nz
021 839 556

Matt Kemp
Commodore

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A COUPLE OF INTERESTING PROTESTS

BY FRANK WARNOCK

These incidents happened quite some years ago and the rules could have changed since.

Protest #1 it was a Squadron harbour race which started off the end of Orakei wharf in a very light southerly breeze that was barely enough to fill the spinnakers. Offshore was racing in the third division being one of eighteen starters. The first mark was Northern leading beacon and Rambler a big heavy displacement Woollacott boat got a break on the fleet from the start and was 50 metres ahead of us at the first mark, the fleet at this stage was spread out to the east of the mark and Sirius sailed by John McKenzie was weather boat then came Offshore and Centaurus owned and sailed by Edgar Gallagher with the rest of the fleet to leeward of her. Centaurus was previously called Satanita when owned by Ron Wilkie.

Rambler ran out of wind at the mark and stopped while the rest of us kept going at about two knots of boat speed. We had dropped our spinnakers and I had Sirius alongside to port and Centaurus to starboard and no where to go. I called on Sirius to go to windward of the mark so that I could do the same but John ignored me and he squeezed through between Rambler and the mark while Edgar had clear water to leeward and we on board Offshore ran straight into Rambler's stern.

BOOOOOOMB it made one hell of a noise and both yachts shook, George and Fergie Shiska joint owners of Rambler were unimpressed putting it mildly at being shunted in this way and abused me using words that I cannot repeat here and told me that they intended to protest.

A new breeze came in from the north and we all sailed close hauled towards the next mark however they had a problem aboard Rambler and could not find their protest flag and it was not hoisted we noted until nine minutes after the collision took place.

The protest was heard at the Squadrons clubhouse on the following Wednesday evening and the committees decision was that Ramblers protest was thrown out because they had taken too long to hoist their protest flag however Tommy Green a well known Takapuna Accountant who was the leeward yacht of the whole fleet was disqualified for failing to provide sufficient room for the rest of the fleet to round the mark. We were all overlapped on each other. Poor Tommy, I doubt if he had any idea of what was going on at the weather end of the line of yachts.

Protest #2 this occurred during a harbour course in Kawau Bay during Squadron weekend and the weather was great with a 15 knot breeze. Again Offshore was racing in the third division and we had rounded Motuora Island and were heading for a laid mark in Kawau bay which was straight down wind from the Island and most yachts including us decided to tack downwind.

As we approached the large yellow buoy on starboard we noticed a Stewart34 approaching the same mark on port tack and when we were within a few boat lengths of the mark I called Starboard on the Stewart 34 and he called buoy room on me. He was pretty aggressive and we were both doing six or seven knots and I love my boat so I squared away and gave him room to gybe around the mark to weather of me and we both headed for the next mark but we hoisted our protest flag and let him know our intentions.

I remember Don Brooke saying once that it is always better to give way and protest than to spend time and money repairing your boat. I also knew what the stem of a Stewart 34 could do; Russell Coutts tee boned the start boat during a Citizen Match race and sprung every plank on one side of her.

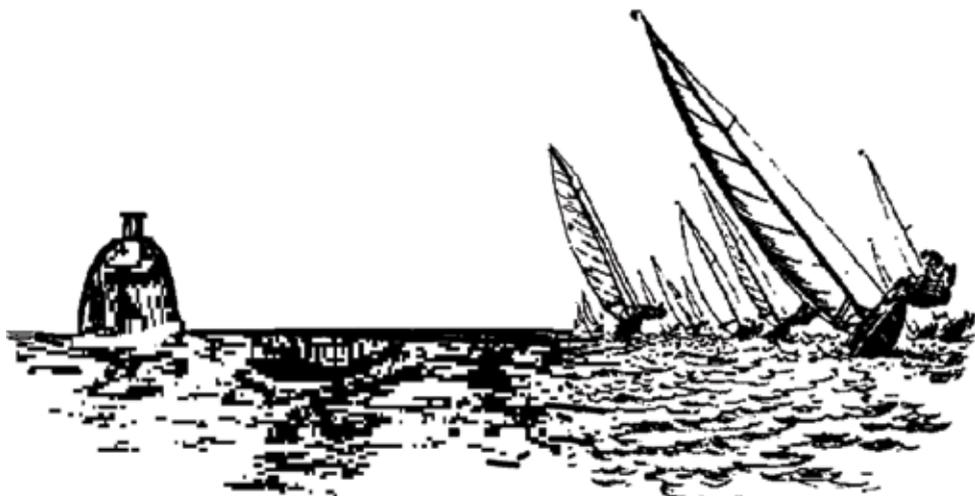
The protest was held at the Squadron rooms later the next week by which time both parties had discovered that we had rounded the wrong mark and the correct squadron mark was somewhere to windward so I said that the mark was an obstruction and it was a straight port/starboard. The S34 owner told the protest committee that if they agreed with me then he would protest the Squadron race committee and have the whole days racing declared null and void, hey it was heavy stuff.

They shooed us out of the room and after a lot of deliberation called us back and gave us their decision which was that although the mark in question was not a mark of the course both parties thought that it was at the time of rounding, when Offshore was within two boat lengths of the mark the S34 had an overlap, Offshore squared away and gave it room to round the mark so no rules were broken.

I did not know that the port/starboard rule did not apply when rounding a mark and I wonder how many readers know that one.

All's well that ends well and the Squadron decided to mark all their race marks RNZYS in black sticky back Dacron and my company Shoresails Ltd got the job of doing it.

Frank Warnock
Past President
Past Commodore Life Member



STORIES FROM THE COCKPIT



Over the coming months I will include some humorous old nautical sayings, which will intrigue all and offer an explanation as to their origin.

Weather Helm - Marked tendency of a sailboat to turn into the wind, even when the rudder is centered. This is easily countered by wedging a heavy object against the tiller. See CREW.

Wharf - Sound made by Vang when he wishes to be fed.

Whelk - Sound made by Vang to show that he doesn't like that dry, lumpy dog food you put in his dish.

Whip - Useful accessory if that dry, lumpy dog food is all you happen to have on board.

Yacht Broker - Form of coastal marine life found in many harbours generally thought to occupy a position on the evolutionary scale above algae, but somewhat below the cherrystone clam.

Yawl - Southern version of ahoy.

Zephyr - A warm, pleasant breeze named after the mythical Greek god of wishful thinking.

This is the last in this series, and will not be included in any future issues of the DYC newsletter. They have been fun to pass onto you all, and some do in fact bear some degree of truth.

CR Leech ED*
Past Commodore



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PICTURES FROM THE PAST



This article is in the series in which I intend to highlight some of the early historical photographs from the Archives of the Devonport Yacht Club. All photographs published in these articles remain the property of the original owners; they are included on the condition that they are not reproduced in any other form without prior permission of the owner, or their representative.



Can you identify the main features and location of these photos? All answers to the author. However the answers will be in the next newsletter. If there are any corrections to my answers please let me know. If you have any photographs that you think would be of interest to fellow members, then please eMail to me, with details.

I have again included a set of Photographs from a single activity, and this will make identification easier.

Last month's photos were:

Photo 1: What a handsome XMAS threesome, and let's not forget the fourth for the record.

Photo 2: The good old days of a DYC XMAS dance, and in this picture the members are attempting to do the conga.

Photo 3: The band is playing some rollicking good songs for the members, all the while being cajoled by the MC, none other than a young looking Frank Warnock.

Photo 4: As always in the good old days, the costumes were well done, and no one will be able to guess who this handsome couple is.

Chris Leech ED*

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STORIES FROM THE PAST

Over the coming months I will include some old naval sayings, which will intrigue all and offer an explanation as to their origin. (Reproduced with kind permission of the RNZN Museum)



Off and on:

Intermittently stopping and starting

Describes a ship sailing along the coast frequently visiting and leaving ports.

On an even keel:

Balanced

Provisions and cargo stowed in such a way so that the ship is balanced both port and starboard and fore and aft.

On the fiddle:

Gaining illegally

Fiddle was the name given to the raised rim on a sailor's square wooden plate. Not only did the fiddle keep food on the plate, it marked the limit as to how much of a helping a sailor was entitled to. If his helping touched or overlapped the fiddle, therefore 'on the fiddle', a sailor was said to be 'fiddling', depriving another sailor of his share of food, which was an offence punishable by flogging. (see also square meal)

Over a barrel:

An awkward position

To receive his flogging, a sailor was tied either to a grating, a mast, or over the barrel of a cannon.

Overhaul:

Examine; repair; catch and overtake

The 'bunt' was the baggy centre of a sail, and 'buntlines' were the ropes used to constrain the bunts when sailing. In high winds sailors were sent aloft to release or slacken the buntlines, requiring them to pull more rope over the top of the sails, hence 'overhaul'.

CR Leech ED*

Past Commodor



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WET-SANDING ANTI-FOULING PAINT – 2015

As of 1st July 2015, the removal and application of anti-fouling paint in all situations is covered by EPA controls.

DYC has put in place a number of guidelines and requirements and has provided a number of items of equipment for members to use so that we can comply with the controls.



The photo shows the first use of our tarpaulin and wet vacuum to catch and dispose of the run-off when wet-sanding on the section. The run-off is transferred to our settling tanks, from where the solids will eventually be removed for proper disposal by a contractor.

Wet-sanding while still on the slip allows the run-off to be pumped automatically to the settling tanks

We now have temporary fence panels with wind shelter material attached to act as screens during water-blasting and wet-sanding as seen above.

These actions are a work in progress as we develop the most practical ways to comply with the controls.

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Book Review

James Cook Trilogy

by Graeme Lay

\$37.00 each

If you haven't read enough about Captain James Cook and would like to know what one author thinks was going through his head, you may want to read this trilogy.

Local Devonport author, Graeme Lay, has used the historical facts, as found in his journals and notebooks, of his three great voyages of discovery as the basis for these 3 novels.

The more personal details, such as his relationship with his wife Elizabeth and the conversations they may have had are fictional; as are a lot of the thoughts and conversations with his officers and crew. The first one in the series, "The Secret Life of James Cook", covers his early life and naval career, his marriage to Elizabeth as well as his first circumnavigation in HMB Endeavour. It also depicts the often stormy relationship between self-made naval commander James and the privileged naturalist Joseph Banks, who accompanied Cook on his world voyage.

"James Cook's New World" is the second book. In this one James again sets out on a voyage around the world, this time in HMS Resolution, in search of the Great Unknown Southern Continent.

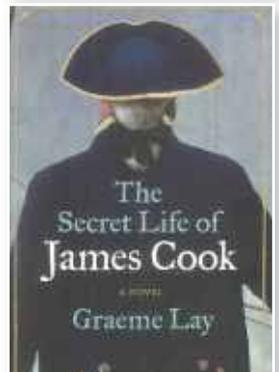
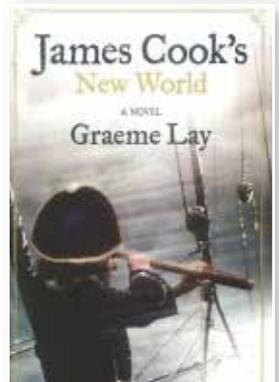
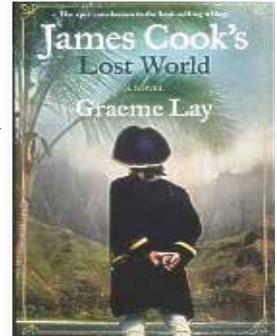
The third and last book, "James Cook's Lost World", sees him back on HMS Resolution. This time his instructions are to determine whether there is a passage from the North Pacific to the North Atlantic. As most of us know this was, in more ways than one, to be his last trip.

Like all novelizations, putting words into historical figures' mouths is based on assumptions which can never be proven but in the end, does that really matter as it may have made James Cook just that little bit more human.

I absolutely enjoyed reading this trilogy as it is very well written, as you would expect of Graeme and the subject matter is fascinating. I found it a great introduction to James Cook the man and Captain James Cook the sailor. Highly recommended reading.

Kind regards,
Marianne Bosman

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