



# Devonport Yacht Club News



April 2015

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## FROM THE QUARTERDECK A Report from Vice-Commodore Natasha Strong

Congratulations to those of you who sailed and placed (and those of you who sailed and didn't place) in the 3 Handed Gulf Rally. I understand there was a small but perfectly formed fleet that enjoyed great sailing and beach BBQs. I enjoyed the prize-giving for the Rally at the Club last Friday, hosted by Mark Clough, before the usual Friday night meal. The meal was superb too. Annie and Glenys of Blah Blah Catering make magic in our kitchen every Friday evening for us all to enjoy. I encourage you to come down with your family to enjoy the excellent food, the great bar service provided by Kirsty and her team, and the wonderful wide views across the harbour.



As I write this, many of you will be planning your Easter cruise. For the first year in a long time, Ladybird will remain marina bound for Easter. I'll be taking the children to visit family in Christchurch (who are still waiting to find out if they are "repair or rebuild") and Mike will be stuck behind a paintbrush at home, very ably assisted by his Dad who has flown over from Australia to help us with the last push to finish painting our house. I hope you all enjoy your Easter, especially those of you joining the Club's Mahurangi cruise. Even if you're not sailing this weekend, you are very welcome to meet the Club at Sullivan's Bay for the annual champagne breakfast – provided by the Club and within an hour's drive from Auckland. Mike and his Dad may make it up for a night on Ladybird, provided they've made progress with the painting!

We celebrated a success last week with the Club receiving our signed lease back from the Council.



The new lease is largely on the same terms and conditions as our previous lease with some new annual reporting requirements, which relate mainly to our place in the community (given we benefit from occupying public land for a peppercorn rental). None of the annual reporting obligations are onerous and they relate to things we have been doing anyway. It is great to have this in the bag after many months of discussions with the Council!

As many of you will be aware, the new rules in relation to antifouling managed by the Environmental Protection Agency will come into force this year. As a Club we take our responsibility to the environment in which we operate very seriously and have made some changes to the Club's haulage rules to make sure we comply (it is also a requirement in our lease). There will be more detail on the changes and why they are necessary later in this newsletter, please read the new rules so you are familiar with them and come along to the pre-haul meeting with any questions to ensure smooth hauling this winter.

You may also notice that the Club has some comprehensive new first aid kits in the kitchen, workshop, and disabled toilet. These first aid kits should now contain everything we need and will be replenished on a regular basis. Please make use of them if you need to. The Club is also keen to acquire a defibrillator in the near future for use by the Club and our local community. We'll keep you posted on our progress with this.

Finally, the reason we weren't out on the harbour in Ladybird for the Gulf Rally is because we, along with a small contingent of Club members, were at the wedding of Past Commodores Sue and Kevin Johnson's son Andrew to his gorgeous bride Kate at Lake Rotoiti. The wedding was lovely and the location was stunning. It was a beautiful occasion and we were thrilled to have been a part of it. We even managed a yacht race on the Lake with our Andrew Fagin designed Saggi-mau model yachts. Congratulations Kate and Andrew (and Sue and Kevin)!

Fair winds,  
Natasha

**David Martin**  
**MOTORS**

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# DIRECTORY UPDATE



A warm welcome to our newest members.

DYC NEW MEMBERSHIP				
Member	Boat Name	Design	Sail#	Call sign
<b>Family Membership</b>				
Johann and Pat Strauss	Dreamweaver II	25ft Salthouse	6411	
Ken Caldwell and Rachel Brebner	Matai	Townson 8.8m		<b>ZMV7084</b>
<b>Ordinary Membership</b>				
Dave Tuke	Escapade	24m Motor Yacht		
<b>Associate Membership</b>				
Chris & Nicky Hume				
Lynton & Barbara Bates				

## THE NAVY CHALLENGE DEVONPORT YACHT CLUB VS THE ROYAL NEW ZEALAND NAVY

After a number of years absence from the sailing programme, we are pleased to confirm that there will be a Navy Challenge this year. As the name suggests the event is a team racing challenge between the Royal Navy and The Devonport Yacht Club. The racing takes part in the Navy's Crown dinghies, three boats per team, two or three crew per boat competing in three or four races.

As the current holders of the trophy we are keen to mount a strong challenge again this year. If you are interested in taking part as a helm or crew please send the following details to Andy Mason at [sailing@dyc.org.nz](mailto:sailing@dyc.org.nz). A meeting will be arranged closer to the day so that the team can get together, we can confirm the details and discuss some basic tactics.

Name:

Contact email:

Contact phone number:

Helm or Crew ?:

Andy Mason

Sailing Master

Devonport Yacht Club



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# PICTURES OF THE PORT EXPANSION PROTEST

Here are pictures of some of the more interesting of the water borne protesters in boats.



*There is 'No' using a lifebuoy and the painted sail.*



*Steinlager two is looking sharp.*



This one with the toilet pan needs no explanation other than it's clever. It's a take on "if it's yellow let it mellow" and "if it's Brown flush it down". That's quite a common saying for people on tank water or camping or on a boat with shortage of water.

DYC members participated also. Thanks to Warwick Kemp for the pictures.



*Renown owned by  
Geoff (our Rear-Commodore)  
and Jane Evans and Graeme and Shelia  
Stevens.*



*Masquerade owned by  
Graham Pettersen and Val Howell.*



*Shango owned by our  
Commodore Matt Kemp.*



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# THE THREE-HANDED GULF RALLY

## Report from Mark Clough-Rainbow V

The three handed Gulf Rally is one of the events on the DYC sailing calendar that I most look forward to. It's an opportunity to have a day off work on the Friday, grab a couple of mates and let the boat stretch it's legs over three days of epic sailing covering nearly 100 nautical miles around the gulf.

My two crew for the weekend were my good friends and Club members, Richard Darke and Craig Marks. Richard and I have sailed together for more than thirty years now, a lot of this time doing shorthanded races on Lambretta before he decided to move to the 'darke' side and buy his launch Seafarer.

You could say that Richard and I are a bit like an old married couple on board when we're away racing, we often know what each other is thinking. We tend to do most things without even having to discuss them and when something goes wrong it's always the others' fault. And in the mornings, I know just how much jam he likes on his toast! There aren't too many prized races on the Auckland racing scene that we haven't won together, so we must do most things right! Craig has also sailed with me many times both on Rainbow V and Heartlight and is a handy man to have in any position on the boat... particularly on the Bar!

So Friday dawned and off we went. The forecast was looking extremely light but we started with more breeze than anticipated (albeit on the nose). This continued to develop through the day into a 15knt easterly, which allowed for all the boats to get to TeKouma in good time.

Rainbow V had some unexpected competition this year with the entry of 'Firsty', a Farr First 36.7. They had all the 'go fast' gear on board (lots of carbon stuff) and proved too quick for us in the conditions and finished about 30 minutes ahead...damn!

Once again this year, the inside course around Waiheke proved to be the way to go. In fact, I've never done this race when the outside seems to pay. The sailing master tried it this year on Windswept, as he really had nothing to lose. But once again it just didn't work out that well.

Friday night we were kindly hosted for dinner by Royce and Adrienne on their new 'mini ship' Melody. To be able to go away for a long weekend and not have to worry about provisioning for dinners is a real treat and only happens as a result of other Club members pitching in, so thanks once again guys! One discovery however was that Royce could do with applying some deck tread to the boarding platform as one person in particular found it incredibly slippery (but that's a story for another day)!

Forecast for Saturday was looking great with a 15knt Easterly offering a tight reach to Kawau. 38 nautical miles is a bit of a trip so if you can get some of the colourful gear up it always helps. We had a magic ride under gennaker for most of the leg with less than 100 metres between ourselves and Firsty and with the lead changing three or four times. The breeze tightened approaching Kawau, so we both had to drop to two sailing on the final approach. Fortunately Rainbow V's waterline length came to the party and we managed to pip Firsty by about 4 mins. The other boats in the fleet also had a great ride with the Townsends Helix, Sunset and Pipe Dream all finishing within a few minutes of each other. Once again DYC members 'kindness and hospitality' came in to play as we were hosted for dinner at

John Duder's bach at the entrance to Bon Accord. John was away overseas but had organised for his daughter Lisa to be there to greet us and we were all made to feel very welcome. Thanks again Lisa! But the good deeds didn't end there; Paul and Lindsay from Neptune were meant to be finish boat at Kawau and were bringing all the food for Saturday night. Their trip up on Saturday became pretty unbearable just before Tiri and they elected to turn back. However, never one's to want to miss out on a party and thinking that everyone would go hungry, they jumped in their car, drove to Sandspit, and caught the ferry over humping a big chilly bin of food with them. Above and beyond the call but most appreciated...thanks once again you two!

When your head finally hits the pillow on Saturday night, after a long day on the water, great food and maybe a touch too much good wine, you really are praying for a pleasant sail home to Devonport on the Sunday. And this year we were blessed. A pleasant 10-12knt North Easterly provided a kite ride all the way home. Once again we chased hard on the heels of Firsty but they were just a bit too quick in the lighter air and finished a few minutes ahead. Helix was close behind and all boats were safely in by about 3.30pm.

So there it is, another fantastic weekend away with the DYC... Great fun, great friendships and great sailing! If you own a yacht and you haven't yet done a 3 handed gulf rally then I urge you to mark it in your diaries for next year, it's epic!

Cheers

Mark Clough

Rainbow V

Final Overall Results as follows...

Extras Division: Helix 1st, Je Taime 2nd, Rainbow V 3rd

Non Extras Division: Tumua 1st, Sunset 2nd, Sereno 3rd.



*Pictured are Tumua and Sereno in the no extras division, surrounded by other traffic, as they battle it out for the finish line in the Kawau to Devonport leg of the 3 Handed Gulf Rally.  
Thanks to Bill Cole for the pictures.*



# HAULAGE

## WINTER HAULAGE 2015



Haulage applications and deposits must be received by 30 April if you want to be included in the winter schedule.

The schedule will be available at the May working bee.

### Important Changes for Antifouling

As many of you will be aware, significant changes have been made to the laws regarding removal and application of antifouling paints on boat yards.

These changes apply to the Devonport Yacht Club yard.

These new rules will impact on the DYC this haulage year, and accordingly changes to the way we operate are necessary.

These changes have been brought about by the changes to the Environmental Protection Act. In addition to the statutory obligations imposed, the Club's lease with the Auckland Council also specifically requires us to meet these environmental rules.

Failure to meet them exposes both the Club and individual boats owners to significant penalties. In addition, non-compliance could place the Club's ongoing haulage activities in jeopardy and also potentially jeopardise our overall lease.

### Removal of antifoul

The new rules require that any antifoul removed from a boat is collected and disposed of correctly. This includes wet sanding, scraping and water blasting. Dry sanding at the DYC is prohibited.

### What this means for boats on the DYC yard:

- Water blasting of the hull must occur on the slipways using the sump and sump pump. In addition, portable screening must be used (the Club is currently looking at suitable options) to ensure no overspray occurs.
- Appropriate protective gear must be worn when both water blasting and wet sanding.
- Further details of what is considered appropriate gear will be made available to boat owners hauling.
- Where practical, boat owners are encouraged to undertake any wet sanding of antifoul on the slipway (using the sump and pumps). Discuss this with the haulage master if this option is preferred.
- Wet sanding of antifoul may occur on the section, but boat owners must ensure that all run off is collected and disposed of.
- No antifoul or material containing antifoul is allowed to run onto the ground under any circumstances.
- In order to ensure wet sanding run off is appropriately collected, boat owners will need to ensure the following:
- Boat cradles are blocked up on the section so as to enable appropriate groundsheets and bunding to be used when wet sanding (the haulage team can assist and advise with this when side hauling);





- Appropriate heavy duty water proof ground sheets and bunding are used under the hull to ensure all run off can be collected and disposed of in the holding tank
- If you have doubts about how to ensure you are doing the right thing, ask for advice before starting.
- Some thought will be required by boat owners as to position of boats and cradles and how they are blocked up. The haulage team can assist with this when side hauling.
- The Club will be acquiring some heavy duty groundsheets, portable bunding and a wet and dry vacuum cleaner to be available for boat owners to use. However, responsibility of ensuring the right equipment is available and used, and ensuring the correct collection and disposal of antifoul occurs, at all times remains that of the boat owner.
- Boat owners should minimise the amount of runoff to be collected when wet sanding (e.g. using flow control to reduce the amount of water used) to ensure the waste storage tank is not overloaded
- All scraping of antifoul paint must be done with a vacuum scraper.

### **Application of Antifoul Paint**

The new rules introduce specific requirements for signage to ensure members of the public are aware of paint application occurring. In addition, certain protective and safety gear is now mandatory when applying antifoul paint.

What this means for boats on the DYC yard:

- The Club will be producing new signage and warnings which all boat owners must use when applying anti foul paint.
- Further details of the required protective clothing will be circulated to boat owners before the haulage season commences

### **Further Information**

More detailed instructions regarding both removal and application of antifoul paint will be circulated to members hauling before haulage season commences.

It is also noted that these new guidelines also apply in the event a boat owner engages another party to undertake any work relating to antifoul. Responsibility for ensuring these rules are met by all parties working on a boat remains that of the boat owner.

All members who are intending to haul must attend the haulage meeting to be held at the working bee on Saturday 16 May 2015. Further practical details in relation to the above will be covered at this meeting.

The haulage booking form has been amended to cover these new changes. This new form is reproduced in this newsletter. In addition, copies are located in the Club foyer and on the website. Please do not use the form included in the last yearbook. If you do, your application will be returned and you will need to resubmit it on the correct form.

It is essential all boat owners follow these new haulage rules without exception. We fully realise this will cause some inconvenience and a change to the way things have been done previously. However, non-compliance is not an option. Your cooperation is appreciated.

The Haulage form is available from:

<http://www.dyc.org.nz/gifs/pdf/DYC%20Haulage%20Application.PDF>

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# 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.

**Queeg** - Affectionate slang term for ship's captain.

**Racing** - Popular nautical contact sport.

**Ram** - an intricate docking maneuver sometimes used by experienced skippers.

**Rapture of the Deep** - Also known as nautical narcosis. Its symptoms include an inability to use common words, such as up, down, left, right, front, and back, and their substitution with a variety of gibberish which the sufferer believes to make sense; a love of small, dark, wet places; an obsessive desire to be surrounded by possessions of a nautical nature, such as lamps made from running lights and tiny ship's wheels; and a conviction that objects are moving when they are in fact standing still. This condition is incurable.

**Rhumb Line** - two or more crew members waiting for a drink.

**Rudder** - A large, heavy, vertically mounted, hydro dynamically contoured steel plate with which, through the action of a tiller or wheel, it is possible, during brief intervals, to point a sailing vessel in a direction which, due to a combination of effects caused by tide, current, the force and direction of the wind, the size and angle of the waves, and the shape of the hull, it does not wish to go.

CR Leech ED\*

Past CommodorePast Commodore



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Or Glenys Roberts email address larc@vodafone.co.nz  
Phone 09 445 2497 or 021 1792834

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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.

## March's Pictures

Photo 1: An impressive collection of things good and valuable at the DYC Garage Sale.

Photo 2: The start of the Blindfolded Dinghy race during the Easter Cruise 2010.

Photo 3: An impressive Raft Up of DYC Boats during an Easter Cruise.

Photo 4: The DYC Tree planting team on Motutapu 1974.

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)

## **Get cracking:**

Hurry up; move with haste.

Carrying the greatest amount of sail as possible, to progress as fast as the ship can, hence also the expressions 'crack on' and 'cracking on'.

## **Give me some slack:**

Make allowances for the completion of an act.

It took teams of men to haul in and tie a ship to a pier. As one team hauled on their line, tension on the other line was released (the second team were therefore 'given slack'), and so on until the ship was properly aligned. A variation of this expression in modern use is 'cut me some slack'.

## **Give someone a wide berth:**

Stay away from; keep a distance from Ships at anchor would leave enough space between them so as not to hit each other as they swung on the tide or in the wind.

## **Gone by the board:**

Discarded; abandoned; lost.

The board is the side of the ship. Anything that went 'by the board' (overboard) was therefore either unwanted or lost.

## **Groggy:**

Unsteady; dazed; confused

Concerned at their persistent drunkenness, Admiral Edward Vernon started in 1740 to dilute his crews' daily rum ration, a practice that was soon adopted throughout the navy. Disgruntled seamen referred to Vernon as 'Old Grog', after his coats made of grogram, a course mixture of wool, mohair and silk stiffened with gum. The diluted rum itself became known as 'grog', and a sailor who had drunk too much grog was 'groggy'.

## **Groundswell:**

Build-up of public opinion

The ground was always the lowest point, so at sea that meant the bottom of the ocean. A groundswell was used to describe deep ocean wave movement caused by a distant storm or underwater earthquake or tremor.

CR Leech ED\*

Past Commodore

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# MEMBERSHIP GUIDE

## WHERE TO GO FOR WHAT



<b>Commodore</b> Matt Kemp	021 839-556	445-7188 a/h	commodore@dyc.org.nz
<b>Vice-Commodore</b> Tash Strong	445-2131		
<b>Rear-Commodore</b> Geoff Evans	445-8896		
<b>Update contact information</b> Colleen Petricevich	445-6219		secretary@dyc.org.nz
<b>Pay Dues</b> Bill Jaques	489-7850	021 026 97646	treasurer@dyc.org.nz
<b>Haulage</b> Derek Snowball	446-0250		
<b>Venue Hire and Catering</b> Marge Ward	4460327		functions@dyc.org.nz
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<b>VHF</b>	<b>Channels</b>	<b>Coverage</b>	<b>Transmission Source/ Location</b>
Distress Maritime Radio	16	Complete	
Coastguard	16	Inner Gulf	Sky Tower
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## Book Review

# THE PRINCESS MATILDA COMES HOME.

By Shane Spall. Paperback.

Shane and Tim Spall are on the second leg of a very big adventure, taking their Dutch barge *The Princess Matilda* around the coast of Britain.

From Matilda's winter berth in Cardiff, Shane and Tim follow the Welsh coast, before ambitiously deciding to visit the Isle of Man and Northern Ireland. Along the way they cross Cardigan Bay in the company of a pod of dolphins, meet the king and queen of Piel Island, get lost in shipping lanes near Liverpool, successfully cross the notorious Irish Sea (twice!), accidentally sail through an army firing range, and experience the matchless beauty of Scotland's Caledonian canal. Emerging into the North Sea at Inverness, they set a course down the east coast for London, back where their journey began.

Tim and Shane aren't the amateur sailors they once were, but things still don't always go to plan. It's not easy navigating our dangerous coastal waters, and crashing waves and strong tides can be terrifying. But it's exhilarating too, and the realisation of a dream they have had for a very long time.

It's a slow journey, but a satisfying one, visiting fishing villages and ports, and exploring Britain's windswept coast. Along the way they meet brave lifeboat crews, lockkeepers, fishermen and a whole host of people who make their living or their leisure on the water. *The Princess Matilda Comes Home* is a funny and warm hearted story about sharing a great adventure with someone you love. Shane's writing is every bit as funny as Tim's acting is in his less serious roles.  
NZ\$30.00



This is the continuation of the trip that started with:

## THE VOYAGES OF THE PRINCESS MATILDA.

By Shane Spall. Paperback,.

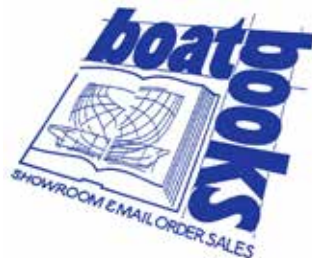
Shane and Tim Spall embark on an epic adventure with their Dutch barge, *The Princess Matilda*. A few years previously, Tim had been diagnosed with leukaemia and doctors weren't sure he would live. Now the Spalls are determined to make the most of all life has to offer and set out to explore the coast of their beautiful homeland.

As inexperienced mariners they struggle at first, but are soon helped on their way by harbourmasters, coastguards and fellow sailors. From an idyllic summer spent on a Cornish river to terrifying times on the open sea, they never give up on their dream: to take Matilda all the way to Wales.

This book won the 'Travel Narrative Book of the Year' award in the British Travel Press Awards in 2012.  
NZ\$30.00 + delivery.

Kind regards,  
Marianne Bosman

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