



**September 2015**

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## FROM THE QUARTERDECK

### A Report from Rear Commodore Geoff Evans

What, with lots of school work, travels and some particularly arduous home improvements, we haven't been out on the water much over the winter. So this weekend, with a good forecast, and with no ABs to watch, there was an opportunity to head out for a weekend sail.



We decided to get the household chores done on Saturday morning, co-opt our daughter to look after the house and feed the cats and for us to head out after lunch. With a forecast 10-15 knot NE we thought that Owhanake Bay on Waiheke would be a good anchorage. Despite a helpful ebb tide out of the Motuihe channel our progress was sluggish (replacing anti-fouling well overdue) so we took the easy option, easing sheets and anchored in West Bay, Rakino. Actually, this is one of our favourite local anchorages, with good holding and sheltered in anything from the east. It is generally not that busy and with the bonus of good internet coverage to check weather maps, Whats App and the like. In the summer there are some lovely walks to be had with fine vistas, and in really light conditions a morning kayak round the island is fun, and good exercise.

So, as I type this in the gathering darkness, Jane and I drink inexpensive wine, nibble on New World cheese and crackers and listen to some fabulously 'interesting' music - Flood, by Jocelyn Pook. I'm not sure how to describe the music but it's sort of experimental, contemporary, classic, ambient, and particularly conducive to getting on with other things like reading, or in my case, tapping away on the iPad.

So, what to report on. Firstly, last night was a reminder of why we enjoy coming to DYC. The Clubhouse was warm and welcoming, with plenty of friendly smiles and Kirsty had our drinks ready for us at the



bar (nice!). Interesting conversations were had; in addition to catching up with 'the regulars', we heard about a granddaughter's adventures in the Mediterranean from John Duder, about the family launch coming up on the slipway next weekend from Paul Beechman, and discussing my previous school with Prue Raos who is now working there. So plenty of good company and good food.

Secondly, work and other family commitments aside, there's the planning and execution of the numerous tasks required to get Renown ready for the coming season. We'll need to book up some days at Orams, or Pier 21, do the antifouling, prop-speed, change the anode, sort out the stern gland (yes, it's dripping again) and give the topsides a polish. If we could afford it, we might contract all this out, but through necessity we'll be looking for the good deals on antifouling, wet and dry, gloves, paper overalls and roller kits and, just getting on with it!

The skipper's briefing is on 15th October, so we're hoping to sign up for another season of cruising races. However, managing to find time to get out racing this side of Christmas is a challenge for us teacher types, as we prepare and mark examinations. But it's when the school holidays arrive that we're reminded it was a career well chosen! We hope to be able to plan for some coastal cruising. We hear it's increasingly likely that strong El Niño conditions will be with us from spring and through most of this summer. The expected persistent westerlies are not welcomed by farmers on the east coast with increased risk of drought, but sailing conditions for us could be good.

So, where will we sail to over the summer? Based on our previous trips, our ideal summer cruise might include some of the following. Firstly, head out to Great Barrier for some days coasting and walking. Then, with a stiff south westerly, sail north to Tutukaka to overnight in the marina, use their shower and laundry facilities, eat an evening meal at the local game fish Club, have a BIG breakfast at the Snapper Rock café. We would need to walk off such an extravagance, so a jog up to the lighthouse might be in order, as the view is spectacular. Next, we idle up the coast to find a quiet spot in Whangamumu, looking out for dolphins and sunfish on the way. We would aim to sail round the Brett and straight on to a quiet anchorage in the Cavalli Islands for some snorkelling, walking and kayaking. Then we sail into Whangaroa Harbour to meet with family and friends in Totara North, climb the Duke's Nose and if we can get a lift, to climb Mount Taratara. If we had plenty of time we would explore further north, perhaps into Brodie's Creek, or Hauhora, but if we're pressed for time we'd sail south to enjoy some days in the Bay of Islands, and catch up with more of the family. We would aim to have the boat on the marina at Doves Bay, pack up and clean the ship ready for our boat partners. It will be their turn have a summer cruise. Fun!

So, if you're out on the water look out for the Club burgee, row over and say hello to a fellow Club member. Let's hope the new Club website will enable us to collaborate and share cruising information, favourite anchorages, where to get stores, water, fuel and other supplies.

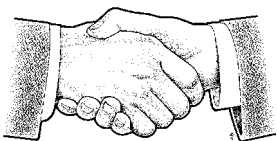
Good sailing!

Geoff Evans 23/08/15




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# DIRECTORY UPDATE



A warm welcome to our newest members.

DYC NEW MEMBERSHIP				
Member	Boat Name	Design	Sail#	Call sign
<b>Ordinary Membership</b>				
Graeme Carter	L'Avanti	Farr 1020	6515	
<b>Associate Membership</b>				
Véronique Cornille				
John & Eleanor Gibb				



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## CLUB WEB SITE [WWW.DYC.ORG.NZ](http://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](mailto:commodore@dyc.org.nz)  
021 839 556

Matt Kemp  
Commodore

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# Celebrating 110 years of DYE



Devonport  
Yacht Club Inc.

## Cocktail party

Sunday  
20 Sept 2015  
4-7pm

Footage of the first  
"Round the North Island Race"  
& memorabilia on show.

Tickets \$15  
Available from  
the club bar.

Cocktail finger food will be served.  
Complimentary drink on arrival.



# LIFE VEST CARE – GET READY FOR THE GREAT WEATHER TO COME

With their small size, inflatable life jackets keep you cool on a hot day, allow you to freely move around the boat, cast a line or raise sail, and come in a variety of belt and harness styles. While inflatables have a reputation for comfort, they do require a little preparation for the season that's best done at least a day before your first outing.

Here's a quick five-step prep for your inflatable life jacket from the BoatUS Foundation for Boating Safety and Clean Water:

1. Open it up and look: Gently open the life jacket, usually by pulling apart any Velcro covers or flaps and then unfold. This thin walled bladder could be the only thing keeping your head above water, so take your time looking for any tears or abrasions. Are the waist strap and any buckles ok?
2. Remove the cartridge: Unscrew the CO2 cartridge and ensure it hasn't been discharged, sometimes indicated by a small puncture in the centre of the threaded end. Check the cartridge and inflation mechanism for corrosion. Some inflator mechanisms have a little "pill" or "bobbin" that dissolves in water allowing for automatic inflation. It should be in good shape. If not, purchasing a rearming kit can solve the problem. Some inflators will have a green ready-to-go indicator.
3. Make like a birthday balloon: Using your mouth, blow up the life jacket using the manual inflation tube which is found on the upper left front of the life jacket. This tube may also be used as a back up to fill the jacket with air, so familiarize yourself on how it works.
4. Go wax the boat, organize a tackle box, or do some other busy work while you leave the fully inflated life jacket alone for 24 hours.
5. If, after the time is up and the life jacket still holds air, deflate and repack according to the instructions which can usually be found on an inside flap. Congrats – you've got another comfy and safe season of boating, fishing or sailing ahead of you.



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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. This set is from the DYC Prizegiving for the 1999 – 00 season

Photo 1: Bob Graham (Jasmine) receiving the Duder Cup.

Photo 2: Bill and Rhys Cole with an armful of goodies for their seasons work on Tin Tooki.

Photo 3: The two couples (Charlie & Trish and Maurice Naomi) enjoying the Prizegiving.

Photo 4: What a lovely threesome they make. Nelson & Fran and Dot also enjoying the Prizegiving.

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)



## **Pass with flying colours:**

Substantial achievement

A fleet victorious in battle would sail into its home port with flags, or colours, flying from all masts. (see also nail one's colours to the mast and show your true colours)

## **Pipe down:**

Keep quiet; stop talking

A boatswain's piped signal at the end of the day for lights out and silence.

## **Piping hot:**

Very hot

A boatswain would pipe a signal when meals were served.

## **Plumb the depths:**

Sink as low as possible

Sailors would use a plumb (lead) weight attached to a line to measure the water's depth, especially when close to shore or near rocks to avoid running aground. (see also sound off and swing the lead)

## **Pooped:**

Tired; fatigued

In a heavy sea, water would wash over the poop deck, the stern section of the ship.

CR Leech ED\*

Past 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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# WAVES TRAVEL ASTONISHING DISTANCES

by Robert Krulwich

I'm standing on a beach and I see, a few hundred yards out, a mound of water heading right at me. It's not a wave, not yet, but a swollen patch of ocean, like the top of a moving beach ball, what sailors call a 'swell.' As it gets closer, its bottom hits the rising shore below, forcing the water up, then over, sending it tumbling onto the beach, a tongue of foam coming right up to my toes — and that's when I look down, as the wave melts into the sand and I say,

'Hi, I'm from New York. But what about you? Where are you from?'

Yes, I'm asking a wave to tell me where it was born. Can you do that? Crazily enough, you can. Waves do have birthplaces. Once upon a time, one of the world's greatest oceanographers asked this very question.

His name is Walter Munk, now in his 90s and a professor emeritus at the Scripps Institution of Oceanography in La Jolla, Calif. About 60 years ago, he was anchored off Guadalupe Island, on Mexico's west coast, watching swells come in, and, using an equation that he and others had devised to plot a wave's trajectory backward in time, he plotted the probable origins of those swells. But the answer he got was so startling, so over-the-top improbable, that he thought, 'No, there must be something wrong!'

His equations said that the swells hitting beaches in Mexico began some 9,000 miles away — somewhere in the southern reaches of the Indian Ocean, near Antarctica.

'Could it be?' he wrote in an autobiographical sketch. Could a storm halfway across the world produce a patch of moving water that travelled from near the South Pole, up past Australia, then past New Zealand, then across the vast expanse of the Pacific, arriving still intact — at a beach off Mexico?

He decided to find out for himself. That is why, in 1957, Walter Munk designed a global, real-life wave-watching experiment.

Professor Munk was not the first scientist to study swells. It was already well-established that weather moves water. When winds blow, energy from the sky gets transferred to the sea. On a quiet, sunny day, of course, the ocean is flat.

But, as I learned from Gavin Pretor-Pinney's "The Wavewatcher's Companion", when breezes start to blow, 'tiny ripples dance across the surface, each no higher than a centimeter or so.' As the wind grows stronger, moving air pushes against these teeny mounds of water, making them taller, so the sea begins to rise, then fall. Energy is now passing from the sky into the water ...

As the wind stiffens, the peaks grow even taller, troughs even lower ...

The wilder the storm, the wilder the sea, with waves now crashing together, tumbling over each other, turning the sea a foamy white. These waves, says Gavin Pretor-Pinney, have become free. From forced to free.

When the storm passes, you'd think the water would calm, settle and return to a quiet equilibrium, but the energy, oddly, doesn't dissipate. The storm has become a wave that now lives in a patch of sea, moving along with no need for a push from above. It is, says Pretor-Pinney, what scientists call a 'free wave,' no longer driven by wind (those are 'forced waves'). Now it is a moving bit of history, an old sea storm moving on, free to roam. It has become a 'swell.'



The astonishing thing is, you'd think it would bump into a million other waves that are coming at it from every direction; that it would pass through other storms, spreading, bumping, traveling, that all this travel would sap its momentum. But, as Walter Munk would discover, that's not what happens.

When two different swells approach each other, instead of, 'Uh oh, there's going to be a crash'

... 'they simply pass through each other, like friendly ghosts, before continuing on their way without having experienced any lasting interference,' writes Pretor-Pinney. 'The sea surface can look confused as the two swells cross, but they emerge on the other side, unaffected by the encounter.'

To be fair, swells will eventually lose a small bit of energy from white-capping (from air blowing against them), but can still travel largely intact across enormous distances — even distances that left Munk and his colleagues stupefied. But what they saw in 1957 is still good science today. It was also fun to do.

Walter took his wife and two daughters to Samoa, where they lived in a house built for them by a friendly island chief. Meanwhile, another member of the team went to Cape Palliser, in New Zealand, another to an uninhabited island in the South Pacific, another to Hawaii, another to a research ship up north. And his only grad student he sent (Walter says the guy 'volunteered') to a beach in Yakutat, Alaska.

There they wave-watched. Or, rather, swell-watched.

This wasn't an eyeball experiment. From a beach you can't see an old set of swells go by. They aren't that noticeable. Walter and his team had highly sensitive measuring devices that could spot swells that were very subtle, rising for a mile or two, then subsiding, with the peak being only a tenth of a millimeter high. Swells from a big storm travel in herds or groups. Long waves go faster than short waves. So when a group goes by, the fast ones come first, the shorter ones follow, getting shorter in a very characteristic way. That way you can say, 'That's our guy!' And when all six scientists reported in, Walter wrote, 'the results were spectacular.'

The swells they were tracking, when they reached Yakutat, Alaska, had indeed traveled halfway around the world. Working the data backward, Walter figured that the storm that had generated those swells had taken place two weeks earlier, in a remote patch of ocean near a bunch of snowy volcanic islands — Heard Island and the McDonald Islands, about 2,500 miles southwest of Perth, Australia.

It must have been a wild storm, with enormous waves like the ones you can see in Jan Porcellis' classic 1620 painting, Dutch Ships in a Gale ...

In a talk he gave at Scripps a couple of years ago, Walter told an audience that the southern Indian Ocean has a reputation for producing the highest waves in the world, with storms so violent that even two weeks later, when the imprint of that day had made its way across half the planet, and landed quietly on an Alaskan beach, it was still intact.

Had I been there to greet it on that day, asking my 'Hi, I'm from New York. What about you?' question, I can imagine the swell sighing, 'Ah, I was born far, far away ... '

'Tell me about it,' I hear myself saying.

And I see the wave looking at my 5-foot-11-ness, and my little body, and murmuring, 'Take it from me, you wouldn't want to have been there.'

This article is an extract, to read the full story go to <http://www.npr.org/>

From Sea World Cruising Southern Hemisphere

# MEMBERSHIP GUIDE

## WHERE TO GO FOR WHAT



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<b>Rear-Commodore</b> Geoff Evans	445-8896		
<b>Club Secretary</b> Vacant			secretary@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
Coastguard	80	Inner Gulf	Sky Tower
Coastguard	82	Outer Gulf	Moehau
Devonport Sports Radio	77	Line of Sight	DYC
Forecast & Nowcasting	21	Inner Gulf	Sky Tower
	20	Outer Gulf	Cape Rodney
Boat-to-Boat	6, 8	Line of Sight	
Boat-to-Boat Repeaters	03	Western Gulf	Kawau – Grey Heights
	62	Tamaki Strait/Gulf/Waiheke/Maunganui	
	65	Outer Gulf	Moehau
DYC Pre Race Start:	77	Devonport Sports Radio	
DYC Post Race Start:	62	Boat to Boat	Finish Boat



## Book Review

# Jim Young – designer boat builder sailor

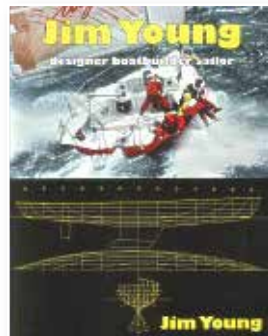
By: Jim Young, paperback.

This is Jim Young's autobiography, his philosophy and boat building history

This book covers a unique period in the history of yachting and boating in New Zealand that happened to coincide with Jim Young's life as a boat builder/designer/yachtsman. It was an era that saw dramatic advances in design and construction technology from what was an ancient craft, steeped in tradition, unchanged for centuries, with the use of kauri for planking and framing and pohutukawa for knees.

Today the change still continues apace, as boat builders of the past half century have had to relearn the trade completely as wood has been steadily replaced by synthetics.

This book lays out Jim Young's boat building career from his boyhood canoe made of roofing iron and tar to some of the most successful boat designs in New Zealand maritime history.

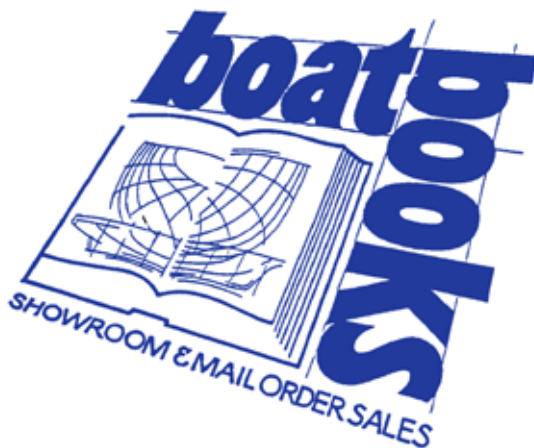


We have received the following review from customer John Darling in Australia and we quote it here with his kind permission:

Thank you for your efforts re the Jim Young Book. I am so glad I have it now and can honestly recommend it to you and your customers. For anyone who has ever met this inspiring and innovative designer it probably goes without saying that the book is all of that and more. Jim's life has been all about boats and how they tick and this book is about that but also about what makes the man tick. A don't miss gem for people who were around when his creations were hitting the water and lots about what it took to get his very "Before his time " ideas into reality I believe you will not want to put it down or  
\$80.00

Kind regards,  
Marianne Bosman

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