



Devonport Yacht Club News



February 2015

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FROM THE QUARTERDECK

A Report from President John Duder

New Years Greetings shipmates all; the stories are coming in of fine weather around the gulf for Christmas cruises, although not many fish. We had a special time at Kawau with the Ladybirds, growing kids revelling in the dinghies. As I write, during a fine anniversary weekend, the balmy weather shows no sign of abating, although we must wish some rain for the farmers.



The season started variously for me, with a dinghy race with grandson Mukai bailing at the opening of the Kawau Boating Club, participation as crew on the sole NZ entry in the Australian Classic Yacht regatta over Melbourne Cup weekend and a success with our old Undine [128 yrs] in the Gaff handicap section of the Russell Tall ships regatta. Karen Webster and Andrew Lush in their Piedy Lelant were an honourable 6th overall out of 50+.

February should be a frantic month for sailors. As per your year book, there is the Waitangi weekend Waiheke event, then the Night Race to Kawau starting at 1700 hrs on Friday 13th, followed by Music In the Gardens on the Saturday, see separate notice, in support of the various Kawau community trusts. Also don't miss an opportunity to enjoy the facilities of the newly reconstituted Kawau Boating Club. Our Club has joined as an affiliate which means you can join individually at a discounted rate - we almost lost it !!

Duder Cup Regatta, along with the full Classics fleet, is on Saturday 21 Feb. and finally the Ladies Helm is race on Saturday 28 Feb. And for some of us, there is the three day Classic Yacht Regatta starting on Friday 27. Phew - I'm going to England on 6th March for a rest - but possibly some sailing!



Top club news is that last week's committee meeting resolved to finally pay off the very generous loan we took out to fund the Club house extensions, more than a year early. As well as keeping faith with our benefactor, it ends our obligations to our staunch guarantors, primarily previous flag officers. The admiration of our premises was keenly expressed by participants in our families' 175 year reunion over the weekend. A visit to the Naval museum reminded us what a fine facility we have just across Torpedo Bay.

Speaking of Navy, we can confirm that the reintroduction of the sailing competition, now in Crowns rather than 27 ft whalers, is scheduled for April 11th, hopefully including young crew from Wakatere. It is intended that evening to hang a framed flag commemorating the 1939/40 Whaler race won by DYC, in part as a memorial to those sailors who did not return from two world wars [and to recognise the DYC individuals as far as possible].

I was brought up with a round turn by Frank Warnock for errors in my last Note's reference to Sails & Covers. Not wishing to get into his bad books, he suggested that my new fore hatch cover had been made too small so the hatch would have to be cut down to follow suit. I humbly agree with his correction. However not wishing to let him get

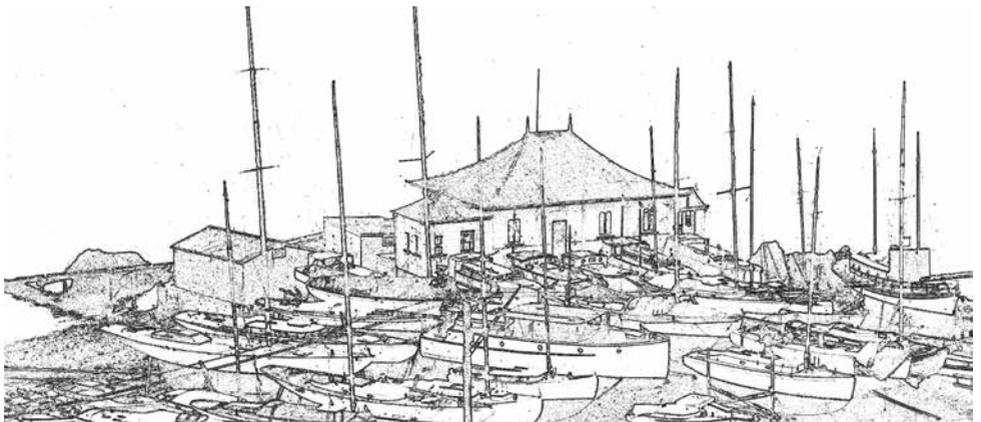
too far ahead I'll bet he didn't know that the six-masted barquentine's last mast was shorter than the other five because they couldn't find a tall enough and suitable redwood-tree [this month's trivia].

Another framing project is to recognise Tony Armit's historic three year circumnavigation from 18 July 1954, by framing his well worn DYC pennant along with suitable photos, one of which I took, not realising it was his return on 12 October 1957.

On the principle of sharing experiences relating to boat maintenance, I was most relieved that the coffee grinding noise from down aft was not the demise of Spray's Maxprop despite not greasing it for some sixteen years but in fact the CV joint and bearing between gearbox and shaft, no doubt due to similar neglect. I was probably lucky to get away with \$3000 odd, a mere bauble compared with some of our esteemed Commodore's recent expenditures.

In conclusion, here's wishing all sailors fair winds and not too much of them for the rest of what could be a memorable season and a few more fish. Stay safe and heed the dinghy life jacket rules.

John Duder



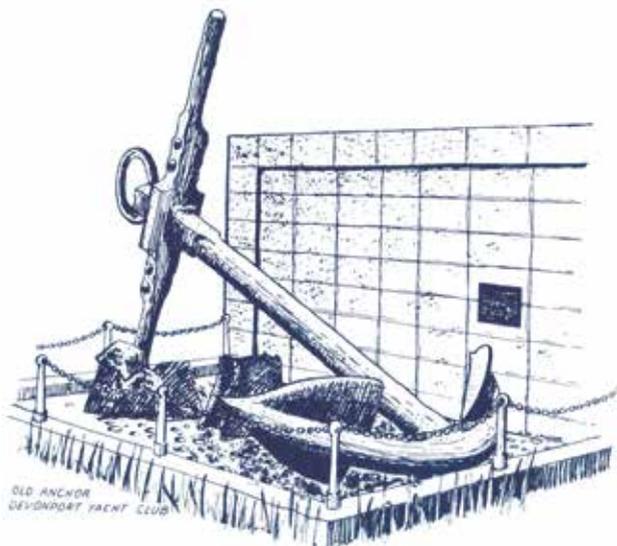
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DIRECTORY UPDATE



A warm welcome to our newest members.

DYC NEW MEMBERSHIP				
Member	Boat Name	Design	Sail#	Call sign
Family Membership				
Ted and Nardine Clarke	Kirribilli	Beneteau	9680	
Ordinary Membership				
Antony Griffin	Goldfinger	Wright Marauder '28	4007	
Associate Membership				
Marcus Capon				
Paul and Sally Burge				
Catherine and Stephen Goodger				
David Jenilinson and Janette Peacock				



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Devonport Yacht Club Notice Board



MURRAY'S BAY SAILING CLUB

The OKI 24 Hour

A New Year... What was your resolution?
Was it to:

- Challenge mentally and physically?
 - Spend more time with friends?
- Pit yourself against the likes of Nicholas Heiner (Laser World Champ), Ray Davies or Blair Tuke?
Tick the toughest dinghy race off your bucket list?

Then it's time to get your team or solo entry in for the OKI 24 Hour Race!

There are youth and masters divisions so something for everyone!

Email: oki24hour@gmail.com for an entry form

Come on take the challenge!





**David
Martin**
MOTORS



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The Blah Blah Catering Co 16 Ellerslie Park Road, Ellerslie, Auckland
p 580 1145 f 580 1146 m 027 679 6059 e bastow@xtra.co.nz

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

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10 'NEW YEAR HABITS' FOR SAFE AND ENJOYABLE BOATING

by RYA Cruising

A New Year, a new resolution? 10 “New Year Habits” for safe and enjoyable boating.

It's that time again when the New Year will be ushered in with a blizzard of resolutions to lose weight, quit smoking, eat healthy food, get fit and drink less, learn Mandarin, etc, etc. However, these simple declarations of intent require a considerable amount of will power to succeed and as the last traces of it disappear, most resolutions are abandoned.

A New Year, a new resolution?

Now, according to those in the know, resolutions fail because they are nothing more than abstract goals that are not coupled to specific activities and therefore they do not become instinctive habits which are crucial for success.

How do we put this into context? Well the RYA is fervent about promoting safe and responsible boating; it is core to all we stand for and all that we do. The RYA believes, fundamentally, that safe behaviour and established good practice protect life and equipment and are vital for the enjoyment of leisure boating at every level that it takes place.

To help us achieve our goal, here is a list of 10 'New Year Habits' in no particular order that you might choose to adopt depending on the type of boating you do.

1. Always wear a kill cord.

Make sure it is attached to the driver of the boat, ideally before the engine is started.

2. Do not drink and 'drive.'

In a recent survey 26.5% of respondents said that they drank alcohol immediately before or during sailing; why would you take the risk?

3. Wear your lifejacket or buoyancy aid unless you are sure you don't need to.

Your decision will be guided by the conditions, your experience and the type of activity you are doing. If in any doubt, wear it.

4. Get lifejackets and liferafts serviced.

Lifejackets and liferafts are useless unless they work; get them serviced according to the manufacturer's instructions at an approved service agent.

5. Fit a Carbon Monoxide detector.

You can't see it, taste it or smell it but Carbon Monoxide can kill quickly and with no warning. Stay alive and fit a detector, particularly in sleeping accommodation.

6. Consider using personal location devices such as PLB and AIS.

These provide fast effective distress alerting and man overboard location for any kind of craft.

7. Register your EPIRB or Personal Locator Beacon.



Properly registering your beacon could mean the difference between surviving an incident at sea and losing your life.

8. Check the weather forecast before putting to sea.

Apart from being a passage planning obligation, it is the weather that will determine when and where the prudent boater goes, or if they go at all.

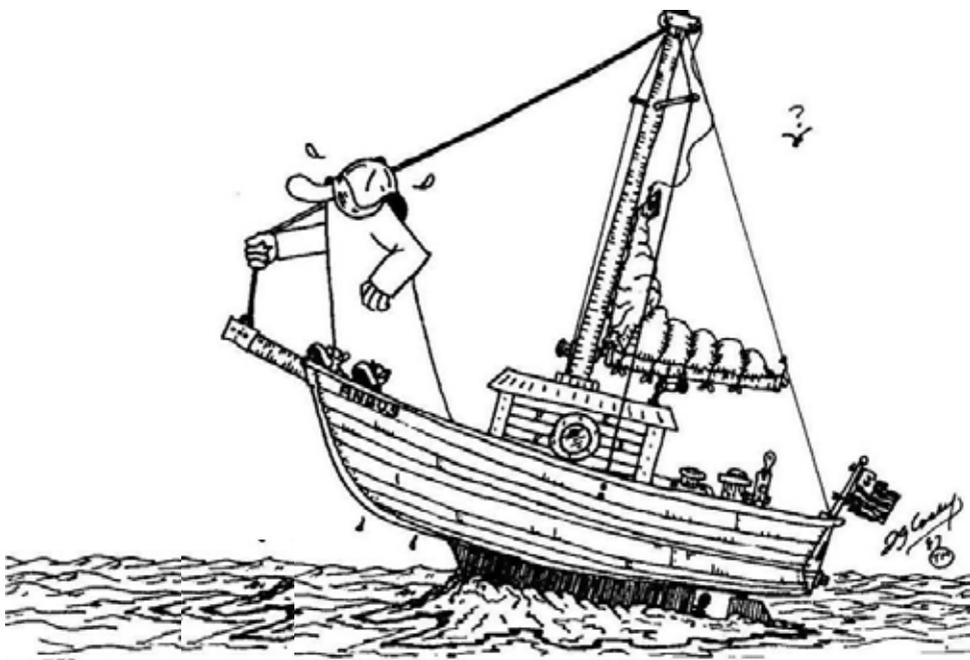
9. Keep in touch.

A means of calling for help in the event of an on board emergency is essential for all boaters.

10. Download the SafeTrx App and use it.

The RYA SafeTrx App monitors any type of boat journey set up by you and alerts emergency contacts should you fail to return on time.

The App is for both Android and Apple iOS devices and can be downloaded from: [Tweet
http://www.news.sail-world.com/13027](https://www.news.sail-world.com/13027)



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STORIES FROM THE COCKPIT



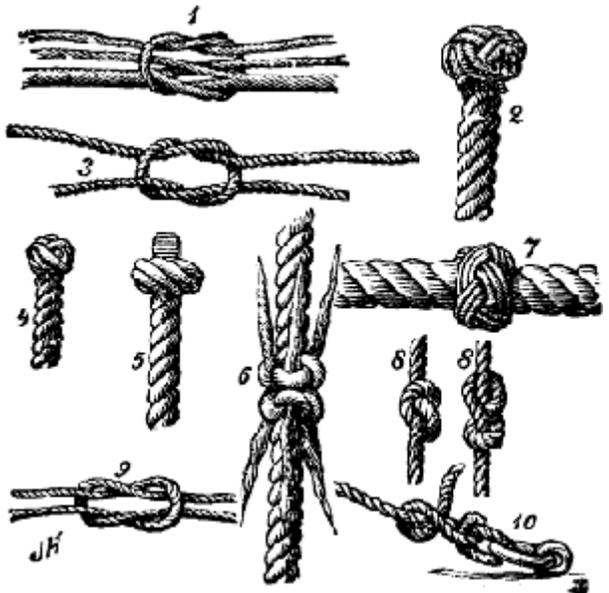
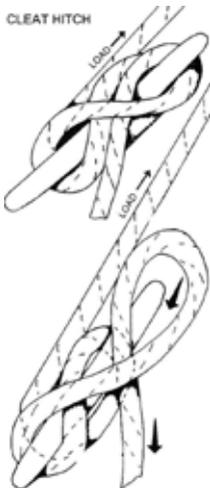
Over the coming months I will include some humorous old nautical sayings, which will intrigue all and offer an explanation as to their origin.

Pratique - Technical maritime term for customs procedure on entering foreign waters. When passing through customs, particularly in the tropics - the most common foreign destination for NZ pleasure craft - it is customary to display a small amount of that country's official currency in a conspicuous place and to transfer it to the officer who examines the boat's documents during the parting handshake. A nice sharp slap on the back as the captain effects the transfer shows he cares about appearances. And it is by no means out of place for the skipper to add a friendly word or two, such as "Here, Sparky, this is for you. Why don't you go out and buy yourself some joy juice and get stupid?" incidentally, these inspectors are justly proud of their educational attainments, and the savvy boat owner can win some fast friends by remarking with surprise and admiration on their ability to read and write.

Privileged Vessel - The vessel which in a collision was "in the right". If there were witnesses, the owner could bring an admiralty court case - know as a "wet suit" or a "leisure suit" - against the owner of the other boat, and if he proves "shiplash", he could collect a tidy sum.

Propeller - Underwater winch designed to wind up at high speed any lines or painters left hanging over the stern.

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.

Decembers Pictures

- Photo 1: A great photograph of the fitting of the revolutionary “Windsurfer” unstayed rig onto Blue Moon at Stanley Bay Wharf. Rob is scratching his head no doubt wondering how it all goes together.
- Photo 2: Some of the components of the unstayed rig before getting the Rob Woollacott treatment.
- Photo 3: An early shot of the old bar, and some regular members down for a Friday evening. Who can recognize the lovely lady behind the bar ??.
- Photo 4: Another photo from the beach BBQ during Easter 1999.



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)



Flake out:

Fall asleep; lie down and relax; collapse from exhaustion

To keep the anchor chain in good condition, it was 'flaked out', looped up and down the length of the deck, in order to identify and repair damaged links.

Flogging a dead horse:

Doing something for no apparent gain; act to no affect

It was customary to pay sailors taken on at the start of a voyage one month's wages in advance, usually in order that they could pay off debts run up whilst waiting for their next ship. Sailors called the first month at sea, a period when they were effectively working hard (flogging) for nothing, 'dead horse' time. The end of the first month, the end of 'dead horse' time, was celebrated by making an effigy of a horse, parading it around the ship, hauling it up a mast, setting fire to it and throwing it into the sea.

Fly by night:

Infrequent; insubstantial; unreliable; impermanent

A fly-by-night was a large sail used only in certain conditions. It was used instead of several smaller sails and was therefore easier to manage, at night and only when sailing downwind.

Footloose:

Acting as one pleases

The bottom of a sail was called the 'foot', and mooring ropes attached to the foot called 'foot lines'. Unsecured foot lines caused the sail to flap freely, to become 'footloose'.

Freeze the balls off a brass monkey:

Very cold, as in "cold enough to"

Brass trays, known as 'monkeys', were used to store pyramids of iron cannon balls. In cold weather the trays would contract faster than the iron cannon balls, causing the pyramids to unbalance and the cannon balls to topple over.

CR Leech ED*

Past Commodore



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MEMBERSHIP GUIDE

WHERE TO GO FOR WHAT



Commodore Matt Kemp	021 839-556	445-7188 a/h	commodore@dyc.org.nz
Vice-Commodore Tash Strong	445-2131		
Rear-Commodore Geoff Evans	445-8896		
Update contact information Colleen Petricivich	445-6219		secretary@dyc.org.nz
Pay Dues Bill Jaques	489-7850	021 026 97646	treasurer@dyc.org.nz
Haulage Derek Snowball	446-0250		
Venue Hire and Catering Marge Ward	4460327		functions@dyc.org.nz
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Safety Officer Kevin Johnson	445-0545	445 2815 evening	
Newsletter Editor Kathleen Riley Dunn	021 444 658		newsletter@dyc.org.nz
Webmaster Maurice Alderwick	486-5022 evening		webmaster@dyc.org.nz
VHF	Channels	Coverage	Transmission Source/ Location
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

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Book Review

CUTTY SARK.

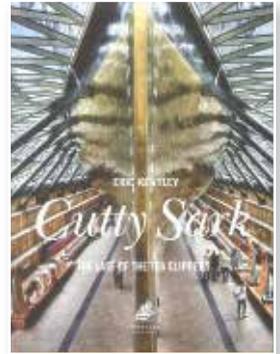
THE LAST OF THE TEA CLIPPERS

By Eric Kentley. Hardcover, 1.15kgs. 210mm x 278mm, 191 pages. Full colour photographs, illustrations and maps.

The greatest of the tea clippers, and an iconic British institution, unveiled in her restored splendour and photographed as never before

- The first history of this square-rigged survivor for over a generation presenting numerous new findings and insights following the catastrophic fire that drew global headlines in 2007
- Includes rare and previously unpublished historical images from the ship's collections and those of the National Maritime Museum

A brand new volume describing the eventful history of one of the world's most famous and celebrated ships from her construction at Dumbarton in 1869, her famous tea voyages as well as those with other cargoes, through to a career under a Portuguese flag and subsequent return to the Thames, Greenwich, the dramatic fire, painstaking restoration and glorious reopening in April 2012.



The book has been developed from the outset with the Cutty Sark Trust and takes the form of a chronological career narrative but also presents detailed features on crew accounts, log entries, pieces on seamanship, ports and cargoes and broader tall ship culture as well as an opportunity to focus on artefacts and the fittings of the ship.

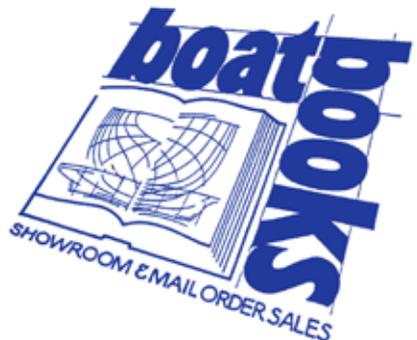
Dr Eric Kentley was formerly a curator at the National Maritime Museum, in a variety of roles from ethnographer to Head of Ship Technology and Corporate Planner. After 16 years he moved to London's Design Museum as Assistant Director, responsible for the museum's curatorial and education programming. Since going freelance at the end of 2001, he has specialised in interpretation projects. His involvement with Cutty Sark began in 2003

A beautiful, lavishly illustrated volume with stunning gatefolds of rigging and sail plans.

NZ\$55.00

Kind regards,
Marianne Bosman

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