



February 2016

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FROM THE QUARTERDECK

**A Report from President
Peter Strathdee**



Firstly I would like to wish all club members a Happy New Year and hope you had an enjoyable Christmas with family and friends. Raewyn and I really enjoyed the Christmas dinner at the Club catching up with old friends and partaking of the sumptuous meal. Well done the caterer and social committee.

Christmas day for Raewyn and I started with a family breakfast at home, isn't it great watch children opening presents, this was followed by a lunch at Raewyn's niece's house, then to my son's place mid-afternoon, hence it was the morning of 27th before we finally cast off the mooring lines at Gulf Harbour and set off for Kawau Island. With a fresh nor easterly blowing 15- 25 knots and lumpy sea, we put a slab in the main and a No 3 on the furler. Hoisting the main as we left the marina we motor sailed to Tiri passage, to run the freezer down and to ensure that liquid refreshments would be at the right temperature on our arrival. At the end of the peninsular we eased the main and rolled out the heads sail, the boat came to life and we started immediately to overhaul larger boats. Azure with full diesel and water tanks, all the BBQ's, smokers, outboard etc. provisions for three weeks, Raewyn on the helm, we sat in the high 6's touching 8.9 knots at one stage. A few years ago my friend Mike Lanigan talked me into getting a new No3 headsail to fit on the furler. Well, I still marvel at how good that sail is, on and off the wind, to the extent we now don't take a bigger head sail away with us at Christmas any more. Yes sure we suffer in the really light airs, but then you have to run the motor, to keep the freezer cold don't you.

We had a nice couple of days at Kawau (no fish) before the wind swung to the southwest for a reach to the Barrier and a further two good days in Kaiarara Bay, sailing the Electron, a Des Townsend radio control model yacht. New Year's Eve we had dinner on my son's boat and

went home early, luckily, just before the rain and 30 knot squalls started. At 1-30am boats began dragging, one slid past dislodging our anchor and we to were now dragging. All credit to Raewyn she managed to get the lead weight off the anchor warp and then keep the boat head to wind while I got the anchor up. Several yachts elected to motor continuously, around a super yacht that was all lit up, rather than try to re-anchor before daylight. Having endured four days of very strong winds, heavy rain and water leaking around the mast, also the prediction of more bad weather to come, we heading back to Gulf Harbour, another lovely sail for a few days to dry out.

The next week I caught up with Richard and Femke Darke, on Seafarer and Mark, Judith and William, Clough on Rainbow V in Owhanake Bay, Waiheke, we all enjoyed a great dinner, snapper provided curtesy of ex commodore John Ford, followed by an excellent Clough's special chicken curry. The following day, enjoying the great weather, we all met ashore late afternoon for a BBQ at Oneroa. A big plus for the well maintained BBQ along with the bucket which contained oil, paper towels and utensils, provided by the local business association and the very nice lady who maintained it all.

With Raewyn back on board we spent a night in Te Wharau Bay, Wiaheke and then another in Putiki Bay. The following morning we enjoy coffee with ex commodore Frank Warnock and Janet on Offshore before motor sailing to the bottom end and then sailing across to Woolshed Bay, Coromandel, there catching up with my son Shane again, along with my daughter and her partner who are visiting from Perth. We enjoyed the mandatory trip up the creek to the Coromandel shops and anchored in Te Koma Harbour for the night. On our arrival Shane and Colin, anchored in the harbour, had hooked a bronze whaler shark and had been fighting it for an hour, it was about two and a half to three metres long. An hour later having up anchored and slowly motored into the bay, transferred to the dinghy, to get to the shore they landed this monster by getting into the shallows and grabbing

it by the tail and dragging it half out of the water, then quickly and I would say carefully removing the hook, plus one other, before easing it back into the water where it slowly swam away.

On our last day in Coromandel met up briefly with ex Commodores' Sue and Kevin Johnson as they left to motor across to Man O' War Bay. The next day we also sailed back to Waiheke and the following day home to Gulf harbour. It was great to enjoy several days of stunning weather before having to come back to the lawns and reality.

RANT: Why do people in power boats, choose to pass in front of a yacht sailing, even though it necessitates a substantial change of course to go around them???

RAVE: It was very pleasing to see nice clean debris free beaches.

A couple of other things I would like to mention, the first, (not very exciting) at the last meeting the committee approved the replacement of the carpet in the mezzanine area and bar area. The order for the new carpet tiles has been confirmed and tiles will be laid over the 2nd and 3rd of February. The damaged carpet in the mezzanine will be disposed of but the relatively good carpet in the lounge is to be retained for possible future use to patch or replace the matching carpet in the foyer etc.

The second is the upcoming Thursday evening talk from artist David Barker – 7.30 pm at the Club Thursday 25 Feb. See the flyer elsewhere in this issue.

In addition, the club (sailing committee) hosted the NZ, Australian and Navy sailing teams at the Club for a BBQ in January when they were here as part of the Bay of Islands Sailing week. This was very well received by them.

Most of the earth is covered in water, so enjoy it.

Peter Strathdee

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Devonport Yacht Club Notice Board

NEWSLETTERS

At the January 2016 Committee meeting it was decided to phase out hard copy posted Newsletters. The March 2016 Newsletter will be the last one received by post if you have an email address registered with the Club. This will also be the last hard copy to go to those that don't have an email address.

From April 2016 there will be no hard copy posted out. There will only be a email notification that the Newsletter has been posted on the web site and where to find it. This has the following advantages:

- It will save the Club the cost of photocopying and postage.
 - It dramatically reduces the file size of the email.
 - Recipients can choose when and in what environment they choose to download and view it. (Some issues could be quite large in file size if there are a lot of images.)
- Help the Club save money on postage and photocopying, Get your newsletter notification by email.
- Register now and help save the planet and the Club's coffers.
 - Email to: treasurer@dyc.org.nz Subject: Newsletter.

DYC DINGHY LOCKERS

There are several dinghy lockers that have recently been vacated and are available for hire. They are Nos. 17, 30, 45, 49 and 56.

Dimensions vary slightly but most are a bit over 3 metres in length and with about 1.3 metres width at the doors. Worth a look if you need the storage.

Cost \$80 per year .. but if you buy now we will only charge you \$40 for the balance of this billing period.

Email treasurer@dyc.org.nz or phone 489 7850



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





QUARTERMASTER WANTED

We are looking for a new Quarter Master - this involves helping to look after our equipment, it's an important role, and a voluntary one - could this be you?



This is sole charge position, and reporting in the first instance to the Group Leader, and would suit a retired person with a passion for small boats. We have a fleet of Sunbursts, a Scout Cutter, plus three inflatables and outboard motors to be maintained. We are not shy in spending money to ensure our fleet is well maintained and serviceable.

Chris Leech ED*
Group Leader
Calliope Sea Scouts

David Martin
MOTORS
AUTOMOTIVE REPAIRS AND SERVICING

WOF Repairs
Mobil

NGK

mfa ASSIST

DAVE
(09) 445 7229
A/Hrs 021 752387

19 WYNYARD STREET, DEVONPORT



David Barker

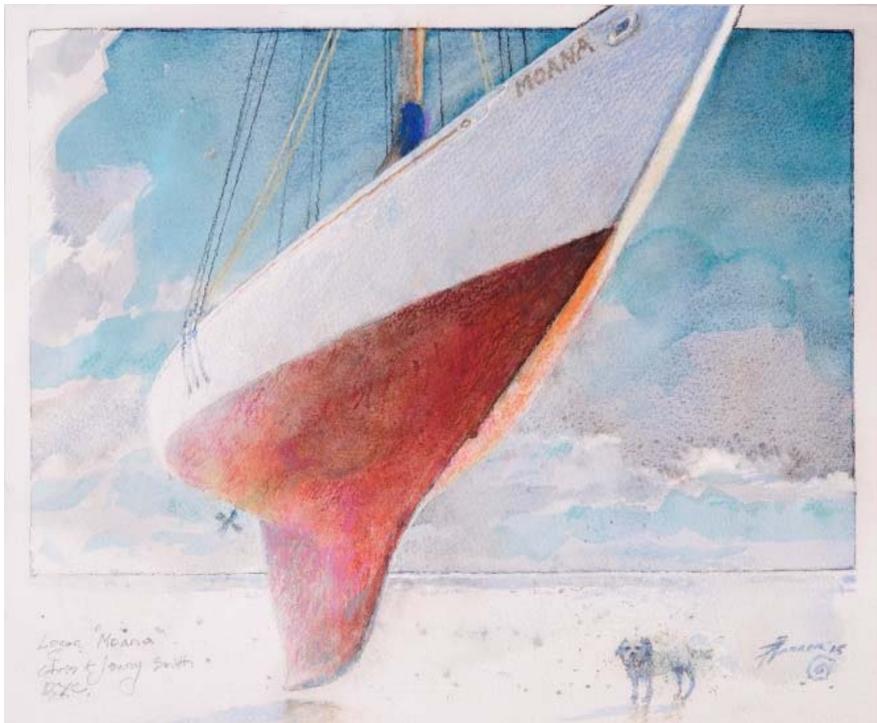
The Art of Sailing

David Barker, acclaimed exhibiting artist, yacht designer and builder, will be giving a talk at Devonport Yacht Club titled, 'The Art of Sailing'.

David is well-known for his strikingly beautiful paintings of the marine environment; the coast, the yachts and other water craft, as well as the built environment relating to the maritime world.

David says this will be, 'An illustrated talk about a life in the studios and another out on the sea. The confusion between the two disciplines; one private, the other physical, social and often competitive'.

Art of Sailing will be open to the public at Devonport Yacht Club, 7.30pm 25th February 2016. All welcome. The club bar will be open.



Devonport Yacht Club, 7.30pm, 25th February, 2016.





NEIL ERNEST CLARKSON COLEMAN 11/5/1927 – 7/12/2015

Husband of Marie (deceased), dearly loved Father and Father in law of Desiree Coleman, Dean and Cathy Coleman,

Devonport Yacht Club

Life Member Wakatere Boating Club and Past commodore
Member of the Royal New Zealand Yacht Squadron

Neil was a yachtsman – he was a yachtsman for all of his life. With a wealth of sailing and cruising experience he had spent much of his adult time in teaching others and his family how to enjoy safe boating.

It all started when he was living in a house in Stanley Bay next door to Bert Woollacotts family where they were building some yachts at the time. As a boy he used to hang around watching and then later helping when he became a teenager. Another life time friend used to hang around as well – Bill Traverse. This inspired Neil's love of sailing, a love he shared with his older brother Keith and passed onto both Des and Dean.

Neil's first memories of sailing was with the Woollacotts followed by crewing on Z'ds, Idle longs and M Class. He appears in the most famous M class picture of Mermerous 1946, he is the one dragged down to leeward by the spinnaker sheet when the instruction went out – Throw the sheet. Neil with his brother Keith owned an 18ft V and Neil also owned an early frostbite.

As a boy, Neil was a boy scout, yachtie and took music lessons on the trombone and played in the Takapuna Brass Band and the Jack Lucas Dance Band playing Saturday nights in the Takapuna Club hall at Bayswater. Music was always to play a part in his life as in later years he also joined the Devonport over 60's club with singing, great company and outings.

Ocean Sailing attracted Neil from the start and in 1951 he helped bring the 38 ft ketch Kahlua back from Sydney and the following year he raced on Hope a Woollacott 30 ft sloop from Auckland to Sydney – Hope was third on Handicap.

In 1952 Neil was part of the crew on yacht Rangī that was entered in the Sydney to Hobart race.



Disaster struck on a stopover at Norfolk Island when the culmination of a coral chafed warp, unreliable motor and a light on shore breeze resulted in Rangī being wrecked. Neil talked about having to make that call back home to his father for the fare home.

In 1953 was the famous Pacific Island cruise taking in Tahiti, Rarotonga, Moorea, Tumaotus, Markesses, Hawaii, Samoa, Tonga, Fiji cruising for 8 and a half months on the 28ft Woollacott yacht Ghost.

About the same time the family shifted to Castor Bay, Neil's brother Keith bought a 25ft Woollacott called Gem. Neil and Keith raced this through the Devonport Yacht Club until Des and Dean were old enough to learn how to sail, and this was when our family began the long association with the Wakatere Boating Club. Neil became very involved with the Wakatere Club becoming a committee member, Commodore, President and Life member which he was very proud of and had continued to support the club with radio duties in later years until very recently.

After Marie had passed away Neil rekindled his dream to sail around the world and from then on it became his goal. He brought a Ganly 39 ft yacht Grey beard, sold the properties at Castor Bay, bought a small cottage in Devonport and started preparing for what was to become an 8 and a half year adventure. Neil set sail for his world trip on the 20th June The trip was completed in the 32ft Rival designed Cavalier of Cowes on 8th November 1995.

Neil has written a book about his world adventures – It took two boats – he had previously written articles of all his travels to the Pacific Islands and was published in sea spray and other yachting magazines.

Quite a few of us had joined him along the way at different parts of the world and all have great memories of great times, good company and lots of laughs. One in particular was Rita Hayman who never missed an opportunity to join Neil around the world on many occasions and even doing an ocean crossing with him.

Shortly on returning to Auckland Neil sold Cavalier of Cowes and purchased a Davidson 28 Idle hour with Desiree. They continued racing with the DYC. Neil was never one to miss an opportunity to go yachting and actively sailed well into his 80's.

Neil got great enjoyment and was very proud of Desiree's sailing achievements at both Devonport Yacht Club and the Panmure Yacht Club. He was very supportive of Dean's sailing throughout the years and was nearly as pleased as Dean was when he bought an OK just recently. He followed with pleasure his Grandsons' Liam and Christopher sailing at Wakatere – even tossing up whether to have a go in the boys Starling – at 80 plus – at the end of the day commonsense prevailed and we opted to spend many an afternoon at the RNZYS watching Chris in action from the comfort of their members bar enjoying a quiet beer and a great lunch.

He was awarded the Fred Norris Medal from the Devonport Yacht Club in 2000 for which he was very humbled.

Neil has had three loves, his family and friends, yachting and food. He was a very positive person with a great sense of humour, he had a gift of making friends and was a real people's person. He was very caring and loved to tell stories of which there were many and he was a great entertainment officer in any cockpit.

Raise your glasses to Neil – Husband, Dad, Grandad, Mate, Yachtsman



OBITUARY

PHILIP GEORGE WARRING

Phil Warring died on Boxing Day 2015 in his 91st year. He bought the 28 foot Woollacott sloop Ebb Tide in the 1961-62 season when he joined the Devonport Yacht Club and sold it to Jeff Cook about seven years ago.

He sailed in the first Whangarei Noumea yacht race in 1964 on Landfall with Fred Norris, Ray Shaw, Harry Houlthausen and Martin Foster. He skippered Ebb Tide in the second race to Noumea and his crew were Brian Johnson, Fred Norris, Pony More and Alec Stuart all DYC members.

The third race to Noumea he crewed on a 34 foot Woollacott ketch called Manuiti with Jack Weller the owner and Fred Norris, Ray Shaw and Frank Warnock and it was my first ocean race. In 1975 he did the fourth Whangarei to Noumea race on my Yacht Offshore with Ray Shaw, Earle Young and two young fit guys to wind winches and pull ropes.

Phil did several delivery trips to the Pacific Islands with Alec Stuart and sailed Ebb Tide twice to the Pacific Islands in 1973 and 1979.

He sailed with Brian Johnson on Brigadoon in the first 2 man round the North Island Race in 1977; this yacht was later to become infamous as the drug running ship for the Mr Asia people. He sailed with Neil Burson on Winifred in the third race.

After the 1975 Noumea Race he was regular crew on Offshore along with Ray Shaw Snr. and Jnr. and Keith Douglas and over the next nineteen years we sailed 25000 ocean racing miles together which included two Noumea and two Fiji races, The Auckland to Nelson race, several White Island, Poor Nights Cuvier, Yates cup, Brin Wilson Memorial and Bay of Islands races Plus we competed every season in the DYC and RNZYS races winning the Squadron points prize in 1980-81 and Devonport's three times.

In addition Phil also raced Ebb Tide every year in the Woollacott Cup at the DYC regatta. He was a great guy and great to have onboard especially if the weather was dicey.

We saw him off in style on January 4th at his daughter Krista's home in Warkworth and his ashes will be scattered off Bean Rock on January 17th, from Ebb Tide of course.

Frank Warnock



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.

Last Month's Photos:

I have gone back into the archives and found four wonderful old photographs, of which I know little about. So if anyone can identify the place and the people, please let me know.

Photo 1: Three down in a row. Looking West towards the Masonic Hotel. The Big Storm of 1917 and 1918.

Photo 2: A devastating scene after the storm.

Photo 3: A lone keeler seeking shelter by the North Shore Rowing Club.

Photo 4: On the beach.

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)

Sail close to the wind:

Take a risk; get to the limit of what is considered acceptable

The quickest way to make progress into a headwind was to sail towards the edge of the wind. There was a fine line between sailing towards the edge and directly into the wind, to do the latter risked being taken aback, with dangerous consequences.

Ship shape and Bristol fashion:

Neat and in good order; ready to go

Bristol was renowned for its high standards of shipping and equipment. Before the docks were built in the mid-nineteenth century the tide ebbed and flowed more than ten metres. At low tide ships could have been stranded on the exposed seabed; to avoid damage they needed to be sturdily built with their cargoes securely fastened.

Shoot ahead:

Move forward swiftly; overtake

A ship sails very quickly past another.

Shot across the bows:

A warning

A cannon was fired in front of a suspect vessel as a warning or threat, or as a show of strength, or to bring that vessel to a halt, without causing damage.

Show a leg:

Wake up; get out of bed

Sailors were often refused shore leave whilst a ship was in port for fear that they might desert, particularly as many of them would have been pressed against their will into service. To compensate, civilian women (ostensibly wives) were allowed to live on board for the duration of the ship's stay. In the mornings the boatswain's mate called the hands with a shout of 'Show a leg or a purser's stocking'. If a woman's leg appeared, she was to stay in the bunk until the men had left. The custom of women being allowed to stay on board visiting ships was abolished during the 1840s.

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		
Club Secretary Peter Skogstad	445 3888	021 0284 5243	secretary@dyc.org.nz
Pay Dues Bill Jaques	489-7850	021 026 97646	treasurer@dyc.org.nz
Haulage Derek Snowball	446-0250		
Works Manager Hugh Pollock	445-2576	021-257-9450	
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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



Book Review

TRUE TALES OF THE CHATHAM ISLANDS

Compiled by Don Armitage for the Chatham Heritage and Restoration Trust Inc. (CHART).

Paperback. 0.92kg,

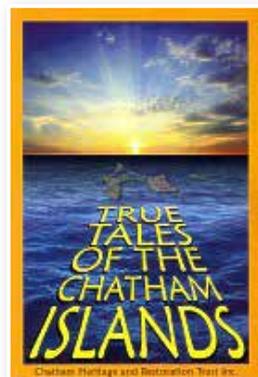
240 pages, 210mm x 297mm,

black & white illustrations and photographs,

Published 2015.

This is a wonderful collection of short illustrated stories from many people resident or associated with the Chatham Islands. This is a very relevant and accurate record of a small community of people going about their daily lives. In Don's words "As long as similar short story compilations are produced every few years for the rest of time, the accumulation of stories will not only increase in number, but become an increasingly important social history of the community".

The list of contributors is too long to mention in its entirety but these are some of them, Lindsay Alexander, R Lea Clough, Malcolm Gordon, Adrian Cannon and I have noticed a couple of articles by DYC member Mike Pigneguy. The topics are many and varied such as the start of the Crayfish boom in 1964, Dinosaur discoveries, voyage to the Chathams 1848, experiences as a wireless operator 1914-1916, diving in the 70s, Regal visit, MV Holmdale and many more.



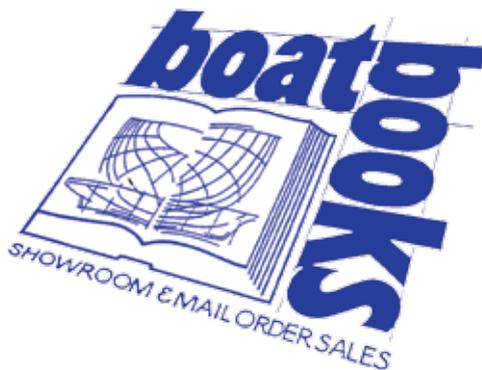
There are at the current time eleven other "True Tales" books under way all using the same format. For instance, Great Barrier Island is collecting stories for its third such book. We also still have "More True Tales of Great Barrier Island" (the 2nd book) in stock in the same format and at the same price.

NZ\$50.00

Kind regards,

Marianne Bosman

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