



July 2016

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FROM THE QUARTERDECK

A Report from Rear Commodore Geoff Evans

Some of us have been out ‘winter’ sailing. Over Queen’s birthday long weekend, we had a neat cruise down to Owhiti Bay (east of Onetangi), paddle boarding, walking the hills and enjoying some very good company.

Thanks to Peter Strathdee, our president, who wrote last month’s From the Quarterdeck. He summarised the process involved in reviewing the Club rules. As he mentioned, these rules will be up for approval at a special general meeting to be held on the 18th August.



The haulage team have been busy in the last month. This is the first year working under the new health and safety regulations, and Derek Snowball, our haulage master, has been pleased with the level of compliance. The section in front of the Club is looking attractive and purposeful with members’ boats in the process of annual maintenance. As we’ve done in the past, information on some of the boats is going to be displayed on plaques. This will be of interest to both members and passers-by.

Our last Seatalk was Nigel Key from NZ First Aid. He was a very effective and humorous instructor. It was a pity we only had a small audience because we found the information particularly useful, practical, and relevant. Looking at the average age of those present, Nigel suggested we could look at providing an Automated External Defibrillator (AED) at the Club! Wendell Dunn on the committee has been arguing for us to have an AED for a while, yet we hear that no other sports Clubs in the district has one. Nevertheless, at the last committee meeting we resolved to investigate getting funding. In the meantime the AED app available on smartphones indicates there is reasonable access to the devices locally. Seatalks goes into temporary recess until August. Details to follow.



Thanks to the stewardship of Andy Mason and the sailing committee this year's Prize Giving was a very well run event. The food and wine were excellent, and we heard good speeches from the Commodore and Sailing master and the guest speaker Guy Pilkington, who spoke ably about the RNZYS Youth Training Scheme. We heard how successful the programme has been in nurturing the current generation of New Zealand yachtsmen and women that are so successful in the international world of yachting racing, as well as ensuring the up-and-coming generation of young sailors get the step up they need to compete. As to the trophies, some of us old hands picked up some of the silverware with Lidar and Rainbow V picking up the lion's share.

Works manager, Hugh Pollock, has instigated another improvement project at the Club. Work is due to start on re-cladding the exterior of the East wall and for the interior, to create a space for storing chairs. Previously chairs had been stacked up in the disabled facilities in the hallway, or in the mail hall; a far from satisfactory arrangement. So a new storage area will be built in the main hall where the piano and the PA system is currently located. This will improve the looks and flexibility of the Clubrooms. At last week's committee meeting there were comments that the Clubrooms are looking a little cluttered, so expect to see further improvements. It's really important for us to keep the place looking attractive, not only for the benefit of members, but also in the interest of attracting more function bookings, which would increase in Club's income.

And the mention of functions reminds me to broadcast hearty congratulations to our Commodore, Matt Kemp, on his engagement to Amanda. We gather the proposal was on North Head and involved a bended knee. How romantic! As Matt and Amanda will soon be investigating wedding venues, it will be interesting to know how the Club compares with similar venues for weddings, and what suggestions they may have for us improve. This will be useful as we would like to attract more functions for the good of the Club finances.

There are some important events coming up. The AGM is at the Club 7.30pm on the 19th July. At the AGM Matt will be stepping down after two very successful years as commodore. I'd like to take this opportunity to pass on my sincere thanks to Matt for being such an effective Commodore. For such a young man, he has excellent leadership skills, huge energy, and such a relevant skill set. He has demonstrated admirable judgement and has kept the Club, in all its functions, in such good spirits.

I've had to put our apologies in for the AGM, as Jane and I will be in Europe visiting family and friends. Of course, we'll be back in time for the wine tasting evening in early August.

Geoff Evans

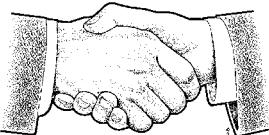


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DIRECTORY UPDATE



A warm welcome to our newest members.

DYC NEW MEMBERSHIP				
Member	Boat Name	Design	Sail#	Call sign
Associate Membership				
Stanley & Elizabeth Jones				



David Martin MOTORS

AUTOMOTIVE REPAIRS AND SERVICING

DAVE (09) 445 7229 A/Hrs 021 752387

19 WYNYARD STREET, DEVONPORT

mfa ASSOCIATES

WOF Repairs

Mobil

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Devonport Yacht Club

Notice Board



CHANGES TO THE MARITIME MOBILE REPEATER ALLOCATIONS

Maritime radio channels will be changing on 1 October 2016

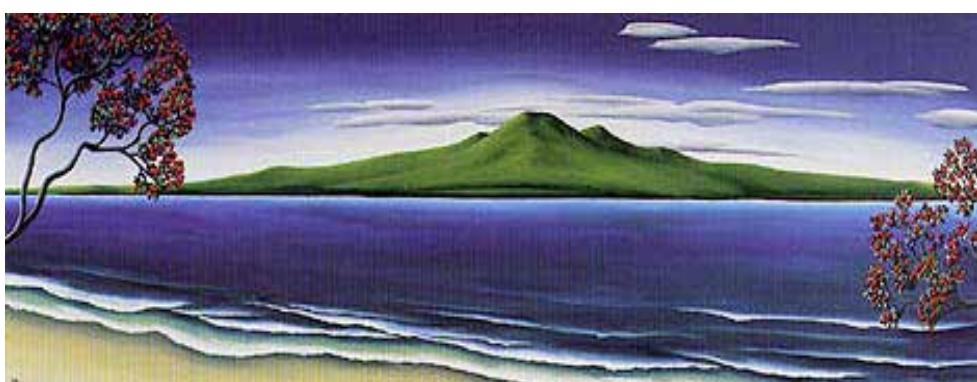
New Zealand, along with a number of other countries, is required to change some maritime VHF repeater channels to make space for newly allocated international services for ship tracking and data services.

New Zealand will be moving a few private VHF repeater services, most Coastguard VHF repeater services, and all NowCasting weather services to accommodate these changes.

The frequency changes will take place in New Zealand on October 1 2016, before the peak summer recreational boating season when VHF radio services become busy. This ensures New Zealand is ready for the changes that come into force internationally on 1 January 2017.

This will affect Nowcasting and the Coastguard channels. The Radio Spectrum Managements information page is at: <http://www.rsm.govt.nz/projects-auctions/current-projects/changes-to-the-maritime-mobile-repeater-allocations/changes-to-the-maritime-mobile-repeater-allocations>

There are lots of other links to information therein.



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DYC WINE TASTING EVENING



REGIONAL ROUNDUP

Presented by the Master himself - Mr Bob Campbell MW

Saturday 6th August 2016 1930 hrs

\$20 per person – Tickets purchased from the bar



Taste 8 different wines from 8 different regions in New Zealand

Hope to see you all there!

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MANY THANKS

Many thanks to Derek and the Haulage Team and all DYC Club members who helped with the haul out and side slipping of Ebb Tide today. Your help was especially appreciated. A great reflection of the strength of the Club and its comradeship and support for other members.

Cheers
Jeff & Sally



Ebb Tide being manhandled into position

ANNUAL GENERAL MEETING



The Annual General Meeting of
The Devonport Yacht Club Inc.,
will be held at the Clubhouse,
25 King Edward Parade Devonport
at 7.30pm on Tuesday the 19th day of July 2016.

Agenda and other details can be viewed on the Club website

<http://www.dyc.org.nz/noticeboard/events/dyc-agm>

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Boating Courses



Day Skipper

An introductory course for all members of the family or crew, including those new to boating. Applies to a wide range of vessels including yachts, launches, powerboats, PWCs, sea kayaks, and waka.

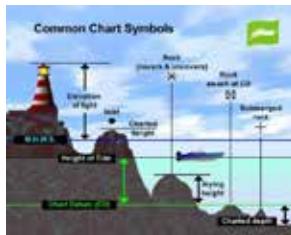
Modules Included:

The Boat, Navigation, Rules & Regulations, Emergencies, and Knots.

Aim: To gain essential boating knowledge.

Duration: 15 Hours.

Qualification: NZ Day Skipper Certificate. Unit Standard 26542 available.



Venue: Marine Education & Recreation Centre (MERC)

1045 Beach Road, Long Bay, Auckland 0630

Date: 23rd & 24th July 2016

Saturday & Sunday – 8:30am to 4:30pm

CONTACT

Coastguard Boating Education

Phone: 0800 40 80 90

Email: bookings@boatingeducation.org.nz

BOOK ONLINE \$240.00

www.boatingeducation.org.nz



Boating
EDUCATION

COASTGUARD

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WINTER HAULAGE

WHAT DOES IT MEAN FOR YOU

LIFE MEMBER FRANK WARNOCK LOOKS BACK OVER THE PAST 50 YEARS AND SAYS THAT A LOT HAS CHANGED



Yes, it's that time of the year again and the Club boats are once again hauled out for winter maintenance. My first experiences with winter maintenance were in the 1960s, when I owned the 28 ft Colin Wild yacht La Mouette. In those days we hauled out on the Eastern slip and cleaned the marine growth off straight onto the concrete slip prior to side hauling. The first job to do was to get stuck in with the hose and 60 grit wet and dry sandpaper, and sand all the antifouling, which ended up on the ground under the boat. Interestingly enough after 60 plus years of this the grass grows on the section during the summer as green as ever.

We would work on our boats every weekend. On a typical Saturday, we would arrive at the Club between 0830 hrs and 0900 hrs, remove the covers, and open up the boat and start work. The electric bell on the Clubhouse would ring at 1000 hrs and we would all knock off and go into the Clubhouse for a cup of tea and to listen to the world according to John Woollacott, which was very interesting. A committee made up of member's wives ran a roster to make the morning tea and supply some freshly baked scones or similar each weekend. At about 1045 hrs we would return to work and knock off again at midday and walk across the road to the Masonic hotel for lunch.

The pub had a kitchen by the public bar and sold greasies, which were very popular, washed down with a jug of beer. We would spend a pleasant hour over lunch after which we would return to work on our boats, until the Club bell rang at 1500 hrs for afternoon tea. Returning to work after another cup of tea and biscuits, we would carry on until 1700 hrs, which was time to knock off, close the boat up, and head across the road to the Masonic for happy hour, where we spent a frantic hour of drinking as the pub closed at 1800 hrs.

We commandeered a table and each shouted a round of drinks, which was two jugs of beer costing 36 cents a jug. At 1800 hrs the taps were turned off by which time we were all quite drunk, so we got into our cars and drove home.

Sunday was similar, except the pub was shut so we brought our lunch from home or bought a pie from the service station across the road and had it in the Clubhouse with a cup of tea.

If you take into account the time spent talking to other boat owners it's not hard to work out that not much work got done on the boats.

Everyone left the topside painting and varnishing until the spring, but it often rained so we all got behind and with downhaul approaching we were forced to throw a sickie from work and spend the day through the week painting.

There are three guys, all past Commodores, from those days that I still miss, Charlie Kemp, Roy Poole and Jim Gibson. Great guys and great for the Club.

So what are your plans for this winter? My present yacht is called Offshore and we last gave her a birthday 10 years ago. She has been pulled out at Devonport for the winter once only many years ago and lives on a marina at Westpark which is now called Hobsonville. She was designed by John Lidgard and built by Snow Waters; 11.6 metres, cold moulded in triple skin Kauri, glassed with teak everywhere else and launched in 1974. I have owned her since new and she is a beautiful yacht and I have had a love affair with her for 42 years. but she is very expensive to maintain and I am still working part time at 82 years old to keep her going.

During those 42 years, we have done 25000 ocean racing miles, won the Squadron seasons points prize, and Devonport's three times. However, now she is a very comfortable cruising Yacht for Janet and I plus a few friends. I stand on a button in the cockpit floor and my Leisure furl mainsail goes up and down. I pull a rope and my headsail reefs or disappears. I flick a switch one way and my anchor throws itself off the bow, flick it the other way and it pulls itself up. So we don't have to get out of the cockpit for anything except for pulling the Club burgee up and down, which is a pain.

This year we are going to give her another birthday and I have arranged to have her lifted out at the marina on October 6th, water blast the antifouling, and pop her into a cradle, which will be positioned outside the boat painter's shed. He will hand sand the bottom and mask up and spray 12 litres of ablative antifouling paint on. We have this done every three years. Its 10 years since the topsides were last painted and we have a few dings that he will fill and spray, plus cut and polish the topsides. While she is out of the water, Steve McCabe will remove the mast and replace all the standing rigging, which is now 42 years old. Also, Neil Easton, who is a DYC member and owns OHMS with his partner Sally Garrett, will replace all the wiring in the mast and fit led bulbs. The local engineers will remove the Kiwi three blade feathering propeller and I will get it serviced. They will also remove the stern gland and fit an anti drip more modern one.

While all this is going on, Janet and I, with help from friends, will sand and repaint the mast which was last done ten years ago. Its single pot paint, so will not be too difficult.

Our boat builder friend Herbert, who now lives in Kerikeri, is replacing the cockpit grating originally built by the late Ray Shaw, a past DYC Commodore who raced and cruised on offshore for 20 odd years. We are sick of repairing it and it is 40 years old.

Then we will bung on the propeller, drop the mast back in and, bingo, we will be ready for the summer. We do use the boat and have been away for two months (January and February) for the past two years plus eight days at Easter and another six days since.

So that's our plan, no morning or arvo teas at the Club or beer at the Masonic, but we will survive to sail another day or three, and all it costs is money!!

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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)

Taken aback:

Startle; surprise; shock

Unexpected shifts in the direction of the wind caused problems for sailing ships. Being taken aback posed the greatest danger to a ship, the result of the wind suddenly shifting to straight on and blowing sails back against the masts, which may have caused the masts to break under the strain. (see also sail close to the wind)

Take the wind out of someone's sails:

Deflate; frustrate; get the better of

In battle a ship would pass an enemy ship on the windward side, denying that ship its wind and causing it to lose manoeuvrability.

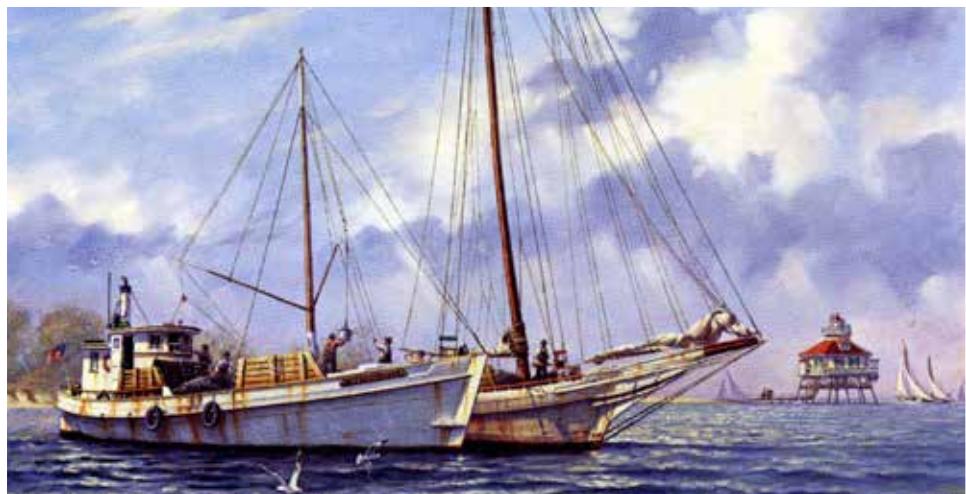
Three sheets to the wind:

Drunk

A sheet was a rope used to control a sail. Usually four sheets were used to adjust (trim) a sail's angle to the wind. If a sheet became damaged or was released, it was said to be 'in the wind', and the corner of the sail it was securing was left to flap about. The more sheets damaged or released the greater the sail billowed and the harder it became to regain control of the ship. The sayings 'one sheet....', 'two sheets....' and so on were used to describe various stages of drunkenness; a sailor described as being 'three sheets in the wind' would have been very drunk.

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 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.

Photos 1 -4: Silly hats anyone? A selection of Silly Hats and other Formal Attire, which was the pre-requisite for attendees at the infamous DYC Issy Bay Balls. Who can identify them all the reprobates?

Chris Leech ED*

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Book Review

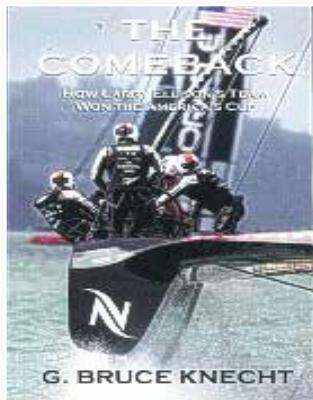
THE COMEBACK.

By G. Bruce Knecht. Paperback, 125mm x 205mm, 136 pages, Black & White images. Published 2016

Larry Ellison's America's Cup team was down 1-8. New Zealand needed just one more win. Oracle ultimately beat back the odds in what's been called the greatest comeback in sport. But was it? G. Bruce Knecht set out to investigate how Oracle turned things around and, most particularly, the source of extra horsepower that seemed to come from nowhere during the final races. What he discovered was that the team was using a sailing technique that was prohibited under the rules. The Comeback is a pulse-pounding account of Oracle's desperate stop-at-nothing campaign.

Review below from Craig Leweck, Scuttlebutt

Despite all the drama that surrounded the 34th America's Cup – the cheating scandal, the jury rulings, the remarkable series – we figured we'd all moved on. It's been two and half years. Stick a fork in it, right? Apparently not.



The release of a new book by G. Bruce Knecht, The Comeback, focuses on how the defender Oracle Team USA, seriously in a 1-8 hole, found new speed to win eight straight races to beat challenger Emirates Team New Zealand 9-8. And how they did it by cheating.

While Knecht details many of the changes made by the defender, one area gets the most attention. The defender got on a roll when they improved their upwind speed, a result of their ability to foil. But it was how they were able to foil is the big reveal. The book reports it was a result of rapidly pumping the main wing. Here's an excerpt:

After every turn (tack), the frenzied in an out movements of the wing enabled the boat to rapidly climb up onto the foils. With the boat mostly liberated from the water's grip, Oracle quickly gained ground on the Kiwis. Thanks to the continued pumping, Spithill could then turn slightly back toward the source of the wind to put the boat on a more direct course toward the next mark without falling off the foils. Nonstop pumping was crucial. "If we didn't pump the wing, we would lose ground," Spithill explained.

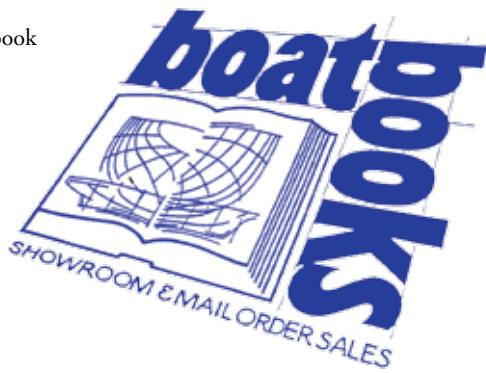
For the rest of the story you will need to read the book

NZ\$40.00

Kind regards,

Marianne

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