

Devonport Yacht Club News



September 2016

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CONTENTS

From the Quarterdeck ...	1
New Members	3
Notice Board	4
Around the Yard	6
Anchoring - What's Best	8
Stories from the Past	10
Pictures From the Past	11
Book Review	12

HOME OF THE DUDER CUP



FROM THE QUARTERDECK A Report from Vice-Commodore Geoff Evans



Last month we welcomed new members to the committee and a woman at the helm, with the promise of new strategies to further develop the club; thanks Natasha.

August's wine tasting evening at the club was very enjoyable. Bob Campbell, Master of Wine, presented us with a good selection of wines to taste, whites and reds, accompanied with interesting, humorous and candid comments about the wines and his life as a master of wines. As one who prefers a red, I was especially interested to hear his recommendation to store opened bottles of red in the fridge and then microwave your next glass to take it back to the desired temperature! He emphasised there's nothing sacred about the temperature to drink a red wine; it's down to individual choice. He has a neat sense of humour and he had a very cheerful audience. We're hoping he will come back to host another wine tasting evening next year. There's a rumour a craft beer evening is being considered. Watch this space.

This month we're hosting the inaugural ex-president's command performance, 'Spirit of The Age of Sail'. This will be at 7.30pm Sunday 11th September; please mark this in your diaries. John Duder is coordinating a literary evening that will feature selected readings of poems and passages performed by DYC members. At this stage, this includes readings from John Duder, Tessa Duder, Ian Free, some sea shanties performed by Roger Giles (of Devonport Folk Club fame), and a showing of the classic square rigger movie, "Peking Rounds Cape Horn" (sister ship to the famous *Pamir*) as filmed by the irrepressible Irving Johnson. We're keen to hear from members who might have additional offerings of suitably short,



salty, stirring, scary, salacious, stimulating readings, prose, poetry, or music. Those interested, please email me (geoff.jane.evans@gmail.com) by 4th September. The bar will be open and the evening promises to be a lot of fun, so please come along.

The NYC Seataalks events are going from strength to strength and attracting good audiences. The August Seataalks featured weather forecaster Bob McDavitt. He was the MetService weather ambassador for twenty years, so we suggested he had some explaining to do! As always, his talk was interesting, informative, and really entertaining. Tim Ridge, the club's new bar manager and committee member, said, "For me, Bob's talk last evening was the best 'technical' evening I've attended. He was an informal and entertaining speaker plus demonstrating a huge depth in technical knowledge. It had the culture of a very good university lecture and I sat there wishing I had the means to take notes!"

The September Seataalks event will be 7.30pm Thursday 29th September. Thanks to our local MP and club member Maggie Barry, we've been able to arrange for the Department of Conservation and Auckland Council to host a panel discussion at the club. This will be on the government's Predator Free NZ initiative, with a special focus on the coasts and islands from here to Northland. DOC is keen that this is a public event, which is good for them to be able to convey their message and it should be of interest to many of our members, who sail in those waters. The bar will be open and we hope you're able to come to this event. We will post more details on the club's website and an email will also go out to members.

In addition, Marianne Bosman at Boat Books (also a club member) has put us in contact with Kerry Howe, author of the recently released book, 'To the Islands'. He has agreed to be the speaker at the October Seataalks event on 27th October. His talk will be entitled, 'In the eye of the beholder - how to see the Gulf differently' – and will look at various and not always obvious ways of seeing and interpreting the Hauraki Gulf. His book was reviewed by Marianne in June's NYC newsletter.

September should see an improvement in the weather, members with a spring in their step, and hauled boats being readied for the sailing season. Don't forget about the club's Special General Meeting to discuss the new club rules. This will be at the club 27th September. Best wishes and fair winds,

Geoff Evans,
Vice Commodore



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[Return to Contents Index](#)

DIRECTORY UPDATE



A warm welcome to our newest members.

DYC NEW MEMBERSHIP				
Member	Boat Name	Design	Sail#	Call sign
Family Membership				
Bruce Curson & Sarah Keene	Catabatic	Frecklington 9.8	7603	
Ricardo Russo & Katherine Arcnas	Pioneer	Young 34 10.5		
Associate Membership				
Stephen & Suzie England-Hall				
Peter & Jenny Swan				

David Martin
MOTORS
AUTOMOTIVE REPAIRS AND SERVICING

mfa
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WOF Repairs
Mobil

DAVE
(09) 445 7229
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19 WYNYARD STREET, DEVONPORT

[Return to Contents Index](#)





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: This will affect Nowcasting and the Coastguard channels. For he Radio Spectrum Managements information page [Click Here](#)

There are lots of other links to information therein.



NOTICE

The next Rules Meeting has been changed to the 4th Tuesday of September - September the 27th.



Name: Eleanor
Email: Holroyd
Phone: 021721143

Comments: Hello, my name is Eleanor, keen to start sailing in any way possible, crew , lessons with a view to buying a yacht, just back from 35 years away. Please let me know how might be best to contribute. Eleanor.holroyd@gmail.com

[Return to Contents Index](#)

WEATHER INFORMATION CHANNELS*

New channels to take effect from 1 October 2016

CHANNEL KEY

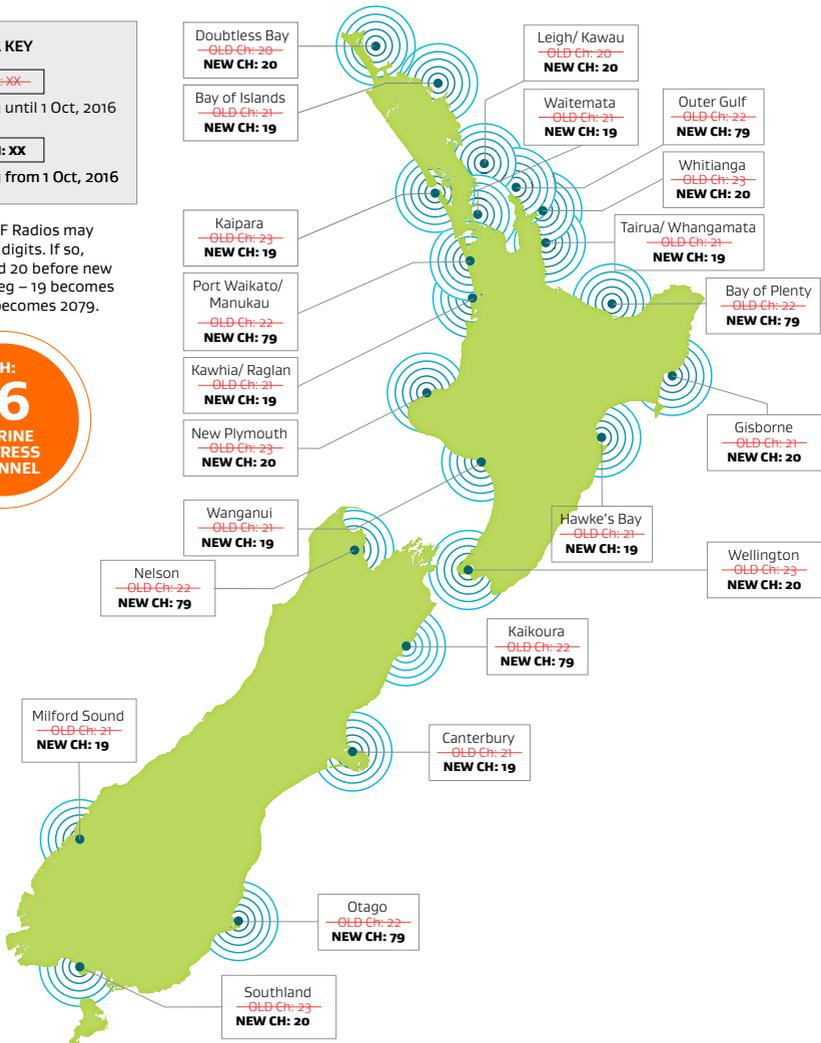
~~OLD CH: XX~~

Operating until 1 Oct, 2016

NEW CH: XX

Operating from 1 Oct, 2016

Newer VHF Radios may have four digits. If so, please add 20 before new channels eg - 19 becomes 2019, 79 becomes 2079.



* 24/7 marine wind and weather conditions via VHF radio



[Return to Contents Index](#)



AROUND THE YARD

U-CHOOSE

U-Choose is a Davidson 28 currently hauled out in the outer row in “Siberia” facing the southwesterly wind. She is owned by Tony and Mandy Bullard, in partnership with Brett Stansfield and Jackie Lidgard. They have owned the boat since September last year and in this first winter the work involves internal redecoration, a new home made spray dodger, fitout for a forward bunk, a new UV strip on the headsail, and an upgrade of the refrigeration system. They had had *Dreamweaver II* for three years and felt they needed a boat that was a bit longer and a bit faster. Tony is keen on getting in some Club racing and has a lifetime of sailing experience from sailing as a youngster in a Sunburst in Muri Lagoon in Rarotonga to Frostplys in Hamilton, a P class on Lake Ngaroto and Noelex 22 and Farr 7.5 Trailer Sailers in Christchurch. When he was on his own, he had a Happycat and a Maricat, as well as various motorised fishing boats.



FINESSE

Matt Rushton is the new owner of *Finesse*, a Townson 30, built in 1965.

Matt sailed on superyachts for 20 years and was on one when he arrived in Auckland. He settled in Stanley Bay in the first house he has owned. He sealed the deal for the house with a mate, while in the middle of the Tasman Sea. Initially he worked for Seaworks, who did marine contracting in oilfield and surveying work, as well as ROV work. Recently he had worked for Explore, but now is a skipper for Fullers on *Adventurer* and *D6*.

Matt has had *Finesse* since the end of April and she is moored at Stanley Bay. For the winter, she is hauled out on the yard toward



the Scout Den. Work to be undertaken includes painting the hull (single pot), maintenance of the seawater cooling system on the engine, varnishing, canvas work on the sacrificial strip on the heads'l and spray dodger, along with installation of a solar panel and autopilot. Matt intends gunkholing round Waiheke and maybe the occasional social race, if it fits in with his shift on the boats.

YOUNGBLOOD

Youngblood, 1987 - Young 88

Owners – Liz and Matt Plowman

Lives – Bayswater Marina

Winter maintenance – anti-foul, clean and polish hull , change boom vang tackle, upgrade cockpit winches, sail drive service, engine service, re-paint hull stripe (if we get time)!

We have owned Youngblood for 7 months. We are the 2nd owners, with the first owners having her for 28 years. She is set up for cruising and that is how we have/will use her. We took her away on our honeymoon in Feb this year; sailed up to the BOI for 3 weeks, and have done a bit of gulf cruising on the long weekends this summer. We intend on spending a lot more time exploring the gulf on her and the next big trip will be to Barrier. We just have to find the leave from work! We will do the odd bit of club racing, but definitely in the cruisers / no extra's division. She is our first boat and has so far treated us very well! We have had a great first summer on her!

“We missed the picture in Liz and Matt Plowman’s article which appeared last month, here it is again, our apologies”.



[Return to Contents Index](#)



ANCHORING: WHAT'S BEST?



Rope versus Chain

This is a debate that has raged for years. If you are only heading out for the occasional overnighter then rope and chain are fine, after all. Of course you've checked the weather and a blow at anchorage is not in the forecast.

Extended cruising is another matter. Sometimes you don't have a choice and you'll be out when it's forecast to get snotty. If your boat can handle the weight up front then it's all chain in my book and the more the better.

Why? The word is "Catenary" and it's the shape the chain takes as it goes from your bow to the anchor. A nice curve is good; as the boat pulls back in a gust, the energy is dissipated as it straightens out the chain and acts as a shock absorber, taking snap load off the anchor. Snap loading the anchor or pulling the shank up instead of along can literally "Pluck" your anchor.

Rope and chain gives you only a very limited catenary effect. If you're heading to tropical waters then all chain is a must. I've seen 25mm rope rode sawn through on coral easier than spreading semi soft butter.

Kellet

You can also help improve the catenary effect by using a "Kellet". A Kellet, a good example of which is the New Zealand produced "Anchor Buddy", acts as a weight on your chain improving the angle of pull on the anchor. This can be of particular use in strong winds, adding a further dampening effect on the rode. Or when space is limited, the scope can be reduced without compromising your holding.

How much is too much?

The traditionalists would say it's never enough when it comes to ground tackle. But to be reasonable for extended coastal and offshore cruising, we can start with a minimum of three anchors. Your primary should stay on the bow, so you'll need a bow roller that's set up to handle it. The primary is your all purpose anchor, so needs to be of a type that covers the largest range of bottom conditions.

Over the last five or so years, the "Spade" anchor has risen in popularity. Size your anchor for your boat (size and weight) as per the manufacturer's recommendation, which goes for the chain size too.

Your second anchor should be a different type of anchor from your primary, but also sized to be used as a primary, if required. A good choice here would be a Danforth type or Fortress anchor. Both are very good in sand, mud and softer bottoms. The secondary anchor should be set up in the anchor locker, ready to go and, for weight considerations, often has a chain and rope rode, rather than all chain. This allows the secondary anchor to be deployed quickly in the event of a catastrophic failure of the primary.

[Return to Contents Index](#)

Your third anchor has a number of uses and can be set up in a number of ways. We use a smaller Danforth and have it set up to use as a stern anchor for those roly anchorages. It has about three meters of chain and the rest of the rode is Nylon rope. This anchor can also be used as a tandem anchor, if your primary isn't holding in soft bottom conditions. This is accomplished by attaching it onto the front of the primary, on the 3m chain only.

Another choice for third anchor would be a Fisherman type, if the bottom conditions where you intend to cruise are often rocky or kelp covered.

Not all chain is created equal.

Watch out when you are pricing chain as there is some cheap rubbish around and beware of regalanised chain. The process reduces strength by as much as 30%. From experience, tested Italian chain has the best performance and should be sized to the boat and the anchor you're using. Remember the bigger the chain the better the catenary effect. We carry around 100m of tested short link chain on our primary and this sorts out 99% of anchorages. We have the bitter end secured by a length of rope and a shackle that's long enough to come just above the hoss pipe so more rode, either rope or chain can be added if required.

Sail-World.com News



[Return to Contents Index](#)



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)

Under the weather:

Not feeling well

Seasickness is caused as a ship pitches on rolling waves; the rougher the sea, the greater the pitch. Sailors who suffered in high seas were sent below decks, 'under the weather', where the movement of the ship was less severe.

Wash out:

Remove; wear away; eliminate; abandon

Signals were once written in chalk on slate. Once the signal had been relayed, the slate was washed clean. (see also clean slate)

When my boat comes in:

With luck, when I make my fortune

Merchants and traders made their livings and settled their debts after their ships returned to ports with cargoes to sell. From the sixteenth century such traders promised to pay money owed within an agreed period of time of a ship's return.

Whistle in the wind / whistle for it:

Attempt to get the impossible

It was a traditional, superstitious belief amongst sailors that if there was no wind and the ship was becalmed, then whistling would cause a wind to blow. Others feared that whistling, the 'Devil's music', might raise a storm. In any event, 'whistling in the wind' was a futile practice.

Whole nine yards:

Everything; full measure

Square sails were supported at their tops and bottoms by wooden yards, which were attached at right angles to the masts. The 'whole nine yards' describes a three-masted ship sailing with all three major sails unfurled on each mast.

CR Leech ED*

Past Commodore



[Return to Contents Index](#)

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: The building of the Dinghy Ramp. It was all manual labour in those days, and the catch cry was "Do not let the pipe go". Who can identify all the members, especially the children.

CR Leech ED*
Past Commodore

[Return to Contents Index](#)



Book Review

We have a fantastic gift book for you this month **A HISTORY OF SAILING IN 100 OBJECTS**

By Barry Pickthall. Hardback, 0.99kg, 222 Pages.
195mm x 255mm, Full colour and B & W images.
Published 2016.

Did you ever wonder which civilisation first took to water in small craft? Who worked out how to measure distance or plot a course at sea? Or why the humble lemon rose to such prominence in the diets of sailors?

Taking one hundred objects that have been pivotal in the development of sailing and sailing boats, this book provides a fascinating insight into the history of sailing. From the earliest small boats, through magnificent Viking warships, to the technology that powers some of the most sophisticated modern yachts, the book also covers key developments such as keels and navigational aids such as the astrolabe, sextant and compass.

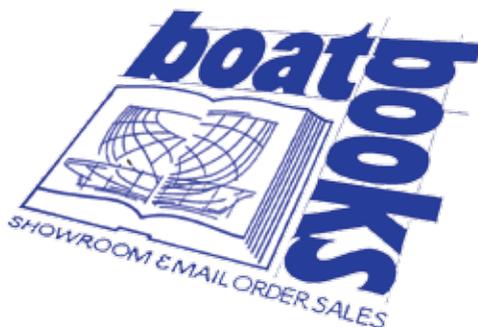
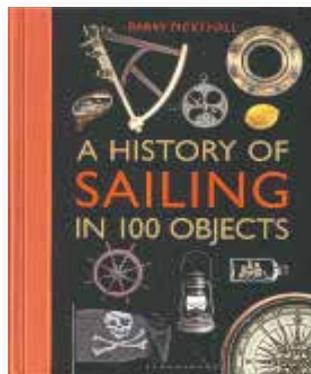
Other more apparently esoteric objects from all around the world are also included, including the importance of citrus fruit in the prevention of scurvy, scrimshaw made from whalebone and the meaning of sailor's tattoos.

Beautifully illustrated with lively and insightful text, it's a perfect gift for the real or armchair sailor, the book gives an alternative insight into how and why we sail the way we do today.

NZ\$45.00

Kind regards,
Marianne Bosman

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[Return to Contents Index](#)