



Devonport Yacht Club News



October 2016

King Edward Parade,
P.O. Box 32-036, Devonport,
Auckland 0744
Telephone: 445-0048
Website: www.dyc.org.nz
Email: webmaster@dyc.org.nz

Location:
174° 48' 18 E
36° 49' 87 S

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HOME OF THE DUDER CUP



FROM THE QUARTERDECK A Report from Rear-Commodore Hugh Pollock



Winter is the time of year when sailing activities tend to be on hold, and for some boat owners, maintenance tasks loom large. Although I'm a relative latecomer to club membership, I have long, as a Devonport resident, been attracted to the display of hauled craft of varying sizes and shapes that occupy the Clubs site over the winter season.

I'll admit too to having day dreamed along the lines of which one would I like to own. Now, having joined the ranks of boat owners and as a result become a club member, I see winter activities in the yard in more than one dimension. It is clear in this light that, just as the club has a long and proud history of yacht racing and cruising members, it also has a deep knowledge of marine maintenance and some incredible skills to go with it.

One hears, as one sweats the sand paper and paint brush, stories of do's and don'ts from and about activities in the yard. These build a body of knowledge that helps greatly with the tasks in hand. So here's thanks to those who have taken the time to help others like myself. It was great to see then the articles in the September Newsletter titled 'Around the Yard' by Graeme Pettersen, on three boats new to hauling at DYC, U-Choose, Finess and YoungBlood and the reminisces of haulage by Frank Warnock in the July issue.

We should appreciate too the contribution the yard makes to the pleasure of the many tourists – including Aucklanders on a day out, who walk from the ferry to the Navy Museum and beyond. Often they have questions and are most intrigued by how boats – so heavy – so obviously ready to topple can be moved into position. Sunday boat hauls can draw quite a crowd and among the trippers are a number, often knowledgeable, who appreciate the opportunity to see some of Auckland's venerable old craft up close.



This winter there have been a number of conversations with potential boat owners/club members looking around the yard and wondering how they can get involved with the club and how it will enhance their interest in sailing. Besides the obvious opportunity for boat maintenance, we discuss mooring vs marina berth and talk about the Club's sailing program as a way to gain confidence exploring the cruising grounds at our door step. Taking part in our cruising races has been, for me, a great confidence booster and it is great that one can participate within ones comfort zone. With any luck we will see some new faces and boats this summer.

While our own racing stops for winter, there are many events held by other clubs and sailing associations. Congratulations go to Baz and his crew Andrew Sander on Snifter for their success finishing 2nd in the 2016 SSANZ Safety at Sea Triple Series.

The 27th of September sees the Special General Meeting to ratify the updated rules and, all going well, these will, by now, be in place. The re-writing of the rules has been a multi-year project that began before I joined the committee and has, to me, been an impressive exercise. Thanks are due to Natasha Strong, Sue Johnson, Wayne Mapp, and Bill Jacques, the core architects of the changes. While the rules changes were prompted by Law changes affecting Clubs and Societies we have taken the opportunity to improve the wording and clarity of the rules and I, for one, find them much easier to follow.

The next component of the strategic plan will begin soon; being a review of club membership. Times change and it is important that, as a club, we review our activities in the light of these changes. The process will involve consulting all members on their current experiences with the club and using this information to develop our plans for the future. Our hope is to increase and broaden participation. We will also be looking at some aspects of the social side of the club, where we need some extra input from club members.

Imminent events – New Members Meet and Greet, Special General Meeting and Sea Talk: Predator Free New Zealand will have taken place by the time this is published hopefully all being successful. The date for the Working Bee has been set for Saturday 26th November. This is always well attended, so add it to your calendar now and join in the effort. If you are unable to help on the day, we are likely to have a couple of jobs that require preparation before the day and would appreciate volunteers for these.

The racing calendar has been finalised and the skippers briefing will be held 13th of October, commencing 1900hrs. Please come along, hear details for race management, and collect copies of important documents, including the Year Book. The first race, the Ice Breaker, is Saturday 29th October; hopefully we are all working towards participating



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Bob Jenner's Metro at the start of the Waikalabubu Race 7th Nov 2015

David Martin
MOTORS
AUTOMOTIVE REPAIRS AND SERVICING

WOF Repairs
Mobil

DAVE
(09) 445 7229
A/Hrs 021 752387

19 WYNYARD STREET, DEVONPORT

ma **NOK**



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SPECIAL GENERAL MEETING - CLUB RULES

On Tuesday evening 27th September, the special general meeting was held to pass and adopt the new Club Rules. The Rules are the ones previously circulated as a draft and dated 17th September. A quorum was achieved and after small amount of discussion, and a minor correction to a reference, a motion to adopt the new rules was passed.

These new Club Rules will take effect 1 January 2017



KEY FOBS

The Club has a number of Key Fobs which electronically open the doors to the Clubhouse. A number of these fobs are in the possession of members who may no longer have a use for them. We intend to de activate a number of fobs, which have not been used recently. If you have one, and still need it, please contact the Secretary, so we don't switch you off. If you have one lying around unused, please return it to the Secretary as soon as possible, so it can be issued elsewhere.



RECREATIONAL HARBOUR BOUYS

We understand the responsibility for the Recreational Harbour Bouys has been handed over to Auckland Transport. It will be interesting to see what happens here!



SUMMER WORKING BEE

Just a heads up that the end of Haulage section tidy up working Bee is scheduled for 26th November 2016. More on this in the November Newsletter.

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AROUND THE YARD

SEAFARER

Seaferer, is a 28 foot launch on the hard at the eastern end of the clubhouse. She has been Richard and Femke Darke's family boat since 2012. In the summer they share the boat with their children and grandchildren. The boat was designed by Jack Brooke and was built in the Bay of Islands. Richard found her at Whitianga, rigged as a motor sailer. She is now rigged down as a launch and in summer is kept on piles in the Whau River. Since taking over the boat, Richard has refinished the whole boat as well as installing a new 45hp Beta engine. This winter he is restoring the varnished mahogany cabin sides using the Uroxys varnish system, which won the Classic Boat durability test.



PRIZE

Chad Thompson's 'Prize', sail number A15, is up on the universal cradle for two weeks for antifouling and attention to the topsides. This is prior to a full paint job, scheduled for next year. Prize's numbers are LOA 43 feet, LWL 32 feet, Beam 9 feet 2 inches, Draught 7 feet 4 inches. She is triple skin diagonal heart kauri and was built by Chas Bailey and was launched from Beaumont Street in October 1923. She has been a Thompson family yacht since 1942, giving sailing experience to five generations. Chad has been a core member of the extraordinary renaissance of vintage yachting in Auckland.



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ROXY

Roxy is a 26' Tracker design by Alan Wright and Tim Chapman is her new owner. He has owned her since March and normally moors her at Stanley Bay. This winter she is hauled out at the Sea Scout end of the yard.

Work this winter includes some running rigging, a rebuild of the rudder courtesy of Kevin Johnson Boatbuilders, paint hull single pot, antifoul, and if there is time, a repaint down below.

Tim intends sailing with his family of wife and two children. This is Tim's first boat.



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

BRINGING IT UP AND PUTTING IT DOWN

If you're doing a lot of cruising then your windlass is going to get some work. In a six month cruise around the islands last year I calculated the average use and came up with a staggering 13 kilometers of chain pulled in over that time and that's up only. If you use your windlass to let the chain out you can double that figure. That's a lot of revolutions on the motor and gearbox, add to that we often anchor in depths up to 30 meters, add again that middle of the night bail out from a bad anchorage where you're using the power of the winch to pull the boat forward, some serious gear is needed. This is one part of the anchoring equation where might is right so think about going up a couple of sizes on what the manufacturer is recommending. While you're at it buy a spare windlass motor for good measure and service your windlass like you love her.



Above or below deck.

This is a preference issue, mine is above deck. Why? Your anchor locker is one of the most corrosive places on earth. Put salt water and electricity together and watch metal dissolve. We persevered with a through deck unit for a number of years and I was always chasing my tail. We swapped out for a deck mounted unit and maintenance is now simply new oil in the gearbox and plenty of grease on the moving parts. For any windlass I can recommend a liberal coating of CRC Soft Seal on the motor for a long life.

Snub it or break it.

A snubber is a very useful piece of your anchoring kit. Usually it's a length of Nylon or Polypropylene rope that will stretch to absorb shock loads. They're used to take the load off your windlass by hooking onto the chain once you have enough scope out and allowing some 3 or 4 meters additional chain out before making the snubber fast to the Sampson post or a strong cleat. A chain hook or shackle can be used or if you're good a ropes a simple bend will do. A snubber will also insulate you from chain noise as it scrapes across a hard bottom.

Scope

Now that we've got your gear sorted the next most important factor is scope, or the amount of chain you put out. You'll hear people say 5 to 1 or some other magic figure, for my book if it's in your anchor locker it's not working for you. If you've got the sea room put it all out, you'll sleep better.

With the right gear welding you to the bottom it's often the other occupants in the bay that are your main worry. A medium sized boat dragging, side on to the breeze can take a lot of stopping and can do a lot of damage very quickly so choosing the right anchorage if a blow is coming can be important. Get there early and position yourself for what's coming, not necessarily what's happening when you anchor, can also save you some hair loss, safe sailing.

For more from the Island Cruising Association please click here

by John and Lyn Martin, Island Cruising Assoc
<http://www.sail-worldcruising.com/index.cfm?nid=142289>

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PAST COMMODORES' LUNCHEON

The annual Past Commodores Luncheon on Sunday September 18th saw a good turnout. This year Life Members and General Committee Members also attended.

Top Photo: Past Commodores gathered for the Luncheon

Bottom Photo: Past Commodores gathered with Life Members, and General Committee Members.

SKIPPERS BRIEFING

Thursday 13th October
2016

Start: 1900hrs

The Yearbook will be available at this meeting.



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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)

Did You Know

Duffel coats - these were the short coats issued by the Royal Navy. They were filled with a heavy natural wool supplied from Duffel in Belgium. The name became generic term for a short, warm coat.

Clean Slate - the term for forgetting what has happened and start anew come from the practice to record a ship's courses and distances on a log slate and at the end of the watch, transfer this information into the deck log book. Then the slate was wiped clean for the next watch.

Clean Sweep - conducting a thorough clean up comes from the term for a monstrous sea which sweeps everything of the deck of a ship often including the superstructure.

Notice for Steam - this was a request for a ship to be prepared to leave the dock and that steam was to be raised so the engines would operate. Interestingly, this term was used in the RNZN up until 1973 when it was replaced by the term, Notice for Sea.

Watch - our name for a wrist or pocket clock. In 1758 James Harrison perfected an accurate clock (later known as a chronometer) as an aid to calculating longitude. James Cook was one of the first users of Harrison's invention during his second voyage to New Zealand. He referred to it in his journal as a 'watch machine' - watches being the division of time aboard a ship (see below).

The Naval Watch System

1200 - 1600	Afternoon watch
1600 - 1800	First Dog watch
1800 - 2000	Last Dog watch
2000 - 2400	First watch
2400 - 0400	Middle watch
0400 - 0800	Morning watch
0800 - 1200	Forenoon watch

CR Leech ED*
Past Commodore

PS: Over the XMAS period and the remainder of the season the "Flag Etiquette" monitoring team will be out and about ensuring that the appropriate protocols are observed at sea, and at home.

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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.

Last Month's Photos:

Photo 1: The fantastic crowd before the start of the 1977 2MRNIR.

Photo 2: Calliope Dry Dock with all the entrants arranged for public viewing before the start of the 1977 2MRNIR.

Photo 3: The royal party arrive at the Devonport Wharf by Royal Barge before the start of the 1977 2MRNIR.

Photo 4: The race starter gives the order to fire, and sends the boats away at the start of the 1977 2MRNIR.



Book Review

BLOKES UP NORTH.

By Kev Oliver & Tony Lancashire. Paperback, 0.36kg, 160mm x 216mm, 239 pages, black and white, colour photographs. Published 2014.

In a post-exploration world, two relatively ordinary blokes, serving Royal Marines, decided they wanted an extraordinary 21st century adventure. In this refreshingly honest account they re-live the highs and lows of sailing and rowing a tiny open boat, completely unsupported, through one of the most iconic wilderness waterways on the planet—the Northwest Passage across the top of Canada.

They describe battling with an Arctic storm miles from land and being caught in the worst sea ice for more than a decade. At one point they are forced to drag Arctic Mariner, their seventeen-foot boat, across ten miles of broken pack ice to reach open water.

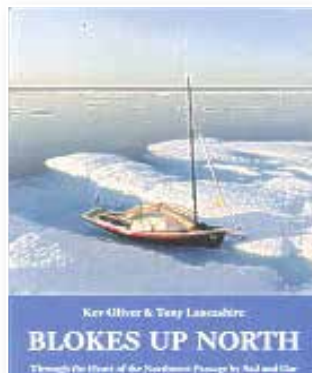
Their story is enriched by the Inuit people and the incredible wildlife they met along the way, including all-too-close encounters with both grizzly and polar bears. And they relate with honesty how the isolation and stresses of the high Arctic shaped the bond between their two very different personalities.

This is neither an exposé of global warming, nor a detailed study of Inuit culture. It is not particularly long on the historical quest for the Northwest Passage. It is quite simply the tale of two blokes, up north.

NZ\$45.00

Kind regards,
Marianne Bosman

Boat Books Ltd
22 Westhaven Drive
Westhaven
Auckland 1010
New Zealand
Ph: 09 358 5691
crew@boatbooks.co.nz
www.boatbooks.co.nz



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