



Devonport Yacht Club News

November 2016

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HOME OF THE DUDER CUP



FROM THE QUARTERDECK

A Report from President Peter Strathdee

By the time this newsletter goes to print, the skippers briefing will have been held and, as you no doubt know, the new Club rules have been adopted. They are to come into effect in 2017. The Club is buzzing with activities, with the committee getting the summer season underway. And, oh yes, all of you have your boats ship shape and ready to go????



This is your Club, we still have vacancies for a treasurer and positions on the committee and, I would like to remind you, that the Club is run mainly by volunteers. Also, what you get out the Club is what you put into it.

I thought that some of the newer members of the Club, perhaps, may wonder who the President Peter Strathdee is. So I thought that I would give you a brief history, of my boating and sailing experience. My father was born in Scotland, hated the beach, and would get sea sick at the drop of a hat. I remember on one night, when I was young, he had to get up and go out of the picture theatre at the start of the film, the "Cruel Sea". He could not look at the waves! So, I don't really know where my love of the sea came from.

My first boating experience I recall, I must have been around thirteen, was when my older brother came home one day with a kayak. It was about 2.4m long, a timber frame covered in painted canvas. Not to be outdone, and as I have always been good with my hands, I scrounged around the neighbourhood, found some left over trellis timber, galvanised nail, canvas, and old house paint, and proceeded to make my own. We lived in Mt Albert, near the top of Carrington Road and we launched the kayaks at Waterview next to the, then, new North Western motorway. We wheeled them down there on an old pram base. All went



well until we decided to try doing Eskimo rolls while going under the bridge. Concerned drivers were stopping on the motorway, thinking we were in trouble!!!

While at Mt Albert Grammar, a friend and I were lucky enough to get permission to build a P Class yacht in the woodwork room, during lunch times and after school. That would not happen today. When finished, we again used the old pram base, to wheel it down to Point Chevalier beach for our first sailing experience. Unfortunately, the novelty soon wore off as the effort getting the boat there and back outweighed the sailing enjoyment.

It wasn't until some twenty years later, having become a carpenter, married with two children, moved to Dargaville, built a house, and was managing a building company, I decided to build a Sunburst sailing dinghy in the basement. This we sailed on the beautiful Kai iwi Lakes, just north of Dargaville, and various beaches such as Matatpouriri and Manly. I became the foundation, Commodore of the Dargaville Yacht Club in 1972. The Club members had a wide variety of yachts sailing at that time, and we had a lot of fun. It was a few years later, when one of the members built a Paper tiger. I thought that looks good and I built one of my own. That was the start of my competitive sailing, competing in the Auckland, Manukau, and Bay of Islands champs etc., with some success I might add.

Unfortunately, Paper tigers are not family friendly boats, so in the late 70's, we brought a 22ft Beachcomber bilge keeler, which we towed up to the Bay of Islands. We eventually moored it at Opuia. Most weekends in the summer, we would drive up on a Friday night, stopping at Hikurangi for fish and chips, arrive at Opuia, load the boat, and then sail out to one of the islands. What a great life! Having joined the Bay of Islands Yacht Club, we joined in with the keeler racing, but in the Beachcomber were outclassed. However, we would sail up to the Cavalli Island and Whangaroa Harbour at Christmas time.

In 1979, we brought our first keeler, it was a 32ft long, Planet class boat, designed and built by Alan Smith of Whangarei; a solid kauri, the hull, strip planked, edge nailed, sheathed in fibre glass. A strong and steady boat, which we sailed extensively up and down the coast as far as north as Monganui, and out to the Great Barrier Island.

On our first Christmas cruise to the Barrier, we became storm bound, along with several hundred other boats. Fitzroy harbour was full and there were four or five large Tuna boats also sheltering there. As the ferries were unable to sail, the shop completely, ran out of food, so I would dive every day for scallops in Nagel's Cove, and would trade scallops for whatever food I could get.

In 1979, Warren Patterson, of the Bay of Islands Yacht Club, asked me if I would like to join his crew, on Pronto, a Pacific 38, for the Auckland to Suva yacht race. Needless to say I did not hesitate. That year there were so many boats entered, they could not all be accommodated in Suva, so half the fleet raced to Lautoka Harbour. What an experience, seven days sailing up, seven days in Fiji, and seven days home. Great sailing both ways. That was the start my offshore adventures.

That is enough of my adventures for the time being. I will continue at some stage in the future.

Wishing you all good sailing and boating for the coming season.

Peter Stratthdee
President

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Clubhouse Captain and Social Committee Members

As you know, the Devonport Yacht Club is run by volunteers for the benefit of its membership. A few of our committee members did not seek reappointment at the 2016 AGM and we're still looking for new faces to step up and fill some important roles.

Specifically, we are looking for people to volunteer some time for the following:

Clubhouse Captain

Essentially, the role of the Clubhouse Captain is to coordinate and oversee the internal running of the Clubhouse. This involves liaising with our various contractors as required (Kirsty at the bar, our caterers, our cleaners and other ad hoc contractors as needed). The functions bookings are very ably managed by Kirsty and so just require a little oversight but not hands on effort. There is plenty of support and assistance available from other committee members, our contractors and other members who all chip when needed and can provide a smooth transition.

The estimated time commitment per month for undertaking this role is around 6 hours.

Social Committee

This is a fun committee which usually meets once a month to plan social events for the Club, the social committee also hosts the annual children's Christmas party and manages the weekly Friday evening raffles which are well patronised and very much missed!

The estimated time commitment is between 2-3 hours a month.

Please give Tash a call on 0272051171 if you are interested in either roll – we'd love to hear from you!



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WORKING BEE

The second of two Working Bees for 2016 occurs Saturday November 26th. This is our time to clear the yard after the winter haul out and generally get everything tidy for the summer season. We always get a good attendance at these events which provide both the opportunity for some exercise and to re-connect with other members.

Tasks this year include all the usual. After many years of packing the van with tools and heading to the club to repair lockers, John Gower would like to pass this on (he is going to service the padlocks as his contribution). So we are looking for someone(s) who have tools available to replace hinges and clasps and repair broken bits, generally. A list of repairs is provided along with material such as hinges etc.

If you can't make it on the day but could do a bit beforehand, there's some painting prep required (wash down and prime), so let me know (Hugh: email HughJPollock@gmail.com or text 0212579450). We'll see you there then, Sat 26th Nov.



MOORING FOR SALE TORPEDO BAY

About 90m ESE of Devonport Yacht Club jetty.
Suitable for vessel up to 10m.

1.2m depth at DWLS

Mooring ID EJ006 , 36 49.895 S 174 48.275 E

Inspection certificate expires 12 September 2018.

Annual mooring fee \$226.70, paid to 30 June 2017.

Ph William McCartney 021 677 566



DIVISIONAL PENNANTS

For Sale at the Bar

These are the larger ones – easier to see. Price \$20.00 each



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CORRIGENDUM

2016-2017 DYC YEARBOOK

Page 9

Heading February 2017
should be April 2017

Page 58

DYC Fleet Finish boat
Date 30th January
should be Saturday 28th January

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Waitangi Weekend Dates 5th and 6th February
Should be 4th and 5th February
Paragraph 2.2, date Friday 4th February
Date should be Friday 3rd February

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Waitangi Day Race date Saturday 5th February
Should be Saturday 4th February

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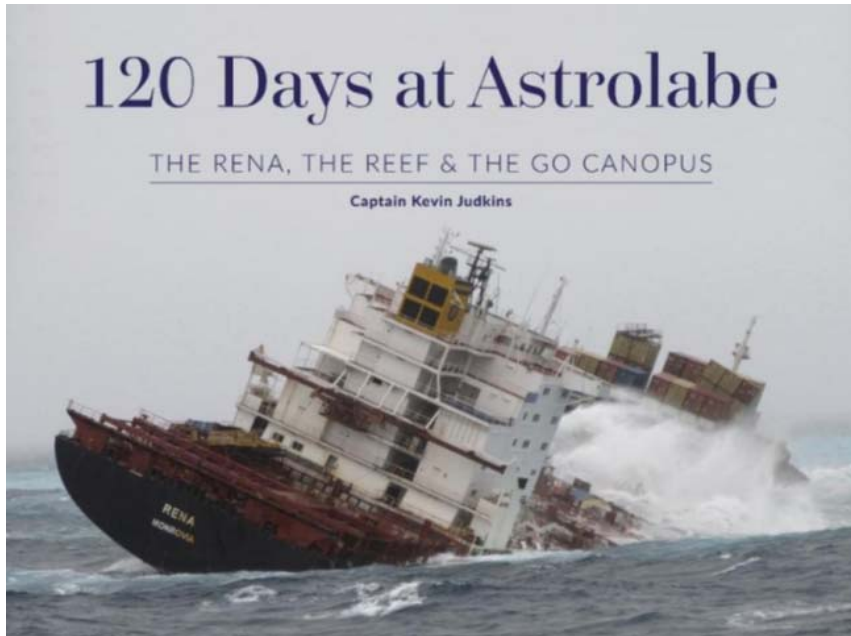
Single Handed Race Prizegiving Friday 14th at Kawau
Will be on Sunday 16th April at the Easter Sunday Champagne

Otarawao Bay



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The Rena Salvage

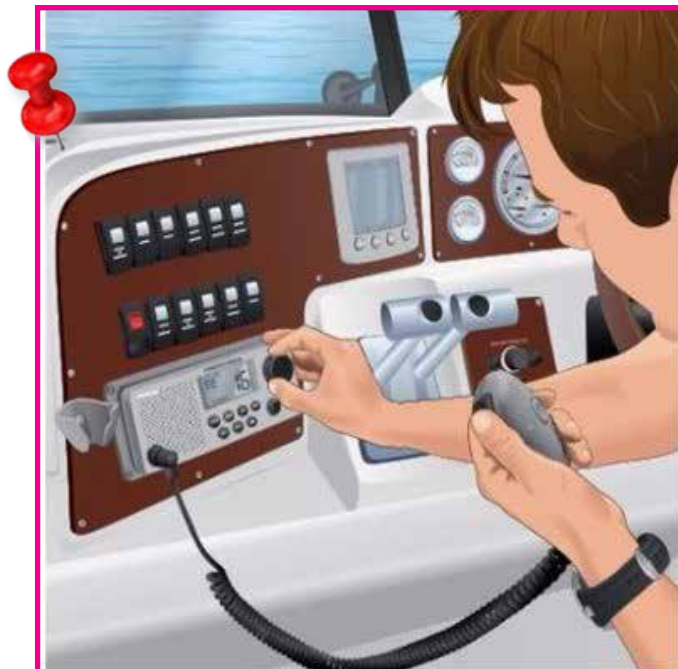


Captain Kevin Judkins was second in command of the Go Canopus, the vessel that was involved in the salvage of the container ship RENA when she grounded on Astrolabe Reef. He has written a first-hand record of events that took place as the RENA broke and the salvage tuned into a wreck removal.

Captain Judkins will present an illustrated talk about his insider's perspective on shipboard life, and will describe the salvage operation.

This month's Seataalks is **Tuesday 22nd November** at Devonport Yacht Club, 7.30pm. All welcome. The club bar will be open.





**Easy After-Work
Format**

\$116.00

**Get Your VHF
Certificate!**

**Book your spot
NOW!!**

VHF COURSE

Make sure you are radio ready this summer!

RNZYS is running a VHF course on Wednesdays in November:

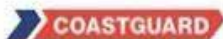
- 1. Wednesday 2nd November**
- 2. Wednesday 16th November**
- 3. Wednesday 30th November**

The course is over 3 Wednesday's (non-race weeks) from 6-8pm.

Contact Reception to book:

reception@rnzys.org.nz or 09 360 6800.

Boating
EDUCATION



RNZYS

reception@rnzys.org.nz
09 360 6809

1800-2000

Wednesday 2nd, 16th &
30th November 2016

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Marine Protected Areas Consultation Document

Protect Our Oceans - Improve Our Marine Protected Areas

The long-awaited proposed new Marine Protected Areas legislation [public consultation document](#) has been released by the Ministry for the Environment. Public submissions are due 11 March 2016.

Have your say. New Zealand's oceans and marine wildlife need your help.

This may be the one chance in our lifetimes to create legislation that allows meaningful protection of our oceans. Let's make sure the Government gets it right. Together, we have the opportunity to turn the Marine Protected Areas Act proposal into a bill that genuinely protects our marine ecosystems and wildlife.

Key Messages

- Current legislation is 45 years old and only allows Marine Reserves to be established for *scientific* purposes. It also gives extremely high weight to the objections of *all* other users of an area. So **we need new legislation that supports the creation of Marine Reserves for conservation values.**
- Support the proposed legislation's commitment to **delivering a meaningful network of representative Marine Reserves** (fully protected, no-take areas) and other Marine Protected Areas. These areas must contain representative examples of the full range of marine communities and ecosystems, and also outstanding, rare, distinctive or important marine habitats. Marine protected areas need to meet their objectives and achieve conservation outcomes.
- The proposed legislation **EXCLUDES ALL OF THE EEZ** which is 96% of our marine environment. So say you want to **include the Exclusive Economic Zone (EEZ) and Extended Continental Shelf in the new MPA legislation.** We want to have a say in how our marine environment should be fairly and equitably used. **If we can fish, mine and drill in the EEZ, it is essential that we protect parts of it too.**
- The proposed legislation puts a strong emphasis on the economy. We believe that **protection of the marine environment should not be constrained by short-term economic interests**, and that no-take Marine Reserves provide significant opportunities for *sustainable* business ventures in underwater tourism and eco-tourism.
- It is proven that Recreational Fishing Parks do not protect, restore or enhance biodiversity. Recreational fishing parks are not biodiversity conservation tools. This fisheries management tool is *already available* in the Fisheries Act and should remain there along with similar tools. We suggest the category of **recreational fishing parks be removed from the proposed legislation.**
- **If you love diving and snorkeling let them know** you are sick of looking at an empty ocean and want more accessible, fully protected marine reserves so you can see marine life in all its diverse and bountiful nature.

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All Club Members & Harbour Users

are invited to an information evening

Date: **7th November 2016**

Venue: **Royal NZ Yacht Squadron, Westhaven**

Time: **6 pm**

RSVP: 4 Nov 2016 to ayba.secretary@gmail.com / 0275453355

Marine Bio Security requirements:

Northland Regional Council

For Auckland boaties heading to Northland, the Coromandel or the Bay of Plenty this summer, there are regional council rules in place to prevent the spread of marine pests, and separate requirements on the part of marinas.

Northland Regional Council marine biosecurity officer Irene Middleton will give an overview of the rules, address some common misconceptions and highlight some current trends.

She will also introduce a recently-launched website – www.marinepests.nz – set up to provide boaties with easy access to the regional council rules and marina requirements for multiple regions.



With planning well advanced for the Royal NZ Navy's 75th Anniversary Celebrations and International Naval Review, the Auckland Yacht & Boating Association would like to invite all club members to a presentation from the Navy, covering a brief overview of this event which runs from 10th to 22nd November 2016

The presentation will address ship movements, restriction zones and information about the open day.

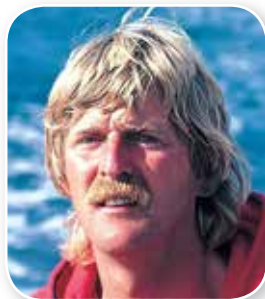
You will need to be aware of all this information if boating in and around the harbour and gulf during this period.



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SIR PETER BLAKE

During this year's trip to Europe, we passed by Emsworth and visited Peter Blake's grave. Having won the B Div. memorial race a number of times, I felt it would a nice gesture to leave our DYC "Memories" burgee on his grave. Attached are some photos of the beautiful old church adjacent to the council graveyard where he lies. A very peaceful spot overlooking the sea with yachts on their moorings.



Mike Hall



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AROUND THE YARD

Most of the boats have been launched with Derek Snowball's Charleston and Hamish Grotrian's Smokey Joe being the latest. However the weather for the winter's work on the boats could perhaps be summed up by this little verse, cribbed and modified with no apologies, from the wall of a DOC hut.

It rained and rained and rained and rained
The average fall was well maintained
Boatyards all were simply bogs
And seagulls passed on floating logs

After a drought of half an hour
We had a most refreshing shower
And then most curious thing of all
A gentle rain began to fall

Next day, but one was fairly dry
Save for one deluge from the sky
Which wetted the crew to the skin
And then at last the rain set in.



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TOP TEN REASONS TO GO BOATING

<http://www.absolutemarine.co.nz/mcmurdo-beacons> Top ten reasons to go boating by BIA on 17 Oct.

Chill out and discover boating week Boating Industry Association
Dedicating time to activities we enjoy, learning something new, or taking up a new hobby can be daunting, but it is also proven to greatly reduce stress and positively affect work-life balance.

Howard Glenn, National CEO of the Boating Industry Association said “When I speak to people about the joys of recreational boating, I can think of dozens of reasons why a lifestyle on the water is tremendous. I urge people to look at Discover Boating Week as an opportunity to learn how this lifestyle can benefit you, family and friends.”

Here’s a list of just a few of the ways boating can benefit you and help you win back your work/life balance:

1. Boating is great exercise. Exercise releases endorphins and is one of best ways to help manage stress. Whether you’re manning the sails, swimming, fishing, scuba diving, or exploring new beach fronts – there’s something for every age and every fitness level.
2. Boating is a great way to bond with family and friends. Unplug the personal devices and start connecting with those who are most important to you, by enjoying a few hours, a day or a weekend on the water together.
3. Boating is affordable. What most people don’t know is that you can hire a boat for less than what it costs to take a family of four to the movies for the afternoon!
4. Boating is relaxing. There’s something incredibly freeing about cruising on the open water – breathing in the fresh air, feeling the wind in your hair and the ocean beneath.
5. Boating is convenient. There are many waterways to explore – from bays to rivers to lakes. Call your local council or do a quick Google search on water access points in your area.
6. Boating gets you back in touch with nature. Jump into a sailboat and use nature’s power to travel. What better way to reconnect than spending time outside in the natural environment!
7. Boating is a rewarding activity. Whether you’re practicing the perfect cast, learning how to tack, or are exploring the amazing marine life with a snorkel and fins, boating provides a platform for a variety of activities and interests.
8. Boating is a great alternative. Perhaps you’ve never been offshore fishing or you want to try your hand at water skiing – there is something for everyone.
9. Boating is easy to learn. There are boating, sports and water safety courses everywhere. No matter what you’re interested in, there’s a wide array of information available to interested boaters.
10. Best of all, boating is FUN – all you need to do is remember to stick to the simple safety guidelines and enjoy yourself!

www.sail-worldcruising.com/149002

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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



As the Crow Flies - It was a custom to carry crows on board ships. Vessels out of sight of land would release a crow, which would naturally fly towards land, taking the most direct route. Ships would follow the path of the crow, and the lookout platform at the top of the tallest mast became known as the crow's nest.

Blood Money - This was a payment instituted in the Seventeenth century for officers that had been wounded in action. There was a scale of payments i.e. the loss of a leg for a cavalry officer being worth more than an infantry officer. Other ranks would receive a pension rather than a one-off payment but at a lesser amount to the officers.

Aloof - this term meaning 'standing apart', not being involved. Came from the Dutch word loef or windward. Said of a vessel; amongst a fleet of ships which sails higher into the wind so she draws apart.

Beaker - this word for a mug or cup comes from the Spanish word for a wooden water keg located in a ship's boat barrica.

Hat trick - this term reportedly has its origins in cricket in the 19th century when a player taking three wickets with consecutive balls was given a new hat. The term used for scoring three goals or tries in a game comes from the 1940s and the ice hockey team the Toronto Maple Leafs. The owner at the time would give a hat to the player that scored three goals in one game - hence a "hat-trick".

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.

Photo 1: The old Entrance to the Clubhouse before the first stage of the renovations in 2000.

Photo 2: The Old bar at the front of the Clubhouse. The scene of many a good night over the years.

Photo 3: There have not been to many like this. Sea Jade after coming adrift from her moorings in Torpedo Bay. She suffered very little damage.

Photo 4: Another view of Sea Jade, owned by James Young. She suffered little damage, but the dent to James's pride was not small.

CR Leech ED*

Past Commodore

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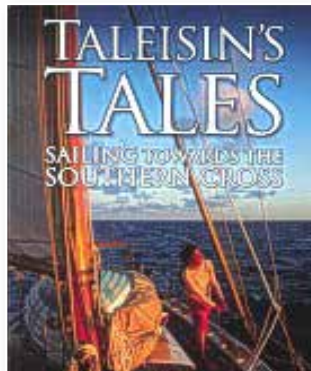


Book Review

TALEISIN'S TALES

by Lin Pardey

Including stories from paradise and hard-won lessons in seamanship, Taleisin's Tales reflects back to the first miles Lin and Larry Pardey gained together on their second boat – one they built lovingly with teak carvel planking over sawn black locust frames. The book begins with the boat launch and the transition from their cherished Seraffyn, and includes details from outfitting, provisioning and final detailing during the early months Lin and Larry spent getting to know their new bluewater cruiser, as well as moments of melancholy as they let go of attachments to their first trusty boat that took them around the world. The story takes the reader through those initial cautious 1000 coastal miles between California and the Sea of Cortez, discussing everything from sail handling to dinghy racing to the relative luxuries of bicycles and a custom-built sitztab. It reveals surprising and pleasant engagements with other sailors and locals along the Baja peninsula. Then it launches the reader across the Pacific, sailing with the Pardeys on Taleisin's first offshore leg to French Polynesia, through the Cook Islands and Tonga, then on to New Zealand, where they eventually made their new home. In the style readers have come to know through the Pardeys' ever popular Cruising in Seraffyn series and Lin's award winning Bull Canyon, this book relates stories sometimes harrowing, sometimes cautionary, sometimes hilarious – and often heart-warming, especially when it comes to encounters with the people of the South Pacific who become family. If there is a lesson to be gained from reading Taleisin's Tales, it's that slowing the pace and taking each day as it comes brings unexpected moments of clarity and joy. And that sailing across an ocean on a small boat is not easy but, with the right partner and attitude, can be beautifully rewarding.



Taleisin's Tales takes the reader from Bull Canyon, California, to Kawau Island, New Zealand, where, after 28 years of voyaging on Taleisin, Lin and Larry now spend their time running a small nautical publishing company and managing a very small boatyard, puttering about on their fifteen-foot Herreshoff sloop and reflecting on their five decades of bluewater cruising.

NZ\$ 35.00

Kind regards,
Marianne

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