



Devonport Yacht Club News

March 2017

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CONTENTS

From the Quarterdeck	1
New Members	4
Notice Board	5
Letter to the Editor	8
Where to Go for What.....	9
2 Handed RNI Race	10
Stories From the Past	14
Pictures from the Past	15
Book Review	16

HOME OF THE DUDER CUP



FROM THE QUARTERDECK

A Report from Rear Commodore Hugh Pollock



The mixed summer weather has continued through February for those of us spending most of our time in Auckland. We've heard of some great times being had cruising up north and it was with envy we saw several club boats head away from Mahurangi, after the racing there at Anniversary Weekend, for some fishing and other recreations on Great Barrier. Mention of racing brings to mind the rather lack lustre season so far. Two events were cancelled because of predicted high winds (both predictions realized) and the two-handed round Waiheke washed out by a lack of wind. Here was my golden opportunity, as the only entrant in the no extras division, to snare an easy win. After four hours of sailing, I'd managed to come abreast of Browns Island – almost, so in spite of there being no time limit, I gave up and headed to Islington Bay for lunch.

There have been some pleasurable events despite the general trend of the weather. The Night Race to Mahurangi, while slowish for the B division starting at 3pm, put on a robust breeze for the tight reach from Tiritiri passage to the finish line and gave A division entrants, starting at 6pm, a swift passage. The twelve entries in the B division were both a surprise and an impressive turnout. Conditions for the Round the Islands race on the Sunday were much lighter and required tactics that some of us didn't manage that well.

The annual Duder Cup Regatta was held on Saturday 25th February. There was again a pleasing turnout with good numbers in each division. The Duder Cup Regatta is one of our events, where we host a number of entries from outside



the Club, and it was very pleasing to see the classic yachts, well known to me as a youth, competing. The weather was light but variable, making for a full day of racing. The last boat in the fleet finished a few minutes inside the time limit, to the relief of the race officials. The barbecue and prize giving afterward provided opportunity for the usual tales of woe, pleasurable disclosure of successful tactics, and, often the same thing, tall stories.

Coming events include the Three Handed Gulf Rally, the second event in the Short Handed Series, starting Friday 10th March and the Rocky Bay Race Saturday 18th March. Included in this latter event is the Inaugural Rocky Bay Ball. This is being held at the Rocky Bay Hall, Waiheke starting at 6.00pm (dress formal from waist up). Tickets are selling well and can be purchased from the Club bar or from Sue Johnson (027 285 3537). **Full details available on Posters at the Club.**

Sea Talks

Sea Talks, organized by Geoff Evans, continue in 2017 with some interesting events. By the time of publication, well known yacht designer Ron Holland will have given his presentation as a celebration of Seaweeek (2nd March).

23rd March will see Raewyn Peart, Policy analyst for the Environmental Defence Society and author of "The Story of the Hauraki Gulf." She'll also be able to tell us about Sea Change (Tai Timu Tai Pari) and the environment initiatives in the Hauraki Gulf.

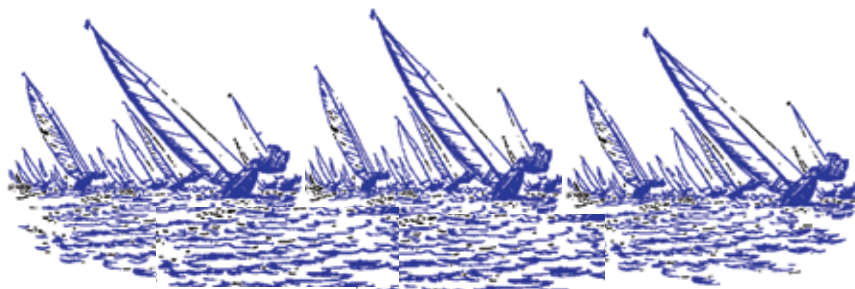
Membership

The current focus of our strategic plan is to review our membership, with a view to enhancing members experience at the club. We want to know how our membership is changing, given the changing demographics and interests of the Devonport Peninsular inhabitants and how we can engage the interest of potential new recruits. Once we have set our goals for this task, we will begin consulting widely to develop strategies.

News from the Committee

The Committee, of course, deals with a number of rather mundane issues at each meeting. However, two items of general interest are currently in progress. Firstly, discussions are underway to support installation of a defibrillator at the Clubhouse and to support the scheme for these to be installed in all bays on Waiheke Island. The second is a project involving the Auckland Council replacing the wharf at the yacht club. Neither is resolved as yet but the Wharf design has been completed and an application for resource consents is in progress.

Hugh



[Return to Contents Index](#)



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
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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				
Ordinary Membership				
Associate Membership				
Simon Lendrum & Clair Bramham				
John Johnston & Sylvia McQuilkan				



FIRST EVER VOYAGE TO CHATHAM ISLANDS

**October 28–12 November Napier – Chatham's – Auckland
Bookings Now Open**

Now any young sailors looking for a true blue sailing experience? – Direct them to the Spirit of New Zealand's very first trip to the Chatham Islands – A blue sea voyage designed for past Trainees or those with reasonable sailing experience aged 17 to 24 years old.

Lonely Planet describes the Chatham's as "an isolated, mysterious and wild group of islands, very much off the beaten track." Located 500nm off Christchurch and first to see the sun– it is a sea voyage many adventurers dream of.

To find out more and request an Application Pack please email Julia Bryant juliab@spiritofadventure.org.nz

[Return to Contents Index](#)



NOTICE BOARD

THIS APPEARED ON THE SSANZ WEB PAGE BEFORE THE START OF THE 2H RNIR.

28 Feb 2017

It's RACE DAY! At 1400hrs today (27th February 2017) the fleet heads off starting Leg 1 of the 2017 SSANZ Two Handed Round North Island Race (or RNI) supported by the NZL Yachting Trust.

The start line is off Devonport Wharf... where the race has been started for every occasion of its running. This has been a tradition since 1977, and will continue to be the starting point for every future race.

No little pop gun's to start this race! We have called in the Navy for some real weaponry! I wouldn't recommend being over the start line and upsetting them.... The responsibility for pulling the trigger was as follows – 5min Gun – Martin Foster, The Start Gun – Peter Montgomery.

Best viewing would be either on a boat (just don't get in the way of the racers please!) or North Head.

Leg 1 finishes in Mangonui... where a world famous "Fish n Chip" store awaits as well as an infamous and "Legendary" yacht club...

You can follow the fleet by navigating to the following link – <http://yb.tl/ssanz2017#>



Peter Montgomery sends the fleet on their way. Assisting is Jon Henry the Race Officer and the RNZN Range conducting officer LCS Leon Reilly.

[Return to Contents Index](#)





TRIP TO CAMBODIA - HABITAT FOR HUMANITY

We have received a note of thanks from Lizzy Wangford for the support the Club gave to the Movie fundraiser night that was published in the August 2016 Newsletter.

When they went to Cambodia in December last year for the Habitat for Humanity Trip, not only did they build 3 toilets for the village, they also renovated a home too. A great effort from their team. The families were so grateful and lovely, Lizzy really wanted to thank you, from them also, as they really appreciated what they did for them.

There are many photos of the work they did and the celebration day and some fun outings they managed to do after the build, far too many to publish here.



[Return to Contents Index](#)





BEERS, BLOKES AND THE SUN

MELANOMA FUNDRAISING EVENT

WEDNESDAY 22ND MARCH 2017 | 5:30 – 8:30PM
GILTRAP AUDI | 150 GREAT NORTH ROAD | GREY LYNN



BEERS, BLOKES AND THE SUN

Gather your mates for a fun evening of beer, food and entertainment. Combine NZ's top comedian, Te Radar as MC with two world class yachtsmen, Blair Tuke and Mark Orams talking about the "kiwi" approach to success, and you've got a great evening you won't want to miss.

Live and silent auction on the night.

WHEN: 5:30 – 8:30pm Wednesday 22nd March

WHERE: Giltrap Audi, 150 Great North Road, Grey Lynn

TICKETS: \$60 (plus booking fee) includes a great selection of food and your first beer on us. Live and silent auction on the night. **BUY NOW**

Melanoma kills more New Zealanders every year than either drownings, fire or road fatalities. Early detection is KEY to reducing the risks. All proceeds from Beers, Blokes & the Sun will assist Melanoma New Zealand in preventing avoidable deaths from melanoma.

About the speakers:

Mark Orams - A professional sailor who has raced around the world, he has been involved in two America's Cups, Whitbread Round The World Challenge and has won multiple world and New Zealand titles and thus, has been involved in the top level of sport as an athlete, a coach and as a sports team leader. Author of motivational biography *Blake: Leader* — leadership lessons from a great New Zealander. He was the inaugural executive director of the Sir Peter Blake Trust from 2004 to 2007 and has spoken widely on Blake's leadership style. Professor Orams remains active as a competitive sailor and coach and as an enthusiastic surfer, stand-up-paddle boarder and scuba diver. He is sought after public speaker, a proud New Zealander and a strong advocate for marine conservation, the importance of nature-based outdoor recreation and healthy, active lifestyles.



Blair Tuke (MNZ ambassador) - New Zealand sailor who won the gold medal at the 2016 Summer Olympics, and the silver medal at the 2012 Summer Olympics in the 49er class alongside Peter Burling. Tuke with Burling was co-captain of the New Zealand team at the 2016 Olympics. At the 2012 London Olympics, Burling and Tuke were the youngest team. Their silver medal was New Zealand's 100th Olympic medal. Tuke and Burling are the first sailors to win 4 consecutive 49er class World Championships (2013, 2014, 2015 and 2016). They won all 28 of the major regattas in the 49er between the London Olympics (2012) and the Rio Olympics (2016). In November 2015 the International Sailing Federation announced that Tuke and Burling were the ISAF Rolex World Male Sailors of the year. Burling and Tuke were named as Members of the New Zealand Order of Merit for services to sailing in the New Year's Honours 2017. Tuke is a member of Emirates Team New Zealand campaigning for the 35th America's Cup.

LETTER TO THE EDITOR

The opinions expressed in the "Letters to the Editor", whilst usually good ones, are not necessarily those of the Editor or Management Committee.

TO ALL OUR YACHT OWNERS

I have to say I was very disappointed to see the small number of Club boats that competed in this year's Duder Cup Regatta.

In years past, Duder Cup day was one of the major races on the harbour, with the likes of Ranger, Ariki, Moana, Fidelis, etc. racing, and the Yacht Squadron ensuring their events did not clash. We have to try and regain some of that, but how?

I know, I've been told before, "people are busier now", "I had to work", "it's too light", "it's too strong", "I don't want to damage the boat", "I don't know the rules", etc., etc.

We are not talking of America's Cup racing. We are talking of a group of ordinary people, simply enjoying the challenge of getting the best out of their yacht in the prevailing conditions on any particular day!

Maybe, just maybe, there was more passion for the actual sailing, in the old days! Please, please, support next season's Duder Cup!! (And of course all the other races.) To any skippers who may feel a little unsure, there are plenty of members who would willingly offer advice if asked.

The above thoughts are mine as I see it. Unfortunately, due to physical problems I can no longer own a yacht.

Bill Cole (Member since 1959)

Abridged Ed:

[Return to Contents Index](#)

MEMBERSHIP GUIDE

WHERE TO GO FOR WHAT



Commodore Natasha Strong	445-2131		commodore@dyc.org.nz
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Clubhouse Captain David Mauger	369 5779		davidmauger@xtra.co.nz
Venue Hire and Catering Kirsty McPherson		027-207-0449	functions@dyc.org.nz
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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

Hauraki Gulf VHF Frequencies

Service	Channel	Coverage	Transmission Source
Distress Maritime Radio	16	Complete	
Coastguard	64	Inner Gulf	Sky Tower
Coastguard	60	Outer Gulf	Moehau
Devonport Sports Radio	77	Line of Sight	DYC
Forecast & Nowcasting	19	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

[Return to Contents Index](#)



TWO HANDED ROUND THE NORTH ISLAND RACE, FEBRUARY 1977

In 1977, Sheila II, my then wife, Lynn and I competed in the inaugural Two Handed Round the North Island Race, organized by the Devonport Yacht Club. The initiative for this race arose from the friendship between Peter Blake and Martin Foster, while lamenting over a pint at the Masonic Tavern their failure to be able to mount a New Zealand entrant for the 1977-78 Whitbread Around the World Race. The race coincided with the bicentenary of Captain Cook's third voyage to New Zealand and a State Visit by Queen Elizabeth II as part of her 25th jubilee celebrations. Thus it was arranged, that there would be a royal start to the race and the second leg finish would be at Ship Cove, Queen Charlotte Sound, where Cook's ship, the Endeavor, anchored in February, 1777.

After safety inspections and a public open day in the Calliope Dock 38 yachts started the race in a good northerly breeze.



Sheila II, Calliope Dock



Start Devonport Yacht Club 2MRNI Race 1977

This was quickly dispersed by a heavy rain squall, followed by a frustrating calm. At the end of this squall, Sheila II appeared to be right at the tail and close to Takapuna beach, with most of the fleet lying off the Ragitoto shore. Moments of doubt about our position (our log recorded approximately 1 mile behind the fleet at B2 Buoy) soon disappeared as a westerly breeze came in and we quickly moved up to the middle of the fleet. Peter Blake, crewing on board Gerontius, the scratch boat, recorded that they had made a multitude of sail changes under these conditions and when he felt they were finally under way in a true breeze, he was frustrated in that looking back, that the only sail he could identify was Sheila's tops'l. These light conditions continued throughout the first leg. Sheila II crossed the finish line at Mangonui within 6 hours of Gerontious, holding an amazing second place on handicap for the leg.

The second leg to Queen Charlotte Sound started on the 26 February at 08:16 in a 25 knot south easterly. Sheila II loved these conditions, rounding North Cape at 14:16 and Cape Maria van Deiman at 17:30. The seaway was gentle, and I recall taking time to listen to a radio broadcast of a cricket test with Richard Hadley taking many wickets. A course was set inside the notorious Pandora Banks and we settled in for a good night's sail. The log recorded that the self steering system even worked! At 08:00 the following day, the distance made good was recorded at 150 nautical miles (an average speed of 6.25 knots) a great result for Sheila II. The breeze, while remaining in the easterly quarter, fell away over the next few days and our progress was not nearly so impressive. At 08:45 on the 1st of March, we were at the Maui Rig, 72 hours out from Mangonui. Our average daily run at this stage was 128 nautical miles, still a very credible average speed of 5.3 knots. With 120 miles to go, we were confident that we would finish well at Queen Charlotte Sound.

[Return to Contents Index](#)



However, the wind for the remainder of the voyage became light and variable and it took a further 33 hours to complete this leg. The average daily run for this leg was 114 nautical miles at an average speed of 4.65 knots. As we motored in to Picton, we were greeted by a number of the fleet motoring out to start the third leg of the race. On berthing at the Picton dock, it was a delight to be greeted by my parents, who had driven up from Dunedin to encourage us.

The start of the Third leg to Gisborne allowed the compulsory 48 hour stop to be extended to 72 hours in 6 hourly increments. This allowance enabled the skipper to decide on the effects of adverse weather and tide conditions in the Cook Strait. Many competitors took advantage of this allowance. While the tide effect was not to our advantage, the weather forecast was good, so we decided to start after the 48 hour mark at 17:33 on 4 March. This may have been a mistake, as we encountered very light winds and adverse tides. At 10:15 the following day, we were off Wellington and off Cape Palliser at 17:50. Of all places we were becalmed in this area for over 12 hours! At the end of this period, the log records:

"N.W. breeze at 1245 after 36 hours frustrating calms and variable winds had brought serious doubts on my mentality regarding this race. However, all is fine now, bowling along at 7 – 8 knots with course set to Mahia"

At 16:00 on the 6 March, the log records close sailing with Ebb Tide and the Innovator of Mana. Miles from anywhere, but just like club racing in the Hauraki Gulf. From here to Gisborne, we experienced good winds, sometimes carrying full sail (main No.1 heads'l, tops'l, mizzen and mizzen stays'l) and at one point working gib only to finish at 16:10 on 8 March. This was a slow leg, taking two days to cover less than 100 miles at the start. The final leg from Gisborne to Auckland started well on 10 March, with good sailing with light to moderate southerly winds, building overnight for a fairly rough passage before passing East Cape at 09:15. Five other boats were in sight. 24 hour run of 120 miles recorded. Light to moderate easterly wind tending northerly and finally northwest for next 24 hours with 98 miles recorded. The heading wind conditions took Sheila II on a course outside of Couvier Island before a course could be set for Auckland. The log records a terrible night of sailing, with Sheila II frequently making little headway against light headwinds and sloppy seas. Once past Port Jackson at midday, easier progress was made to cross the finish line at 00:05 on 13 March.

Sheila II was by far the oldest boat in the fleet and with perhaps the most advantageous handicap, finished 35th on line, and 6th on handicap.

Designed by Albert Strange, an artist best known to the world as a boat designer. He was the Director of the Scarborough Art School in Yorkshire. Sheila II was commissioned by Robert E Groves in 1910 and launched the following year. Her details were recorded by Uffa Fox in his five volumes, published annually from 1934 to 1938, of hundreds of lines, sail plans, accommodation plans, and construction drawings. A selection of these, including Sheila II, are included in "The Best of Uffa" published in 1978.

On a visit to the UK in 2015, I discovered that Albert Strange is commemorated by the Albert Strange Pontoon, a marina at Scarborough opened in 2007. The pontoon commemoration plaque includes the sail plan of Sheila II.

[Return to Contents Index](#)



The Albert Strange Pontoon, Scarborough

Sheila II was swept from her moorings in Torpedo Bay in December 1982 and severely damaged. Enthusiasts have planned to rebuild her, but I understand that she is still in



secure storage in the Waikato.

Sheila II restoration 2008

For those who remember Lynn, we separated in 1983 and she passed away in Redcliff, Queensland in 1999.



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?

Medicine Ball

Ever wondered why those balls in the Fleet Gym are called medicine balls? The term comes from the end of the 19th century. The first medicine balls were large stuffed leather balls designed to be thrown from person to person as part of fitness training. The late 19th Century saw the development of a health and fitness culture of which medicine balls are one reminder. This period also saw the introduction of corn flakes by Mr Kellogg.

Know the Ropes - on a sailing ship it was important to know what the function and name of each rope aboard ship. Only from the precise position that ropes were secured on deck could they be identified. Hence "knowing the ropes" became the distinction between an old hand and the beginner.

Laid Up - this has come to mean being sick and unable to work. It comes from the description of a ship that is taken out of commission and 'laid up' on her keel on large wooden blocks that provide a safe and level base.

How the town of Nelson got its name - We have the New Zealand Company to thank for the town of Nelson. They selected the harbour as a settlement, which began in 1842. The leader of the expedition, Arthur Wakefield, had served under Sir Thomas Masterman Hardy who had fought with Horatio Nelson at the Battle of Trafalgar and the man Nelson was talking to when he uttered the immortal words, "Kiss me Hardy."

When My Ship Comes In - In the 16th century it was a legal contract to state that one would pay any outstanding amounts when the ship one served on reached its home port. Once there a sailor was obligated to settle with his debtors.

And by Special Request for David Sweetman Between the devil and the deep blue sea:

A dilemma; a choice between two equally difficult circumstances

The 'devil' was the name for the longest seam of the ship, which ran from stem to stern along the length of the beam that supported the gun deck. To seal this seam whilst at sea, a sailor was suspended over the side of the ship in a precarious position literally between the 'devil' and the sea.

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. All photos are from the aftermath of the storm, and the wreckage of Monarch.

Photo 1: The last resting place of Monarch, after she came ashore in a violent South Easterly, Nov 28th 1998.

Photo 2: There is not much left of the port side, looking from inside.

Photo 3: The mast being carried back to the DYC, after being removed by the well placed chainsaw wielded by Warwick Squires.

Photo 4: There is not much left of the port side, looking from outside.

Chris Leech ED*

[Return to Contents Index](#)



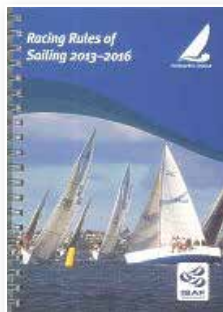
Book Review

YACHTING NEW ZEALAND RACING RULES OF SAILING 2017-2020

Yachting New Zealand. Spiral bound. 167 pages,
Published 2016

This new edition, effective from January 1st 2017 to 2020, includes two main sections. The first, Parts 1-7, contains rules that affect all competitors. The second, Appendices A-P, provides details of rules that apply to particular kinds of racing, and rules that affect only a small number of competitors or officials.

Price \$30.00



YACHTING NEW ZEALAND SAFETY REGULATIONS OF SAILING 2017-2020

Yachting New Zealand. Spiral bound.
153 pages, published 2016

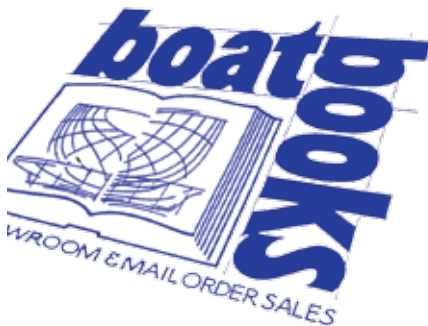
Covers the safety regulations applicable to offshore and coastal racing and cruising (Categories 1 - 5), pleasure yachts departing for overseas travel, Motor yachts embarking on offshore passages, trailer yachts and sports trailer boats, and sports boats.

Price \$35.00



Kind regards,
Marianne

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[Return to Contents Index](#)