



Devonport Yacht Club News

(Established 1905)

May 2017

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Location:

174° 48' .18 E

36° 49' .87 S

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HOME OF THE DUDER CUP



FROM THE QUARTERDECK A REPORT FROM COMMODORE NATASHA STRONG



I write this as the early mornings and evenings are both darker, the sailing season is drawing to a close (for those of us who are summer sailors), and the haulage team is gearing up for the haulage season. This season haulage will be ably led by John Webley, while Derek Snowball is away on an extended holiday. The annual pre-haulage working bee is on 6 May this year. Save the date and look out for more information in the newsletter and via email.

We missed the Easter cruise this year due to a wedding (I know, who gets married on the same weekend as a Club race?!). We were sorry to miss it for the first time in years and have heard that it was a good weekend - the Easter cruise is usually my favourite Club event, although that is now rivalled by the Rocky Bay Ball! Thank you to everyone who helps make these events happen.

We're going to put a notice board up at the Club to display photos of these events and others throughout the year. So, if you do have any photos which you are happy to share, please email them to me (commodore@dyc.org.nz).

Open Forum Meeting - This month we are hosting our first open forum meeting at the Club – the idea is for members to raise and discuss issues and ideas with other members and the management committee in person in an informal and relaxed setting. The theme for our first open forum is membership (more on this following). Please come down, have a drink and share your views on whether the Club is doing what it should to keep you interested and engaged as



a member and any other feedback you may have – the good, the bad, and the ugly! We want you to tell us how you think we're doing as a Club, so we can continue to evolve, and so you continue to choose to be a member.

Membership – as part of our plan to attract and retain satisfied members, we have started a project to find out whether our current members are satisfied. This project is being led by a new membership subcommittee co-chaired by Geoff Evans and Hugh Pollock. The subcommittee will be in touch soon with an anonymous survey to find out how well you think the Club is doing to attract and engage members. Are we serving your needs well? If not, what can we do to make sure you want to come down to the Club and make use of the wonderful facilities we have – the Club rooms, sailing, haulage, and social. As with the open forum meeting, we're keen for a no holds barred response from you, so we can take your views and change as we need so we survive and thrive as a Club for the next 100 plus years.

If you have any feedback which springs to mind now, please send me an email (commodore@dyc.org.nz) or give me a call or text (027 205 1171) and I will pass it onto the subcommittee.

Defibrillator – talking about surviving and thriving, the Club is sponsoring two defibrillator units through a community defibrillator campaign organised by Dr. Neil Harding, Waiheke Rotary's director of community, in conjunction with St John Ambulance. The campaign aims to make sure boaties and others in the local community have access to these life-saving machines, when anchored in remote bays on Waiheke Island. Dr. Harding is friends with our own Mark Clough, who originally put the proposal to us.

The Club is pleased to support this initiative and will sponsor a defibrillator unit on Waiheke Island and another at the Club. Both units will be housed outside in a marine grade box and will be able to be used by the community 24/7. Watch this space for updates on when our defibrillator will arrive, where it will be located, and when the St John training will be held for us all to learn how to use it. We will also be letting the Devonport Community know about the defibrillator unit at the Club and opening the training opportunities to the community once it arrives, likely via the Flagstaff.

Social committee – We are looking for new members to join our social committee, the time commitment isn't much and it's a great opportunity to get to know more members, organise some fun events, and have a lot of fun in the process. Before I joined the general committee, I spent some years on the social committee – it was my introduction to the so called "Dyc Mafia", a wonderful group of lovely women whose friendship I treasure. Of course, membership of the social committee is not limited to women; we've had some excellent male contributors over the years and would love to see a mix of people on this committee. Send me an email (commodore@dyc.org.nz) or give me a call or text (027 205 1171) if you are interested in finding out more.

Finally, come on down to the Club for a drink Thursday to Sunday or for a drink and a meal on Fridays, the food and company are both excellent and we have the best outlook in Auckland, right on the water! We're family friendly with a kids' area and Kirsty has some new board games by the bar for older kids to play with. We'd love to see you and your families.

Fair winds,

Natasha

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DIRECTORY UPDATE



A warm welcome to our newest members.

DYC NEW MEMBERSHIP				
Member	Boat Name	Design	Sail#	Call sign
Family Membership				
Rory Jon & Simonne Wyatt	Refraction	24 ft Trojan		
Chris Keenan & Mary Brake	Tangent	Keenan 38		
Nic Moss & Suphanida Panna				
Ordinary Membership				
Donn Roberts	Chardonay	9.0 m Pelin		
Associate Membership				
Heike Schanzel				
Michael Yalland				
Geoff & Christine Tyler				
Junior Membership				
Oscar Grant	Barrule	26ft Lidgard		



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NOTICE



BOARD



Thank you

Thank you to Martin Foster and Colin Tubbs for laying the Club's wreath at the Devonport ANZAC day commemorations on April 25



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@vodaphone.co.nz
Phone 09 445 2497 or 021 1792834

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DEVONPORT YACHT CLUB

— ANNUAL —

PRIZE GIVING 2017

DATE SATURDAY 27TH MAY 2017

WHERE DEVONPORT YACHT CLUB

WHEN SEATED BY 6:30PM FOR
7:00PM START

ATTIRE SMART CASUAL

Family and friends are welcome.

Bookings and payments must be made
before Saturday 13th May 2017.

RSVP. EMMA CLIFFE.

P 021 172 8454 emmaaw@me.com

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THE ANNUAL WORKING BEE

at DYC
Saturday 6th May,
starting at 0830hrs.

This will include annual maintenance tasks, a tidy up of the section, building maintenance jobs, etc. Come prepared with a collection of tools with which to weed, mow, wash, sweep, tidy, shovel, dig, clean windows, fix locker doors, latches, grease and oil -- you get the message.

A plate for smoko will keep you really sweet with the Social Committee. Watch for emails regarding job lists closer to the day.



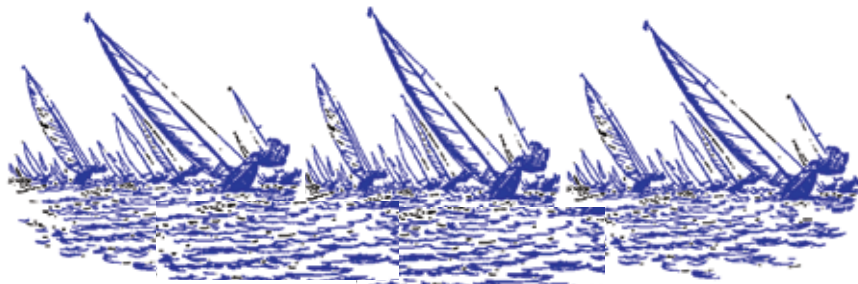
WANTED – CRADLE FOR HIRE

I'm Jamie Scott-Howarth, I'm looking to rent a cradle for the winter haulout to suit 28ft keeler (Spencer) – 022 125 7823



SOCIAL COMMITTEE

The Club is looking for new members to join our social committee. The time commitment isn't much and it's a great opportunity to get to know more members, organise some fun events, and have a lot of fun in the process. Of course, membership of the social committee is not limited to women; we've had some excellent male contributors over the years and would love to see a mix of people on this committee. Send the Commodore an email (commodore@dyc.org.nz) or give her a call or text (027 205 1171) if you are interested in finding out more.



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OPEN FORUM MEETING

Thursday, 18 May from 7.30pm
All Welcome!

Purpose:

An open forum for Members to raise and discuss any aspect of the Club amongst themselves and with the Managing Committee in a spirit of good will and cooperation

Come along and share your views on how well the Club serves your needs and any other questions, concerns or feedback you have – both good and bad!

Theme:

Membership – would you recommend the Club to your friends?
Why (or why not)?

The bar will be open





WET WEATHER GEAR

We have four sets of wet weather gear that we wish to dispose of. Jackets and Trousers.

4 Sets 2x Blue and Green, Canterbury, 1x White with Red Collar, Line 7, 1x White with Blue Collar, Dorlon.



Canterbury
Canterbury

Line Seven
Dorlon

As we are both Shorties (1.65m) these sets will not fit largies.

Offers would be appreciated.

Don & Sue Mason
acehi@xtra.co.nz



HOW TO READ YOUR CHARTS – SEVEN SIGNS OF DANGER

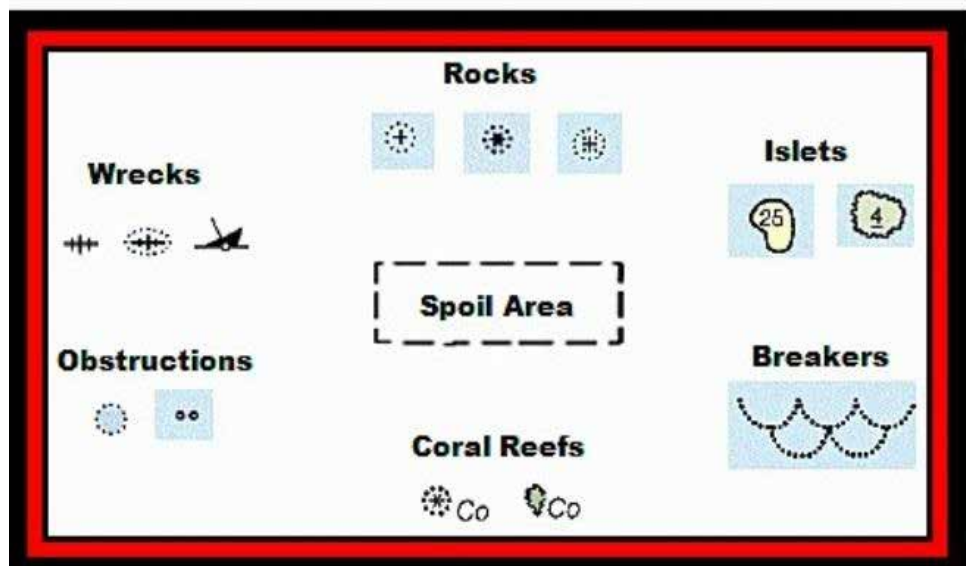
by skippertips.com on 18 Apr

Recognize these seven danger chart symbol groups to keep your small cruising boat safe and sound. Spoil areas can contain any type of danger, thus it lies center-stage.

SkipperTips.com

Could you glance at any nautical chart in the world and tell the difference between a submerged wreck that's safe to sail across and one hidden just below the surface? Read on to learn the most vital chart symbols you need to know for chart navigation safety.

Learn to recognize rocks, wrecks, and obstructions at a glance. Below, you will find the seven most common groups of hazard chart symbols. There are many more, but you will run across these seven groups time and again.



1. Rocks

Note how the basic rock symbol looks like a plus sign. This means a rock that's beneath the water surface all the time. A symbol that looks like an asterisk means the rock will uncover (become visible) at low tide. A plus sign with dots in the corners means the rock lies just beneath the surface--or awash--even at low tide.

2. Islets (small islands)

Small islands--called 'islets'--are common in the Bahamas, Caribbean, and Pacific. Islets surrounded by a solid line are visible at all tidal stages. A number indicates the height of

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the rock above high water datum. Islets surrounded by a wavy, squiggly line with greenish tinting inside will cover and uncover with the tide. At higher tides, the islet will be covered. An underlined number indicates how much of the rock will be visible only at low tide.

3. Breakers

Breakers form when ocean swell meets a sea bottom that's only one to two times their height. For example, if a 2 foot swell travels over a bottom 2 to 4 feet deep, it will break. Breakers are dangerous to any small craft. They can cause loss of rudder or propeller control. Stay clear of any breaker symbol like that shown in the illustration. You may see the abbreviation 'Br' used without the symbol.

4. Coral Reefs

The world's most popular cruising grounds--Bahamas, Caribbean islands, and Pacific atolls--also contain some of the most dangerous waters. Study your navigational chart with care and look for the 'Co' abbreviation close to any rock or islet symbol.

5. Obstructions

Easy to miss on a nautical or electronic chart display, obstructions can cause damage to propellers, shafts, and keels. Many charts use only an abbreviation 'Obstn' to warn mariners. Dots around a circle mean an unknown hazard lurks beneath the surface. Tiny enclosed circles could be broken stumps, old piling remnants, or submerged poles and posts.

6. Wrecks

Fish-bones and sunken hull illustrations make up the most common wreck symbols. Fish-bones without dots are safe to sail across. Cartographers put these on charts to warn commercial fishing trawlers not to drag nets and to caution ships not to anchor. Give fish-bones surrounded by dots or hull symbols a wide berth to avoid hull damage.

7. Spoil Area

Deadlier than the plague, identify, highlight, and stay clear of dashed outlines with descriptions like 'Spoil Area', 'Fish Haven', 'Fish Traps', or 'Dumping Ground'. Ever wonder where all those old cars and trucks, building material, or garbage goes? Now you know! Spoil areas never show soundings because depths change all the time.

Other Chart Abbreviations You Need to Know

Familiarize yourself with the danger abbreviations used with or without the symbols described above. Study these until you know them at-a-glance:

Rk, R or Rks - Rock or Rocks
Hk or Wk - Hulk or Wreck
Obstn - Submerged Obstruction
Co - Coral
Fou - Foul Ground

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These additional abbreviations may be found alongside any danger symbol, or they may stand alone. For instance 'Shoal Rep' means that shallow water was discovered at that position by a mariner, but it has not been surveyed. Stay clear of any area on your navigation chart marked by these abbreviations.

PA - Position Approximate

PD - Position Doubtful

ED - Existence Doubtful

Rep - Reported

SD - Sounding Doubtful

Now you know how to identify any of the seven danger group symbols on any sailing chart in the world. Use these chart navigation secrets to give you the edge and keep your crew safe and sound wherever you choose to cruise.

This article has been provided courtesy of the CruisingOdyssey.

David Martin
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19 WYNARD STREET, DEVONPORT

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DEVONPORT YACHT CLUB

APPAREL and MERCHANDISE



Polar Fleece
½ zip, Unisex
\$70.00



Polo Shirt
Men's and Ladies styles
Navy, grey, white
\$40.00



Peak Cap
\$20.00



Rugby Jersey
Unisex
\$65.00



Spinnaker Jacket
Unisex, lightweight
\$60.00

Polar Fleece Jacket
Unisex
\$75.00



Polar Fleece Vest
Unisex
\$65.00



Legacy Sleeveless Vest
Men's and Ladies styles
\$70.00



For more options and styles please see Catalogue

All embroidered with the Devonport Yacht Club logo
Optional extra: Personalise with your boat name if desired (\$10 extra per garment)
Apparel and Merchandise Catalogue with Order Forms
indicating sizes and prices available on the website or at the Bar
Enquiries please contact Sally Teesdale
Email: apparel@dyc.org.nz Phone: 445 3260 or 021 621190

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MEMBERSHIP GUIDE

WHERE TO GO FOR WHAT



Commodore Natasha Strong	445-2131		commodore@dyc.org.nz
Vice-Commodore Geoff Evans	445-8896		
Rear-Commodore Hugh Pollock	445-2576	021-257-9450	
Club Secretary Peter Skogstad	445-3888	021-0284-5243	secretary@dyc.org.nz
Pay Dues Treasurer Grant Daniel		021-778-205	treasurer@dyc.org.nz
Haulage John Webley	444 8767	027 437 3625	haulage@dyc.org.nz
Works Manager Ken Smith	445-1922	021-049-1118	kennlee@orcon.net.nz
Clubhouse Captain David Mauger	369 5779		davidmauger@xtra.co.nz
Venue Hire and Catering Kirsty McPherson		027-207-0449	functions@dyc.org.nz
Sailing Master Andy Mason	476-1934	022-6599-399	sailing@dyc.org.nz
Safety Officer Kevin Johnson	445-0545	445-2815 evening	
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

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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?

How the town Mercer got its name - there is a link between the Battle of Rangiriri and the town of Mercer. Captain Mercer was present at the battle with the Royal Artillery. He and his men were ordered to assault the position with a mixed force of infantry and sailors. He was mortally wounded and died in Auckland. His death was considered such a travesty that a pamphlet was published in London condemning Cameron for his conduct of the battle.

Frank - the term Frank comes from the German word for spear. The Franks were a Germanic tribe. In the 16th Century, the word Frank came into use to mean a comment that is honest, candid, unrestrained by manners or convention. The connection with postage did not come into use until the 18th century.

Dressing Down - the expression for a severe scolding or reprimand came into use in the 1660s. On a ship, dressing down means to Dress or apply a preservative to the rigging. This unpleasant and dangerous job may have been assigned as punishment for a wayward sailor.

Dummy Run - this term for a practice comes from torpedo training, when runs were made with torpedoes fitted with dummy warheads.

CR Leech ED*
Past Commodore

Header Pictures:

Top: The Devonport Ferry Ticket Office being lifted by the Floating Crane before being transported to the Current DYC Clubhouse Site. Circa 1927.

Below: The Devonport Ferry Ticket Office. Circa 1909



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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.

Photo 1: There have always the occasional Oop's during haulage. This time it is "As Time Goes By" who dropped out of her cradle.

Photo 2: The photo of the correction to the problem of "As Time Goes By" during her Oop's.

Photo 3: A great shot of "Moana" on the hard during winter haulage.

Photo 4: Another shot of the boats on the hard during winter haulage.

Chris Leech ED*

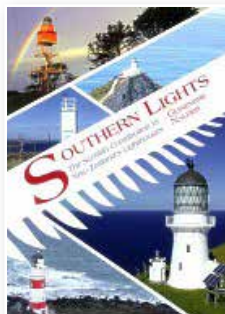
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Book Review

SOUTHERN LIGHTS

by Guinever Nalder. Paperback, 0.72 kgs. 170mm x 240mm, black & white and full colour photographs. Published 2017

Southern Lights recounts the story of how New Zealand's lighthouses were established through the transfer of technology from Scotland to New Zealand over a period of almost 90 years. This resulted in most of New Zealand's lighthouses being fully or partially built using Scottish materials and expertise. The major Scottish contribution was the professional services provided by the firm founded by Robert Stevenson although by the time the first lighthouses were built in New Zealand, Robert had died and his eldest son Alan had retired.



The firm of David and Thomas Stevenson thus took on the first commissions and its successor companies over a period of 80 years were Consulting Lighthouse Engineers to the New Zealand Government. They arranged tenders, advised on technology, supervised manufacture and despatch of lighthouse components and stores, and much more, proving invaluable to the New Zealand Agent-General in London.

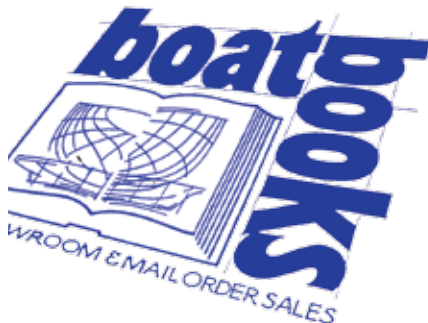
It was on this basis that in the period 1859 to 1941 38 major lighthouses were built; 30 of which were constructed between 1865 and 1897. Despite New Zealand's limited industrial base, this arrangement ensured they had access to Scottish lighthouse technology and expertise. Thirty-three were built using Scottish designed and built lanterns and apparatus and Scottish-designed lenses, although these were of French or English manufacture. Of the other five, two were eventually replaced by Scottish lighthouses, two were upgraded with Scottish technology, and the fifth remains the sole example of English lighthouse design, although in its time was supplied with Scottish equipment. Scotland also supplied trained professionals who manned the lights, designed and administered them.

NZ\$65.00

Kind regards,

Marianne

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