



Devonport Yacht Club News

(Established 1905)

June 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 VICE COMMODORE GEOFF EVANS



As I start writing this piece we're surrounded by fog and foghorns echo mournfully amongst the houses. It's a warmish winter's morning and time to reflect on some of the last month's activities at the Club. Now just back from my morning run, my route today took me past the Club, and an opportunity for a moment's rest and catch-up with some of the haulage team. They had just hauled Moana on the eastern slipway and Kenzie was being water blasted on the western slip. DYC haulage team do a wonderful job and treat members' boats with lots of TLC. It's always good to see the section filling up with boats; looks more like a yacht Club.

Last night we invited some relatives to join us for a meal at the Club. It was the final Friday night with Blah Blah as caterers, and the place was packed out. It was good to have an opportunity to farewell Annie and Glenys who really have done a great job in providing lovely meals every Friday, as well as catering for all our functions, for a few years now. Whilst it's sad to say good bye, both Annie and Glenys wanted to move on to other ventures. And so, we are pleased to be welcoming Matt and Ata from Platter Cafe in Devonport as the Club's new caterers! Platter is the restaurant just down the road from the Club. They run a good operation there, with all-day breakfasts and fine dining in the evenings. From DYC's perspective they will continue the style of meals, and at the same prices that we've come to enjoy. There will be useful synergies with our two organisations.



Since my last contribution to the Newsletter in March, we've had some very interesting speakers for our Seataalks. They've included the famous Kiwi yacht designer Ron Holland; Raewyn Peart, from the Environmental Defence Society talking about "The Story of the Hauraki Gulf"; and Georgina Griffiths from Metservice, who gave a fascinating talk on weather forecasting for yachties, as explained about the Northland lee trough. She was able to explain the reason why we generally end up punching into a headwind sailing north to Tutukaka when we thought the Southwester forecast would give us a dream run up the coast. This was a useful reminder that there's always so much to learn! We also had a talk from the Island Cruising Association, about the ICA rallies up to Tonga and Fiji. Our next Seataalks is on the 15th June, all about the legendary Johnny Wray and South Sea Vagabonds! Hope to see you there.

Further to the details in the previous paragraph; I've just had a call from Jan Beydals who got back to Auckland yesterday morning aboard Temua. He was dismayed on his trip up to Tonga sailing single-handed. A few of us had been tracking his progress on PredictWind, as well as following him on Facebook. After delays from cyclone activity in the islands, he finally set off last Saturday. We could see he made good progress until his mast came crashing down as one of the chain plates failed a few days into the trip. He's just described how he was delayed by steering issues and pointed out how awful the motion was with no rig to dampen the yacht's rolling. Temua is now safely on the hard at Orams, awaiting the assessors and repair and it's good to see Jan back safely after such an ordeal. Meanwhile, Kate Ellingham and crew aboard Adikt (another DYC boat, a Jeaneau 39) are now cruising north of Tonga.

Earlier in the month, we had our inaugural Members Open Forum meeting. I was impressed with both the turnout and the contributions from members. As expected, there were numerous brickbats and bouquets, and Natacha chaired the event superbly. Mark Clough's contribution was inspirational, and for me, an important takeaway moment came from a comment from John Webley (acting haulage master) in relation to the importance of volunteering to help run the Club. He reminded us that when we signed up to join the Club we indicated on the membership form in what ways we're prepared to help with Club activities. This is a timely reminder that DYC is a yacht Club and not a commercial operation. We'll function more effectively and sustainably if we get more help, your help. As the main focus of the meeting was membership, Hugh Pollock told us his story about DYC membership, and the aim of the story telling is to capture anecdotally what encouraged us to join the Club, how the Club provides for our yachting and social interests, and how we all can make the Club even more successful **and** sustainable, into the future.

Earlier in the month, we had a very successful working bee. Whilst the focus is to get the section sorted out before haulage season, we made good progress with other maintenance and cleaning of the Clubrooms. The place is looking great. Thanks everyone.

And back to the present, this afternoon we head down to Renown for more tidying up after having just had a new engine installed. This unbudgeted expense will put any retirement plans on hold for a while! And, of course we had the DYC prize giving on the 27th. And I met the 27th deadline for this newsletter, having emailed this report to Kathleen; she who so ably edits the DYC newsletters.

Fair winds and good sailing (even in the winter)!

Geoff Evans

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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				
Jamie Scott-Howarth & Frederica Simpson	Clochmerle	28 ft Spencer	4818	
Ordinary Membership				
Associate Membership				
Adrian Schock & Aimee Bourkel				



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

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NOTICE

BOARD



FLAG RAISING AND LOWERING HELP WANTED

If you could help Nelson Webster and his able crew of flag wranglers raise and lower the Club's flags please get in touch: commodore@dyc.org.nz
Training provided!




CATERING

While we are sad to be saying goodbye to Annie and Glenys at the end of May, we are excited to be welcoming Matt and Ata from Platter Cafe in Devonport as the Club's new caterers!


Friday Club nights and functions will all continue as usual.

Please join with me to welcome Matt and Ata to the Club and pop in to say when you next down.



LOOKING FOR AN OLD DINGY OR SMALL BOAT

Rory Sheehan, an old time resident of Devonport, and his wife and another couple, are opening an early childhood centre in Huapai. They are looking for an old dingy or small boat and mast to incorporate into the play area for the kids. They don't want anything flash, the older the better, as it would probably be cut down to tie in with another structure for natural play for the kids. They have looked on TradeMe, but they are all to flash to cut up. If you have any ideas could you contact Rory at rory@pacbid.com or 021 854 516



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TRAILER/SAILER FOR SALE

Hi I'm Don Twist, (027 353 1239) I have a Alan Wright design Quintet 6.1 trailer/sailer for sale, which I built. I was wondering if there were anyone in the club that may be interested, or knows of someone that may be looking for something that is not too expensive.

Attached some photos taken about 7 years ago. There is no cabinetry inside the cabin, other than it has been painted, and there are bunks that have buoyancy in them. The cockpit has been enlarged to give it more room and space for day sailing. The storage cover has deteriorated a bit and may need replacing, but other than that, it is what you see. The trailer is galv. tilt boom, and has an extended tow bar, with duo tough suspension (no springs). The trailer is currently not registered nor warranted. The boat has four sails, a 8hp long shaft Yamaha outboard, along with some spare fittings. What's it worth? It is what someone is willing to pay. I live out in West Auckland where it is stored. Feel free to ask any more questions.



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LETTER TO THE EDITOR

Hello

In the May edition of DYC news, Chris Leech explained what Frank was and described it as being and I quote, "honest, candid, unrestrained by manners or convention". I agree with all of these and believe that as such I should be given clear passage on port tack whilst all those on starboard should go about and get out of my way.

I would hope that all my yacht club friends and colleagues should remember the above and treat me accordingly when I am at the club or ashore at the BBQs.

Yours etc.

Frank Warnock
Past President
Past Commodore
Past It
Life Member.

A business card for David Martin Motors. The card has a white background with a blue and yellow border. The text "David Martin" is in large, bold, brown letters, with "MOTORS" in blue below it. To the right, there is a logo for "mla" (Marine Loss Adjusters) and a red circular logo for "NGK" with a spark plug image. Below the main text, it says "AUTOMOTIVE REPAIRS AND SERVICING" in red. On the right side, it says "WOF. Repairs" in red and "Mobil" in blue. At the bottom, there is a dark blue section with a yellow swoosh. It contains the text "DAVE" with a phone icon, "(09) 445 7229", "A/Hrs 021 752387", and "19 WYNARD STREET, DEVONPORT".

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Article by Harold Kidd

ONE MAN AND HIS BOATS

As any true sailor knows, the joy in finding the perfect boat is not so much in the finding, but the odyssey itself.

Boating NZ 1 Aug 2016



Lincoln Royal Wood (known to yachties as simply "Linc") was born on 8th June 1899, the last of seven sons born to Claremont Africa Wood and Sarah Alice Wood (née Jones) who had produced 11 children, regular as clockwork, one every two years, from 1879.

The twelfth, Laurel Mizpah Wood, the last of five daughters was a latecomer in 1905. The family started in Thames, where Claremont worked as a compositor for a printing works, but relocated to Auckland about the time Mizpah was born.

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CLOCKWISE FROM TOP LEFT:

The 12-footer Bobrikoff.

The 22ft mulletboat Wairangi.

Memory in Fred Mann's yard at John Street, Ponsonby, ready to launch

By 1911 the Woods were living in the comfortable villa at 44 Beach Road (now King Edward Parade) Devonport, just across the road from Torpedo Bay, where Sarah had decided the family should live and the younger children grow up. Linc soon became passionately involved in the sport of yachting, haunting the major yachts hauled out on the beach in front of the Wood home by Tom Le Huquet with his giant windlass and turning blocks and, a few yards further west, the Devonport Yacht Club.

One of his earliest memories was being bailer-boy aboard the 27ft patiki Maroondah in a North Shore Yacht Club race. Maroondah, built by Logan Bros in 1908, was certainly the fastest sailing craft in Auckland at the time. He was hugely impressed by her life and her speed as her bottom flexed under his, planing on a broad reach.

Living right in the heart of North Shore yachting, the six younger Wood brothers could not help but be yachtsmen. Victor, Lionel, Harold, Isitt, Milton and Lincoln between them owned a huge number of boats, at least 57, and often owned them together. Milton had by far the most boats.

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Linc, the youngest, sailed in his brothers' centreboarders, mullet boats and keel yachts. As far as can be determined, Linc's early sailing was in Isitt's clinker 12-footer Bobrikoff and then on the crack 16-footers Atangaiti and Mascotte.

In 1917 he built his first yacht, the square-bilge 16-footer S.O.S. which had her first race in the 1918 Auckland Anniversary Regatta. In his wry way, he painted the letters SOS on her bottom in case she capsized.

In September 1919 his next yacht was the 26ft fin-keeler Cynthia, built by the Nielson brothers at Kawhia in 1907 as Eona which Harold had owned in 1914. In 1920 the brothers bought the quite similar American-style centreboarder Claire. Dale Spencer had built her at his Scotland Street, Freeman's Bay yard for Robert Palmer in 1912.

Cynthia was followed in 1921 by the crack 20ft mullet boat Ngawa, built by Bob Brown at Northcote in January 1910 as Ririmu (and later named Eos and Waikiri). Not surprisingly, his brother Harold had owned her in 1914-15.

In 1922 Linc commissioned Harry Bender of Napier Street to build a cruising 18-footer, the second raised-deck 18 after Arch Logan's Secret. Bender said it was a shame to build her to 18ft as the kauri was fine and longer. She finished up at 18ft 9ins and had a 3.5hp Zealandia auxiliary.



Lincoln Wood with his beloved Memory.



Claire



Ngawa

Asked what he was going to call the yacht, Linc replied in his customary waggish way, "Fuzzy", but he christened her Rebel. Launched in July 1922, Linc had a Christmas cruise in her but sold her in April 1923. Renamed Maranui, she eventually went to the Manukau, still registered as a V Class despite being over-length.

Linc had always a great love of true mullet boats. He had sailed in his brothers' crack 22-footers Venus, Sylvia and Marie, and Ngawa was still in the family. After selling Rebel, which had not proved to his taste after all, Linc bought the 22ft mullet boat Wairangi.

Sinton & Fisher of Auckland designed Wairangi and she was built in the winter of 1909 for Lionel Cottingham of Herne Bay, possibly by Cottingham himself but probably with input by Jock Wine, one of the "hot" mullet builders of the time.

Linc was not much interested in racing but was a passionate cruising man with a liking for close inshore work. Today we would call him a "gunkholer". Wairangi, by now a second-string 22-footer, suited him to the ground.

Linc sold Wairangi in 1927 and bought Dawn, a sweet 18-footer built by Ron Malcolm. Malcolm had served his time with Tom Le Huquet and had been badly knocked around in the War. Despite his injuries he built the 22-footers Malua and Rehutai and the launch Rita W but died in September 1927 shortly after finishing Dawn.

Linc kept her for a couple of years, but around this time he and his brother Milton had become serious students of yacht design. They were much taken by the work of Dr

One of Linc's dinghies

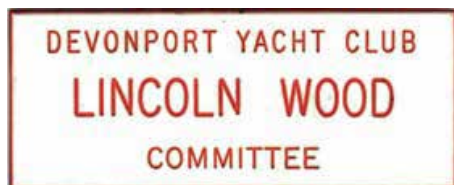
Linc was a little guy. He always had a clinker dinghy underconstruction at 44 King Edward Parade. Folk who dropped in, crunching up the traditional Devonport shell path to his frontdoor, he impressed into holding the riveting dolly.



Harrison Butler whose theories regarding preserving equal buoyancy at both ends of the yacht under heel and his "metacentric shelf" produced sweet hulls with kindly handling.

Linc went to see Fred Mann at his John Street, Ponsonby house where he built one yacht or launch at a time at his own pace. Linc persuaded Fred to build him a Harrison Butler Memory design, a 21ft 6in Bermudan cutter with a 14hp Regal auxiliary, later replaced with a Ford 10.

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Above: Linc's Devonport Yacht Club Committee Badge.

Opposite: Linc's sailing dinghy being rebuilt at Whangateau by George Emtage.



An early user of marine plywood for his strakes, his dinghies were minimalist and super-light but nicely finished. They were highly prized by the local yachting fraternity and made him some pocket money.

George Emtage took one with him on his cruise to the Pacific in his steel yacht Manola. In Papua New Guinea the budding fibreglass industry there used her as a mould. So when Mizpah's daughter Jennifer Long gave me a Linc 8ft 6in sailing dinghy that had some delamination and impact damage, who better to breathe life in her again than George Emtage at the Whangateau Boating Club? I'm looking forward to having her grace the stern of Romance II this coming season.

Memory was launched in late 1930. Linc was 31; the Depression was reaching its worst depths; he lost his job as a storeman in 1931. He decided to "retire", never to have conventional employment again. There was no security for a wife and children.

Instead he cruised the Gulf in Memory alone, living by fishing and trading with farmers, picking up jobs with Gulf friends like Maud and Scotty on Flat Island, the Ryans at Fitzroy, the Emtages who were struggling to keep farming Motuora Island. These adventures provided the tales for which he became famous.

By the time I met Linc in 1952 he had become a legend. I crewed on Memory like many other Devonport teenagers. The initiation was simple. First climb Memory's mast, second look out for the metacentric shelf and don't bark your shins on it.

We were pressed by Linc into sailing with "Ma" Sutherland on her Le Huquet A Class keeler Marangi. After the sail, Linc and "Ma" would share one quart bottle of Waitemata Sparkling Ale, none of course for the boys, and then Linc would solemnly smash the bottle with a hammer over the side to prevent it being washed up on the beach....!

After Memory got too much for him, Linc had a nippy little launch, the Brin Wilson-built, Cortina-powered Memories. He still ran the Devonport Yacht Club's slip winch into his 90s. As he got older he became quite deaf and his fund of enchanting stories became conflated and simplified. He died in 1997 in his 98th year.

For a self-effacing man of small stature, Lincoln Wood cast a very long shadow along the Devonport waterfront. B

OPEN FORUM

THANK YOU!



Thank you to everyone who came and shared – it was an awesome first open forum with lots of good ideas about all sorts of aspects of the Club, giving your management committee plenty to think about.

We will make a list of all the ideas and start to implement as many as we can over the coming months – some will be easy and some will need some more thought and help.

Membership Project – Call Out for Help!!

We are keen to keep up the momentum of our membership storytelling sparked at the open forum meeting. We'll supplement this with surveys and the like, over time.

As a first step, please take part by sending through the **story of your own membership** - how you see the Club, what it has done for you and how you see the future of the Club. Feel free to use these headings or your own:

- **Who am I?** (your name and a little background)
- **Why did I join the Devonport Yacht Club?**
- **How did I go about joining?**
- **What benefits do I get from being a member?**
- **Would I recommend the club to others?**

Please send through by post to the Club or email to commodore@dyc.org.nz
Thank you!

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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	820 6452	021 779 247	davidmauger@xtra.co.nz
Venue Hire and Catering Kirsty McPherson		027 207 0449	functions@dyc.org.nz
Sailing Master Andy Mason	476 1934	022 659 999	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



TORPEDO BAY
NAVY MUSEUM

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

Splice the Mainbrace: is an order given aboard naval vessels to issue the crew with a drink. Originally, it was an order for one of the most difficult emergency repair jobs aboard a sailing ship; it later became a euphemism for authorized celebratory drinking afterward, and then the name of an order to grant the crew an extra ration of rum or grog. Brace are the lines which control the angle of the yards. On the first rate men-o-war, the mainbrace was the largest and heaviest of all the running rigging; the mainbrace on HMS VICTORY for instance was 5 inches (13 cm) in diameter. Gunners commonly aimed for the ship's rigging during naval battles, with the mainbrace being the prime target. If the mainbrace was shot away, it was usually necessary to repair it during the engagement; the ship was un-maneuvrable without it and would have to stay on the same tack. Even repairing it after the battle was a difficult job; the mainbrace ran through blocks, so it could not be repaired with a short splice or a knot. Splicing in a large run of hemp was strenuous work, and generally the ship's best Able Seaman was chosen to carry out the task under the supervision of the Bosun (Boatswain). On completion of the task, it was customary for the men to be rewarded with an extra ration of rum. The Bosun would take a sip from the ration of each of the men he had selected for task. Eventually the order "Splice the mainbrace" came to mean that the crew would receive an extra ration of rum, and was issued on special occasions: after victory in battle, the change of a monarch, a royal birth, a royal wedding or an inspection of the fleet.

Dutch Courage :- this term came into use during the 17th century during the Anglo-Dutch Wars. It was believed that the ship's company of Dutch warships were so cowardly that they needed a glass of schnapps before they would sail out and fight the Royal Navy, which given the level of the Dutch attacks on English ports was simply not true.

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

Photo 1: A great shot of four Club members enjoying the ambience of the ubiquitous "Issy Bay Ball".

Photo 2: A nice photo of Royce and Adrienne Cox at the "Issy Bay Ball".

Photo 3: Three of the members putting the food all together for the BBQ.

Photo 4: A great shot of the "Tongmaster" Russ Sommerville at the "Issy Bay Ball".

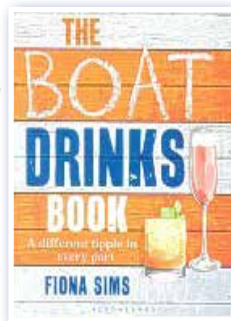
Book Review

THE BOAT DRINKS BOOK

by Fiona Sims. Softback, 0.54 Kgs, 188mm x 220mm, 176 pages.

Published 2017

An expert look at the drinking culture in key sailing spots around the world. The book is split into five regions: Atlantic, Med, Baltic, Pacific, and Caribbean, and author Fiona Sims encourages us to explore each region and discover what locals like to drink, how it's made, where to go to drink it, and what is best to eat with it. In doing so she uncovers distilleries, breweries, and wineries all within a short taxi ride of the harbour and shows us how to make the most of traditional markets.

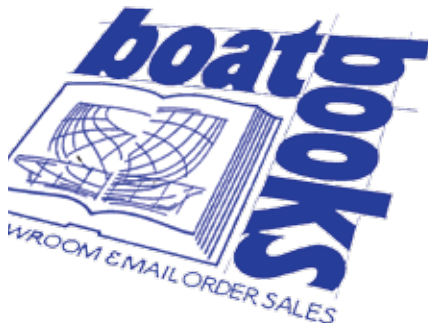


As well as giving us the insider knowledge on fabulous locations worldwide, The Boat Drinks Book gets in on the making too. Cocktail and drink recipes inspire us to whip up something delicious – using local liqueurs, wines, spirits, and produce – to sip on deck at the end of a long day's cruising or exploring. There's even a scattering of recipes for ultimate boat nibbles, inspired by each region, from tapenade to salsa to stuffed piquillo peppers. NZ\$35.

Kind regards,

Marianne

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