



The Devonport Yacht Club News

(Established 1905)



August 2017

King Edward Parade,
P.O. Box 32-036, Devonport,
Auckland 0744

Telephone: 445-0048

Website: www.dyc.org.nz

Email: webmaster@dyc.org.nz

Location:

174° 48' .18 E

36° 49' .87 S

CONTENTS

From the Quarterdeck	1
Directory Update	3
AGM Nominations	3
Notice Board	4
Yacht Club Full of Character .	9
NZ History of Innovation	12
Stories From The Past	14
Pictures from the Past	15
Book Review	16

HOME OF THE DUDER CUP



FROM THE QUARTERDECK

A REPORT FROM PRESIDENT PETER STRATHDEE

The America's Cup

A huge congratulation must go out to the Emirates Team New Zealand for winning the America's Cup. What a stand out performance!



I must admit I was a bit sceptical in the early days, when it was first announced that the America's Cup would be contested in foiling catamarans. I thought it would become a drag race and not very exciting. Not so, how it proved me wrong. As the competition progressed through the Louis Vuitton America's Cup World Series, America's Cup Qualifiers (a double round robin series), the America's Cup Challenger Playoffs (four teams in the best of nine races, first to five points), and then onto, The America's Cup Final, the excitement just got better and better. It got to a stage where many of us were getting up at 5am in the morning, not being able to wait to watch the racing. The interest increased, when throughout the competition it was clear that anything can happen, and did. The racing that close, a penalty, gear failure, a poor decision, or a single moment dropping off the foils, or not being on the right side of the course to catch a small wind shift, meant you could go from hero to zero. There was some very close racing and quite a few lead changes.

We all must be extremely proud of what ETNZ accomplished on the limited budget they had. What an amazing group of people, the team spirit, the Kiwi ingenuity, dedication, and hard work. The training that went into the winning of the cup cannot be underestimated. It makes me proud to be a Kiwi.

The stand out points for me, when I think back are, Peter Burling, not only the fantastic job he did helming the boat,



but also the way he handled himself during the endless interviews, and not getting caught up the mind games. He is possibly the best sailor in the world. Also, Glen Ashby, the quiet leader and unassuming skipper, Blair Tuke, trimmer extraordinaire, all the cyclists, the engine, they just quietly got on with the job of supplying the oil. It was very evident when the boat came off the foils and cartwheeled, sustaining major damage to the wing and hull etc. (thank God nobody was seriously injured), that it was a matter of "When the going gets tough the tough get going." What an amazing turn around. You have to take your hat off to all the shore crew, sailmakers, and boat builders, systems and hydraulic technicians, everybody in the team who worked throughout the night to have the boat in a state they were prepared to sail in the next day's races. The unsung heroes. Then to go on to win the America's Cup, one loss, eight wins. What a fantastic effort. Well done ETNZ.

I can't wait to find out, where, in what form, and what type of boat, the next America's Cup will be sailed. Watch this space.

The British & Irish Lions Tour.

The excitement of the Lions fans added to the vibrancy of the games. Going into the final game of the series, Lions 1, All Blacks 1, made for some exciting and hard rugby. The draw in the last game of the series, although being a bit of a disappointment, was great to watch. Well done the All Blacks.

The Race

It was raining and blowing, but hey, I decided to go. I never like missing a race. Always remember, it is the skipper's choice whether or not to go sailing. I elected to go. As it was blowing quite hard, 18 – 25 knots, to be on the safe side I decided to go for the B rig. Looking out over the water, the wind was whipping up a few waves. It is going to be wet. I set the boat up early and got out on the water.

I like to see where the wind is coming from and which side of the course is going to be best. I also like to do a few timed runs into the start line. I look around. There are nine other boats milling around. Everybody is jostling for the best position during the start sequence.

I hit the start right on time, going like the clappers, powered up on starboard right by the pin in clear air. The rail is in the water, tacking four times before rounding the top mark, a quick reach across to the offset mark, ease the sheets, we are off for the crazy run downhill. I manage to gull wing the headsail out to windward. Wow, we are surfing down the waves. It gets a bit scary jibing in those conditions. The boat dips its bow a few times and there's water up to the mast, but luckily we were able to recover. It starts to rain and the water is running down my neck. Don't you just love sailing? Taking the bottom mark to port, we come back up onto the wind for the slog to the finishing line. We go out to the lay line so we don't have to tack too many times in these conditions. Water is everywhere. I hope there is no water down below. We manage a creditable second place, have to do better next time.



Come IOM sailing with the Gulf Harbour Radio Yacht Club. Peter 0292977705

[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				
Brian & Marysia Schlaadt	Calypso V	Beale 33	6628	ZMZ2478
Junior Membership				
Nikolas Black	Admiral E	Pied Piper		

NOMINATIONS FOR THE ANNUAL GENERAL MEETING

In accordance with Club Rule 5.3(b) the following nominations have been received by the Secretary:

Patron: Pippa, Lady Blake;
proposed Natasha Strong, seconded Peter Strathdee.

President: Peter Strathdee;
proposed Natasha Strong, seconded Hugh Pollock

Commodore: Natasha Strong;
proposed Sue Johnson, seconded Peter Strathdee

Vice Commodore; Geoff Evans;
proposed Natasha Strong, seconded Peter Strathdee

Rear Commodore;
Hugh Pollock; proposed Natasha Strong, seconded Peter Strathdee

All of the above nominees have agreed to their nominations.

[Return to Contents Index](#)





NOTICE

BOARD



NOTICE OF THE ANNUAL GENERAL MEETING OF THE DEVONPORT YACHT CLUB INC

The Annual General Meeting of The Devonport Yacht Club Inc will be held at the Clubhouse, 25 King Edward Parade Devonport at 7.30pm on Tuesday the 15th day of August 2017.

Nominations for the position of Patron, President, Commodore, Vice Commodore, and Rear Commodore must be submitted on the designated nomination form. This form is published separately in this newsletter and is available on request from the Secretary (email: secretary@dyc.org.nz).

Completed nomination forms for these positions must be received by the Secretary at least one calendar month before the date of the Annual General Meeting.

Nominations for other positions may be submitted to the Secretary prior to the AGM or alternatively nominated from the floor at the AGM.

Any motion a member wishes to bring to the AGM must be made in writing to the Secretary no later than six days before the date of the AGM.

An AGM agenda is published separately in this newsletter.

The agenda, together with a copy of the 2016 AGM minutes will also be available at the AGM.

Apologies to the Secretary:

Peter Skogstad
secretary@dyc.org.nz or 445 3888

[Return to Contents Index](#)



AGENDA OF THE 94rd ANNUAL GENERAL MEETING OF THE DEVONPORT YACHT CLUB INC

**TUESDAY 15th DAY OF AUGUST 2017 AT 7.30 P.M.
AT THE DEVONPORT YACHT CLUB,
25 KING EDWARD PARADE DEVONPORT**

1. Introduction
2. Apologies
3. Obituaries
4. Acceptance of the 2016 Annual General Meeting Minutes
5. Matters Arising from the Minutes
6. Commodore's Report
7. Treasurer's Report
8. Matters Arising from the Treasurer's Report
9. Adoption of the 2016/2017 Accounts
10. Setting of Subscriptions for 2017/2018 year and the 2018 / 2019 year (noting new membership types)
11. Appointment of Scrutineers (will be deferred until use of scrutineers necessary)
12. Election of the Patron
13. Election of the President
14. Election of Flag Officers:
 - Commodore
 - Vice Commodore
 - Rear Commodore
15. Election of the Executive Officers:
 - Treasurer
 - Sailing Manager
 - Haulage Manager
 - Clubhouse Manager
 - Site Manager
 - Bar Manager
 - Communications Manager
 - Social Manager
16. Election of up to 4 Additional Officers
17. Appointment of Auditor and Honorary Solicitor
18. Election of Safety Officer
19. General Business
20. Closure

Apologies to the Secretary: Peter Skogstad, secretary@dyc.org.nz of 445 3888

[Return to Contents Index](#)





CALLING OUT FOR A HIGHCHAIR FOR THE CLUB:

Highchair Needed

The Club's highchair is looking a bit grotty, if you have a highchair in good condition which you would be happy to donate to the Club please email the Commodore: commodore@dyc.org.nz



FROM THE PAST

At this time of the year it's nice to remember summer evenings on the beach. This photo is of a DYC beach after race BBQ held on the Motutapu side of Islington Bay.

Cheers

Frank.



[Return to Contents Index](#)

NEW ZEALAND SAILING TRUST

Inspired by Sir Peter Blake, The NZ Sailing Trust has provided youth sailing experiences for some 8000 young kiwis on the Trust's historic Whitbred sailing vessels, Steinlager 2 and Lion New Zealand. Last year, 1237 students completed multiday Youth Development Programmes with a focus on Personal Development, Leadership and Teamwork to make an impactful difference in people's lives. The feedback we get back from the students, parents and schools tells us it works!

Lion New Zealand has delivered the majority of these journeys. Maintaining a safe and functional platform aboard is critical. Lion New Zealand has covered in excess of 200,000 nautical miles while under the Trust's ownership.

Now 32 years old, a significant restoration and refit is essential for her to be able to continue the delivery of our programmes while complying with insurance and Maritime Transport Operator Certification requirements.

At a cost of \$1.1m, the Trust is in need of support from Corporates, Business, and Individuals to help fund the cost of this refit. The New Zealand Sailing Trust is appealing to New Zealanders to help us with this refit and would appreciate your consideration toward a donation to help us continue to make a difference in the lives of so many young New Zealanders.

Check out our Facebook Page for regular activity updates or we would welcome any questions or further discussion.

Donations can be made via our Givealittle page <https://givealittle.co.nz/cause/lionrefit> or by contacting Paul Powney at the NZ Sailing Trust. paul@nzsailingtrust.com
Ph 022 424 5055

FROM THE HARBOUR MASTER

We have a vessel that has not had anyone on board for 18 months. We are trying to find an owner, but have very little to go on. Having been on board, the only form of ID is the sail number of 6159. The vessel may be named ANNA from the Yachting NZ website. If you have any information that could help locate an owner, that would be appreciated.

Brenda Orr | Maritime Officer
Ph 09 448 7305
brenda.orr@at.govt.nz



[Return to Contents Index](#)



DYC – Seataalks



Tom and Vicky Jackson are internationally recognised for their years cruising and racing exploits aboard Sunstone, their beautifully varnished S&S 40 foot keeler. They lived aboard for over 30 years, sailed over 200,000 miles and won many races.

By popular demand they are back in Auckland and will be giving an illustrated talk titled, 'Tips for

Cruisers'. This will be a good opportunity hear some good advice, and pick their brains.

SEATALKS Devonport Yacht Club

7.30pm Thursday 3rd August 2017

All welcome. The club bar will be open.

[Return to Contents Index](#)

YACHT CLUB FULL OF CHARACTER

A HISTORY OF DEVONPORT YACHT CLUB IS FULL OF FASCINATING YARNS. *WEEKEND HERALD OCT 8 2005*

When the DYC Centennial Book was published back in 2005, a review article by Robin Bailey appeared in the Weekend Herald shortly thereafter. Harold Kidd was the editor of the book and in the interests of preserving our Club history, the article is republished below.

HAROLD KIDD has done it again. This time it is 226 pages of words and pictures that record the evolution of the Devonport Yacht Club. Titled "A Centennial History", the large-format publication is lavishly illustrated with pictures not previously widely published.

The book carries on the work marine historian Kidd has done with Robin Elliott to mark the Richmond and Ponsonby Clubs' arrival at the magic 100 years.

This time Kidd is the editor, and many of the words have been contributed by people with a close and active association with Devonport Yacht Club. He has processed their contributions deftly.

Kidd's introduction pretty much sums up what the book is about, and includes the editor's recollections of growing up in Devonport.

The Club seemed to be the habitat of those staunch individuals who had come back from World War II, and the youths who had just missed out, who had built themselves a Woollacott in their backyard and were off on, or just back from, a Pacific cruise, a trans-Tasman race or even a circumnavigation.

It was also the place where those keelers and launches were hauled out, whose owners had, it seemed, a hereditary right to a patch on the hallowed ground where such activities had long been carried out. Devonport Yacht Club has always had a number of unique features that have set it apart from those other Auckland Clubs that have existed for 100 years or more.

These features have given it quite a different culture. More than any other Club, it has identified closely with the maritime suburb whose name it bears. It is part of the essential fabric of Devonport, whether you are a yachtie or not.

It has always been a Club of strong and hardy characters and the natural home of the builders of offshore yachts, a result as much as anything of the presence of the Woollacott family in Devonport.

It is not a Club of Wednesday night racing or corporate membership, but a Club that has put a large proportion of Auckland's deep-sea yachts on the water and seen them carry out fantastic voyages.

And it is the home of the Blake family, which has stamped the Club with its mark over recent decades.

The history tells of the early boat builders of Devonport and covers the first days of yachting on the Waitemata. It also records the first days of organised sailing in Devonport and the various factions, Clubs, and individuals, who created what remains today.

The tensions that developed between those influential members who favoured Corinthian and amateur aspirations to those who favoured the sort of racing that was dominated by people who were in the trade, or professionals, make for interesting reading.

Martin Foster contributes an excellent chapter on the Woollacott family's association with the Club. He emphasises

[Return to Contents Index](#)





STORMY WEATHER: Three crew cannot save John Woollacott's Whisper in a south-easterly gale.

the influence of the Bert Woollacott designed yachts, that developed a reputation as safe, sea-kindly yachts that could be built by backyard amateurs and sailed around the Pacific and the world. The chapter includes a fitting tribute to Bert's son John, a talented designer and builder.

And it tells in words and pictures, the story of John's 32ft ketch Whisper, wrecked in a storm in April 1981 and subsequently rebuilt by its owner. It is a tribute true to the Woolacott philosophy.

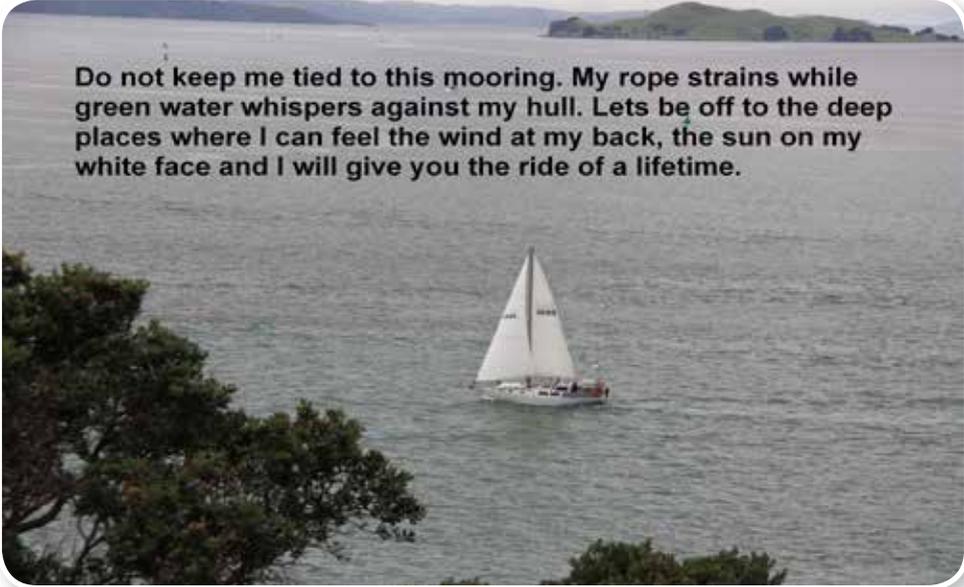
As it should, the history devotes a deal of space to the first two-handed Round North Island race on February 22, 1977, which the organisers timed to coincide with a Royal visit. Prince Philip fired the start gun, and another milestone in the Devonport Yacht Club's history was under way.

Fittingly, the story ends with a tribute to Sir Peter Blake, who with his family had played an active role in the Club since his teenage years and was patron from 1996 to 2002.



BACK IN ACTION: The remains of Whisper on the hard at Devonport, and the launch of the rebuilt ketch. [Return to Contents Index](#)

Do not keep me tied to this mooring. My rope strains while green water whispers against my hull. Lets be off to the deep places where I can feel the wind at my back, the sun on my white face and I will give you the ride of a lifetime.



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[Return to Contents Index](#)

NEW ZEALAND - A HISTORY OF INNOVATION

by Rod Dawson on 28 June



TTrue Kit from car to water in 10 minutes Rod Dawson .
It takes more than great sailors to win the America's Cup, although you need those too.

The AC is always won by the fastest boat, it's an old cliché, but it's true. To be the best you need to be a leader in your field, not a follower. Sometimes the ideas and innovations will work out, sometimes they won't. You need to be undaunted by the past failures.

New Zealand teams have always been fearless in design.

For the 1987 America's Cup in Fremantle, the New Zealand team, making their debut, were the only team to build boats from fibreglass. As Dennis Conner famously stated "why would anyone want to build a boat of fibreglass unless they wanted to cheat?" (they weren't). For the 1991 America's Cup, New Zealand built a lightweight, beamy boat with a bowsprit. Again, thinking outside the box, but not down the winning design path.

It wasn't until 1995, when Peter Blake and Russell Coutts put a team together, that they mastered the design rule at the time.

Then there was the "hula" from 2003, again very creative, but not the winning design ticket! For 2013, the kiwis managed to get their catamaran up in the air foiling, inside a design rule where the boats weren't meant to foil! Unfortunately, the cat was let out of the bag early enough for the other teams to copy them.

For the 2017 America's Cup, Emirates Team New Zealand really threw the door wide open and let the ideas flow. Is there any point in being conservative in the AC design world? The

[Return to Contents Index](#)

team was down in NZ testing by themselves (along with Oracle spies!), quietly working on their inventions. They were innovative in their approach and in every detail on the boat. From foils to oil management to wing control and probably so many other things not even visible, they led the way.

True Kit congratulates this outstanding achievement, pushing through barriers and searching for excellence. The New Zealand marine industry is often seen as a leader in field and Emirates Team New Zealand are showing the way. Well done.

A business card for David Martin Motors. The card has a white background with a blue and yellow curved design at the bottom. The text includes 'David Martin MOTORS', 'AUTOMOTIVE REPAIRS AND SERVICING', 'DAVE', '(09) 445 7229', 'A/Hrs 021 752387', '19 WYNYARD STREET, DEVONPORT', 'mfa', 'NGK', 'WOF. Repairs', and 'Mobil'. There is also an image of a spark plug.

David Martin
MOTORS
AUTOMOTIVE REPAIRS AND SERVICING

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A/Hrs 021 752387

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[Return to Contents Index](#)

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?

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-manoeuvrable 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



[Return to Contents Index](#)

PICTURES FROM THE PAST

BLAST
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.

Last Month's Photos.

Photo 1: A great shot of some of the revelers at the "Issy Bay Ball".

Photo 2: Another nice photo of some of the revelers at the "Issy Bay Ball".

Photo 3: A great shot of Russ & Jo Somerville at the "Issy Bay Ball".

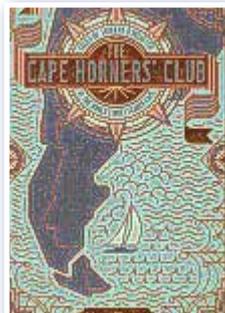
Photo 4: A nice photo of Trish Webley, Wally Carter (Left) and Brenda (Right).

Book Review

CAPE HORNERS' CLUB.

Tales of Triumph & Disaster at the World's Most Feared Cape.

By Adrian Flanagan,
Hardback, Published 2017. Black & White Images. Retail Price \$40.00



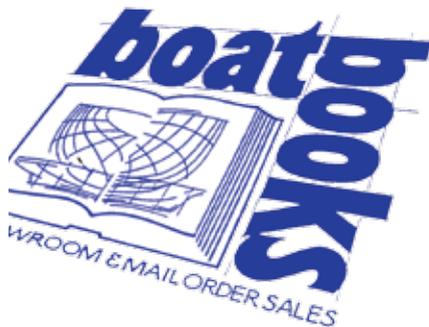
This book recounts the history of the Cape through the stories of the people who've taken it on and made it round – the Cape Horners' Club. From the first recorded single-hander in 1934 (Al Hansen, who was lost shortly afterwards and his body never found), we follow these very different protagonists as they pursue the ultimate goal while battling almost overwhelming odds. Woven through their stories is a history of the Cape, from its discovery to its use as a trading corridor until the opening of the Panama Canal, to its more recent role as a pure challenge for the best yachtsmen and yachtswomen in the world. Changes in weather prediction and navigation have had a huge impact, but the pressure for ever-faster times has never been greater.

Book is in stock at time of writing.

Kind regards,

Marianne

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



[Return to Contents Index](#)