



The Devonport Yacht Club News

(Established 1905)



November 2017

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CONTENTS

From the Quarterdeck	1
New Members	3
Notice Board	4
Met Service Apps	9
Around the Yard	10
Good Morning from Tumua	13
Take Control of Your Race	14
Past Commodores' Luncheon .	15
Book Review	16

HOME OF THE DUDER CUP



FROM THE QUARTERDECK

A REPORT FROM REAR COMMODORE HUGH POLLOCK



It seems no time since I last penned a Quarter Deck article but here we are again. For the last article we had just about completed the winter up-haul and we are now on the downward slope, so to speak. Everyone on the yard seems to be complaining about the poor weather for the season and fair enough since we didn't seem to get the usual long fine spell in autumn/winter and, of course, spring is its usual blustery self. Having boats on the yard each winter provides considerable interest to Club members and casual visitors alike. Those of us spending time on our boats are aware of the wide range of interest, ranging from those who have done the boating thing and enjoy watching the hard work of others, to the many international visitors who are charmed by what they see and above all want to know how these very heavy objects get from the slipway to their winter positions. I'd like to thank Graham Pettersen for again making notes on various boats and their owners and publishing them in the newsletter. This year has seen a number of new hauls and an impressive amount of work going on, so well done. On behalf of all us haulers, I'd particularly like to thank the small group who organize and implement the haulage plan – John Webley, who stepped in as leader in the absence of the holidaying Derek Snowball, and Richard Darke.

Labour Weekend means another edition of the Coastal Classic, a major event on the sailing calendar for Auckland. Both North Head and DYC Clubrooms provide a great advantage point for watching the start, which again has been a wonderful spectacle. Although there were no entries from DYC, there were a number of members taking part. Spray II skippered by John Duder with Mike Strong on board, performed credibly under the RNZYS flag. Daniel Leech was also involved, but I have been unable to pin down another one or two members who took part.



Nevertheless our congratulations to the participants and hopefully all went well. During my research Kevin Johnson reminded me the Club has a trophy for the best performance by boats entered under the DYC flag. While there will be no recipient this year, hopefully next year may see some eligible entries.

By the time this is published the result of the season opening race, the 'Ice Breaker', will be known. As I write, the westerly is raging, but the forecast for Saturday is the dreaded 5 knot variable, with sea breezes promised for the afternoon. Here's hoping that the race has gone well and we'll see an enjoyable season's events.

Three DYC Club members (out of a crew of four) are now bound for Vanuatu on the first leg of a journey to deliver the next DYC boat. Mark Clough (owner), Richard Darke, and Peter Strathdee have done the hard yards, got all the safety checked out, bought the charts, and reckon they are ready to go. Mark's excitement was palpable when I spoke to him on labour weekend. The only thing not up for discussion is her name – not be mentioned apparently – I'm assured she'll have a new name once in Auckland. Mark did threaten to arrive in Waiklabubu for the 1st cruising race barbecue but Richard's comment just before leaving was to the effect that the weather gods seem to be against them. However, he didn't think being delayed in Vanuatu would be a problem, to say nothing of the extra time to contemplate that new name. All the best and may they have a wonderful trip.

Looking ahead to coming events, the second Open Forum Club meeting takes place on 9th November at 7.30pm. The first meeting was pleasingly successful. This meeting will hear about action taken on issues raised at the previous meeting, progress on the Membership Project, and, most importantly, provide a place for members to raise concerns and contribute ideas. The meeting is casual, the bar is open and there will be light refreshments. All Club members are invited, including associate members. We value your input, which can simply be the conversations you have with other individual members.

I must mention our next Quiz Night, organized by the Social Committee lead by Gayle Morris. The event is a NAUTICAL THEMED QUIZ NIGHT with our able Quiz Master, Geoff Evans. Charge is five dollars per person and we are suggesting teams of six. If you don't have a team, come anyway - we'll sort people into teams on the night. If you forget to book, roll up, you can register at the door. The bar will be open and a light supper served.

The successful Thursday Night Sea Talks continue on Thursday November 23rd with Club member Mike Hall talking about canal boating in Holland, based on his recent experiences. There may be other contributions on fresh water cruising. Following that, hopefully the next speaker will be Richard Gladwell to feature his new book on the 2017 ETNZ America's Cup, 'Lone Wolf'. A date for this is not certain, as existing bookings mean there may not be a Thursday night available in December.

The next working bee is set for December 2nd. It is a condition of haulage that haulers attend, but all Club members are invited to take part. While a lot of work takes place in the yard, we have much to do in the Clubrooms, including giving the kitchen a thorough clean. Thus, the more attending the merrier. Start is 9.00am and includes morning tea – bring a plate please.

About this time last year we believed work on reconstructing the wharf would get underway, which it did eventually. However, it stalled because the contractor was unable to handle the notorious Torpedo Bay conditions. It seems there is another contract about to be put in place with work being done from February to April, hopefully avoiding a clash with haulage. This time there will be a bigger impact on the Club with the West slipway being used by the contractors.

And a final item – please keep the story telling returns coming. They are proving valuable in our membership research. Copies of the form are available at the bar or from our website. Leave completed forms at the bar, post in the letter box, or email to commodore@dyc.org.nz

[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				
Chris and Mary Glanfield	Abracadabra	Davidson 28	5125	
Associate Individual Membership				
Shelley Dewar				
Matthew Smith				
Jason Minto Griffiths				
Stu Smith				
Peter Baird Hay				
Associate Family Membership				
Martin Turberville-Smith				



[Return to Contents Index](#)





ANNUAL SUBSCRIPTIONS

Thanks to those that have already paid their Subs for the year, but there are still one or two that need to make it happen.

You have most likely received your invoice by email rather than the usual posted copy, and it's probably sitting there, totally unloved in your inbox. If you haven't received it, please contact the treasurer directly: treasurer@dyc.org.nz

Your attention to this small detail would be very much appreciated.



FOR SALE - HALF SHARE IN A REACTOR YACHT

Rapidus is a 25 foot Reactor. She has had many lovely trips up the East Coast, but is getting used much less than she should be.

She is on a swing mooring at Stanley Bay.

Rapidus and Mooring are probably worth around \$11,000-\$12,000, so about half of that. Ring or text to discuss if intrigued,

Simon 021-0222-1485



SAVE THE DATE:

The second annual Rocky Bay Ball will take place on Saturday 10th March 2018 at Rocky Bay, Waiheke. It was a fantastic night last year, so don't miss out. Tickets will be available from DYC in early December - they make great Christmas presents! More details coming soon.

[Return to Contents Index](#)





DEVONPORT YACHT CLUB OPEN FORUM

Thursday, 9 November 2017

***From 7.30pm – bar will be open and a
light supper served***

An open forum for Members

To talk about any aspect of the Club over a drink
with the Managing Committee and other Club
members

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



2 HANDED AROUND THE NORTH ISLAND RACE

“Turn Left at the Corners” (Kind permission of Andy Tyler)

I am proposing to investigate the feasibility of writing the history of this historic race. I will need to start gathering the information, and assembling all this into what will become a book about the history of the 2 Man Round the North Island Race (2MRNIR), from its inception, the first race in 1977. I plan to conclude with publication just prior to the running of the 2020 2MRNIR.

If you know of any other past/present members who would also be able to assist in compiling and/or providing information or photographs/stories, then can you please get back to me with their contact details.

CR Leech ED*
Past Commodore
(0212544067 – dds@kcbbs.gen.nz)



The start of the inaugural race in 1977, in the presence of the Queen Elizabeth II, and HRH Prince Philip.



Martin Foster sends the 2017 fleet on their way. Assisting is Jon Henry, the Race Officer and the RNZN Range conducting officer, LCS Leon Reilly

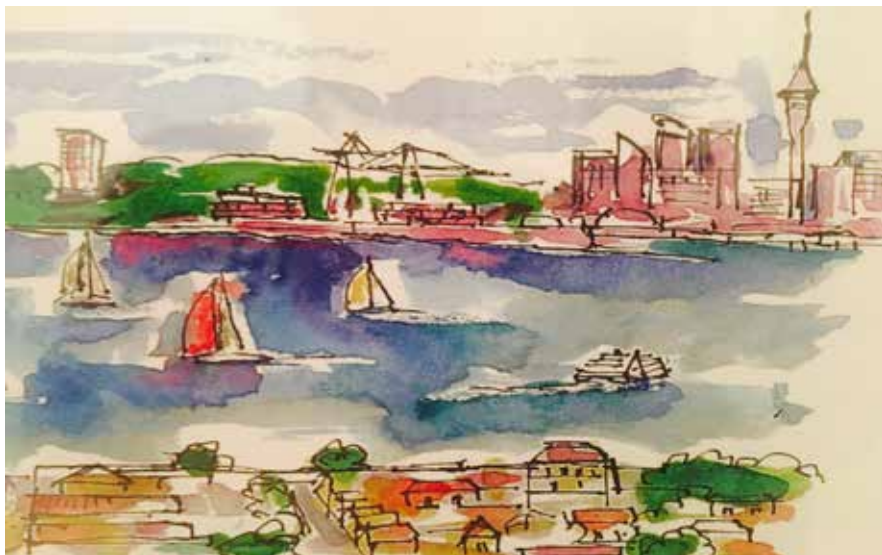


*The image for the Front Cover of the book.
(Kind permission of the Blake family)*

[Return to Contents Index](#)

‘test’ your nautical know how DYC QUIZ NIGHT

**with Geoff Evans
Sat. Nov. 18th @ 7:30 PM**



\$5 a head. Teams of 6. Or we'll find you one.

NIBBLES GREAT PRIZES CASH BAR

Register gayle.e.morris@gmail.com or 021510674

ALL WELCOME

art work courtesy of tony mcneight

RAFFLES ARE BACK TOO:

3rd of November and First Friday of every month thereafter!

[Return to Contents Index](#)





After a very long wait, the New Zealand Traditional Boatbuilding School has reopened its doors.

New location, new layout and new focus, but with the good old values that deliver craftsmanship.

Essential skills for the beginner boat builder

By John Welsford

This is a two day course and will cover a range of essential skills including introduction to epoxy resin and glue systems, Gluing and Fibre glassing plywood, Sharpening common hand tools, Selection and use of power tools, Selection and setup of woodworking machinery, Reading plans and drawing components from scale drawings and much more.

Saturday 4th November: 10:00 am - 5:30pm

Sunday 5th November: 09:00 am - 4:00 pm

Requirements:

A hand plane that you can practice setting up and sharpening

A chisel for same

Closed toe footwear, old clothes and your lunch!

Cost \$250 pp includes morning and afternoon refreshments.

Enquiries & Enrolments:

e. tanya@nztbs.org.nz

p. 0275 453355

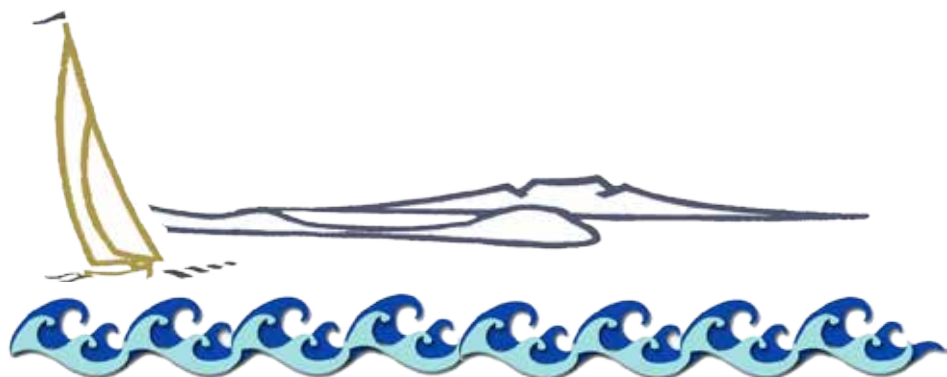
w. www.nztbs.org.nz

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[Return to Contents Index](#)



MetService

You may recall that Georgina Griffiths from the MetService was our February Seataalks speaker. This week she has asked us relay the following message to DYC members:

MetService is in the process of overhauling the marine content on www.metservice.com, and potentially, future marine weather Apps.

Yacht clubs and their membership have been invited to offer feedback, being frequent users of marine information. I know many of you, like me, utilise several different sources of weather information – typically because one single source doesn't provide everything a boatie needs.

So, now's the chance to tell us what you absolutely want and need regards marine weather content, on website or App. In addition, any comments you have about 'look and feel' or 'function' are also welcome.

If you would like the opportunity to tell us what your perfect one-stop marine nowcast/forecast site would look like, please email Georgina Griffiths (georgina.griffiths@metservice.com) with your email and contact details. A short interview will then be arranged, at a suitable time, with a MetService staff member.

Like many of you I am a keen student of the weather. On the right is a screenshot of some of the apps I use on the phone. If we planning to head out we aim to check the following:

- MetService app for the latest forecast for the area, the weather chart, rain radar and tides.
- Coastguard app for the Now-casting
- Metvuw for the 10-day outlook on their weather charts
- Windy for their graphics showing Windstream...great to investigate what systems are developing upwind
- Predictwind for their tables of data and their fabulous 5-day Isobar map animation



It would be neat if all these services were available on the Metservice app!

Geoff Evans 20th September 2017

[Return to Contents Index](#)



AROUND THE YARD 1

Kristen is a Tracker 26 (or 7.7m) and is glass over moulded kauri construction. She has been hauled out alongside the Club driveway this winter. Built about 30 years ago, she is owned by Hugh Pollock, our Rear Commodore. She is powered by a single cylinder Yanmar 10 and Hugh has owned her for six years. He races her successfully in the B Division and usually sails singlehanded. His cruising activities are mostly daysails.



AROUND THE YARD 11

OHMS is a Gladden 28 built by John Gladden at Milford and finished by Mike and Janet Garrett in 1974.

Now owned jointly by Neil Easton, Sally Garrett, and Janet Warnock, OHMS is glass over ply, with teak coamings. OHMS was nicknamed over a period of time by Frank Warnock, while the boat was being built, and the name stuck. Jobs this winter include repaint the topsides and deck, brightwork, and a new solar panel. Neil and Sally and their friends use the boat for cruising the gulf and the coast, from the Mercs to the Bay of Islands.



Their favourite spot for anchoring is still Amnesia Bay.

[Return to Contents Index](#)

AROUND THE YARD 111

Matai is a Townson 8.8 owned by Ken Caldwell and Rachel Brebner. She is hauled out on the yard closest to the Scout Den. The boat was built in Marton by John Caldwell in 1985 and launched at Mana. Matai is registered as a ship and when owned by John, circumnavigated the South Island and sailed to Tonga, Samoa, and Fiji. The boat was moored at Nelson until John died. Then Ken with his sister Ruth and their brother sailed the boat to Mana and then trucked the boat to Auckland.

Ken normally moors Matai at Bayswater, on the breakwater, and this winter is painting the toe rail and re-bedding the stanchions, as well as routine maintenance. The boat is used for the occasional weekend cruise.



Help Coastguard this Christmas

Enjoy a fun filled night of good food, fine wine, plenty of banter and maybe a stint on the dancefloor, to let you know the Kiwi festive season has well & truly begun. All funds raised come directly to Coastguard to support our 1,000 volunteers saving lives across the Northern Region. So please dig deep and join us for a wonderful celebration of Coastguard and all things Kiwi – we can't wait to see you there!

Location: The Hilton Hotel **Date:** Friday, December 1st

Price: \$1,500 per table of 10 (\$150 pp)

Contact: events@coastguard.org.nz



[Return to Contents Index](#)

Platter
CAFE | BAR | RESTAURANT

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Address: 33 King Edward Parade, Devonport

HOURS: 7 Day Breakfast / Lunch 7:00am - 4pm

Dinner: Wed - Sun 5pm - late

bookings@plattercafe.co.nz

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Logos: mta, NGK, spark plug

[Return to Contents Index](#)

GOOD MORNING FROM TUMUA,

Well, I left the Solomons and am on my way to Palau. Doldrums here we come, with 450 litres of diesel and 380 litres of water. However, currently, I'm still sailing in a light breeze making 4 knots. I will pass by Rabaul in PNG and Lorengau in the Admiralty Islands (PNG), but am not planning to stop there unless I need more diesel.

The Solomons were amazing; beautiful and interesting but oddly expensive. Vanuatu was also very nice, great cruising area (and cheap). An interesting future trip would be; NZ-Vanuatu-Solomon Islands-New Caledonian- NZ.

My experience so far has really been "a mixed bag". The mast debacle caused a chain of events. It caused me to miss out on the company of the group and the main thing - being so delayed. This led to being rushed to start again, with details of the new mast not quite right; eg: Goose neck too high (I have to climb 2 steps to get to the main halyard); some mast fittings are damaged; and the new electric cable is causing shortages, so no navigation light.

In the rush to leave, I failed to tie down the dinghy properly. Big seas over the bow broke the fittings the dinghy was tied to and the dinghy got washed overboard, causing some more damage on the way. In Fiji, more repairs were required and I had to wait for the new dinghy (a takacat - great dinghy !!! you can store down below).]] However, by far the main issue has been that ever since I started the second time, my battle is against time, being rushed all the time. Not much time to explore; too worried that the SE trade season would come to an end and NW monsoon start, and rightly so. The SE is fading. It seems I just made it in time. In contrast to all this, I have had some very great sailing! For example, from Vanuatu to Solomons, three days on end, without any change, running with one reef in the main, stay sail poled out, and making 7-8 knots all the way.

I visited some very beautiful spots. I also had some interesting experiences. For instance, on entering a harbour in Vanuatu, in between a variety of reefs, the motor stopped (glass filter housing had broken). In Solomons, my anchor got hooked in a sunken WWII warship needing a diver to free me. But those are all the usual interesting experiences of cruising. Overall, my new sails are good and working well, my motor maintained on the way and good. Tumua is in great condition and even the skipper is starting to finally recover and to feel more relaxed. My fishing remains a non-event, not by lack of trying. I have been trawling all the time, but that is all I do. So far catch 0.0.

All the best
Cheers
Jan o/b Tumua



[Return to Contents Index](#)

TAKE CONTROL OF YOUR RACE

(with racing season picking up, we found this article helpful)

by David Dellenbaugh

Take control of your race US Sailing <http://www.ussailing.org>

"I would have tacked and sailed to the right side, but a boat on my hip forced me to go the wrong way!"

It's a common refrain in the parking lot after almost every race: A sailor wanted to go to the favoured side of the course but couldn't get there because another boat was 'in the way.' As a result, he or she had a bad result and blamed this, at least partially, on the other boat.

In reality, other boats are seldom good excuses for going the wrong way. They are bothersome obstructions, yes, but they should never be allowed to derail your plan for how to sail the race.

The goal on any leg of the course is to develop a strategic game plan for how you can get to the next mark as quickly as possible, in the absence of other boats. It takes into account factors like wind shifts, wind pressure, current and the location of the mark.

Following your strategy is not always easy, however. In a fleet of boats, everybody's trying to do the same thing, so you often meet boats with the right of way or boats with wind shadows that can slow you down. That's when you need good tactics. Tactics are the boat-on-boat moves you make to help follow your strategy in the midst of a fleet. They help you stay in control of where you're going and avoid being pushed around by other boats.

For example, when you want to tack but there's a boat to windward pinning you, there are two basic options you have: 1) stay there and let the other boat control where you go; or 2) make a tactical move so you can follow your strategy.

It's almost always better to take the initiative. Here are some things you might try:

Sail high to pinch off the other boat, then tack. This is a great idea, but don't be overly optimistic about how quickly you can accomplish it. This tactic often takes too long. By the time you are able to tack and cross the other boat (assuming you're even able to do so), you have likely sailed too far toward the unfavored side of the course.

Slow down or bear off so you can tack behind the other boat. It's always hard, psychologically, to slow down and/or go behind another boat. However, the big advantage of these tactical moves is they quickly get you going in the right direction. By minimizing the time you spend sailing toward the unfavored side, you will usually realize the best gain in the long run.

Avoid getting pinned in the first place. Tactics are helpful, but they usually mean you lose distance to every other boat in the fleet. So try to avoid situations where you must make a tactical move to regain control. For example, don't make a weak lee-bow tack to leeward of a boat on starboard tack – this often puts you right into a pinned position.

It's hard enough to sail a good, smart race when you have the option to go wherever you want. So don't make this more difficult by letting other boats dictate where you go. Look ahead and be proactive to stay in control of your race and follow your strategic game plan.

If you want to link to this article then please use this URL: www.sail-world.com/157478

[Return to Contents Index](#)

PAST COMMODORES' LUNCHEON



"Past Commodores' at the luncheon"



"2017 Past Commodores' Luncheon attendees"

[Return to Contents Index](#)

Book Review

And yet another America's Cup book (and selling fast) this time by well known yachting journalist and author Richard Gladwell.

LONE WOLF

How Emirates team New Zealand stunned the World

By Richard Gladwell.

Paperback, 210mm x 250mm, 208 pages, 0.89kg

Publishing October 2017

On June 26, 2017, on the turquoise waters of Bermuda's Great Sound, Peter Burling (26) became the youngest ever helmsman to win the premier trophy in sailing, the America's Cup. Amongst several other firsts, the Royal New Zealand Yacht Squadron became the first club ever to win back the America's Cup — and did so against one of the best funded and technologically astute teams in the 166-year history of the event.



Along with sailing partner Blair Tuke, Burling put down another marker in sailing history to become the first crew to win an Olympic Gold medal and an America's Cup inside a 12-month period.

The rookie New Zealand crew, of whom only one had previous America's Cup experience, trounced the Defender, Oracle Team USA led by the brash Australian, Jimmy Spithill who had ripped the heart out of the Kiwi sailing nation just four years before.

Lone Wolf is a celebration of the Emirates Team New Zealand win in Bermuda, written from an on the water perspective by one of the world's most influential America's Cup photo-journalists, Richard Gladwell, who also shot many of the images used in the 200-page book. This include images deliberately withheld prior to the Cup as they were "too revealing" of the Kiwi boat and technology.

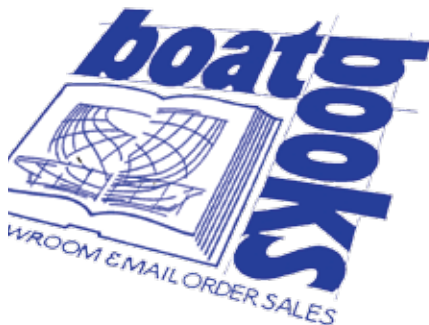
Gladwell closely followed Emirates Team New Zealand through its highs and lows after the 2013 upset in San Francisco. He captured the first images of the "cyclors" on the morning the AC50 Aotearoa was first splashed in Auckland and broke that story to the sailing world. He was in Bermuda for the 28 days of racing in the 35th America's Cup Regatta and had a ringside view of the racing from a photography boat. Gladwell was in a unique first-hand position to see the highs and lows of the New Zealand campaign and will relate how a remarkable victory unfolded.

NZ\$45.00

Kind regards

Marianne Bosman

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[Return to Contents Index](#)