



# The Devonport Yacht Club News

(Established 1905)

## December 2017

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

Telephone: 445-0048

Website: [www.dyc.org.nz](http://www.dyc.org.nz)

Email: [webmaster@dyc.org.nz](mailto:webmaster@dyc.org.nz)

Location:

174° 48' .18 E

36° 49' .87 S

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## HOME OF THE DUDER CUP



## FROM THE QUARTERDECK

### A REPORT FROM Club PRESIDENT PETER STRATHDEE



#### The delivery trip from Vanuatu to NZ

I knew Mark and Judith Clough, having sold their Farr 1220, were looking for a new boat and had been for some time. When the phone rang one night and Mark said something along the lines of, "I am thinking of having a look at a boat that is currently in Vanuatu, but before I go any further I need to know I have a competent crew to sail her back to NZ. I am also asking Richard Darke. So will you commit to a delivery trip back? Without hesitation I said yes. Mark and daughter Abigail some days later flew to Port Vila, meeting the owners, inspected the boat, and had it surveyed. After some negotiations and further enquiries back in NZ regarding taxes and duties, the deal was finalised. Mark and Judith were to become the proud owners of a 14m Jeanneau Sun Odyssey Yacht.

Flights were booked and lots of preparations made. Mark, Richard, and I boarded an Air Vanuatu flight on the 25th October. Colin, the fourth member of the crew, arrived the next day. Mark had arranged a hire car and accommodation for the first night. He also arranged for the boat, which had remained on the hard, to be relaunched, the next morning at 8:30am. We arrived at the yard on time. Well by midday, having to sit and watch the painfully slow operation, as four men in wet suites, masks, and fin's, were continuously diving down with short boards, to keep the trolley between the broken concrete ramp nibs. It certainly makes you appreciate the efficient haulage operation the team do at our Club. The boat duly launched, we boarded and motored around Iririki Island and tied up at the marina right in town.



Mark had enlisted the assistance of Bob McDavitt for weather information and he advised the best weather and time to leave would be Tuesday the 31st. We spent the next few days going over the boat, familiarising ourselves with the gear and systems, going for a test sail, buying provisions, eating, drinking, and swimming. It's a tough life.

During the early part of this time, unfortunately, Richard was bitten by an insect on his lower right leg and in a matter of a few days it had become very infected. By Monday morning Richard was not well and we took him to a nearby doctor. After about half an hour Richard emerged having had an injection and had been given a prescription for dressing etc., the wound still had not been treated. We had to attend to this ourselves. Much to Richard's disappointment, it was decided the best thing to do was to get him on the first possible flight home. Unfortunately, the next direct flight to Auckland would not be before the following Saturday. Much ringing around got him on a flight to Brisbane, with a two hour stop over, and then on to Auckland. The saga continue for Richard with the Brisbane flight to Auckland being cancelled and rescheduled for the next day, so he was put up in a hotel in Brisbane. Then he was woken up in the middle of the night and told they had got him on an earlier flight. He then arrived at the airport just to find out that they had been incorrect and he was sent back to a different hotel in Brisbane. Needless to say Richard was very ill by the time he arrived in Auckland and he went straight to the hospital. He was admitted for eight days and is still recovering. Things can go very bad quickly when you are not in NZ. Gus and Caroline, the previous owner, had flown down from their little bit of paradise, a small island north of Port Villa, to help us get familiar with the boat's systems etc. and also to bid us and the boat a final farewell, as they had spent two years sailing from Europe to Vanuatu. With one crew member down, Mark asked Gus if he would consider sailing back with us, which after consideration he kindly agreed too.

We duly departed on the 31st headed south, with warm winds from the southeast. We soon got into the routine of watches, doing two and a half on, with seven and a half off, or doing other chores. On the second day, Colin the avid fisherman, put out a lure, before he tied it off, he had caught a large Mackerel about 1200mm long much to Gus's consternation, as he had never had a fish on board before. I suggested that we should return the first fish caught to the sea, unfortunately that was the only fish we caught during the whole trip. Poor Colin. We did however have tremendous meals. Mark is a great cook and along with Colin, who has never done an ocean passage before, jumped in and helped out often in the galley.

On the second day out, Bob McDavitt suggested we sail east for seventy miles to avoid the area just south of Vanuatu, where there was little or no wind. We elected to carry on south, deciding we would motor if the need arose. The rest of the trip was rather uneventful, the winds being mostly on the nose. At one stage, they were in the high twenties. One night we had a lot of bumping and slamming, as we dropped off the waves. Putting in a reef and shaking it out became common place and only once did we get the Code 0 up. But the wind was light and too far forward to make any great difference. We had not seen any shipping at all, though we knew they were just over the horizon, since we were picking them up by AIS on the chart plotter. It was not until we got close to the top of NZ that we started see birds, dolphin, and ships. After Cape Brett, the wind swung to the North East and we had a great ride down the coast, arriving in Auckland Wednesday morning 8th Nov, 1200 nm, in seven and a half days. We celebrated our arrival by having a couple of beers and a rum, hitting the bunk about 0300, only to be up at 0600 to meet with Customs and Immigration at 0630 hrs.

I can only say the people in Vanuatu are very friendly and polite, but they need to do something about all the potholes in the roads.

Thanks Mark, Gus, and Colin for a trip.  
Maybe next time Richard.

Peter Strathdee



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# DIRECTORY UPDATE



A warm welcome to our newest members.

## DYC NEW MEMBERSHIP

Member	Boat Name	Design	Sail #	Call Sign
<b>Family Membership</b>				
Peter & Sue Evans	Koshka	10 m Cat Launch		
<b>Associate Individual Membership</b>				
Richard Ramsden				
Justin MacLennan				
<b>Associate Family Membership</b>				
Nick & Adair Eady				
Caz Kelly-Drummond & Mike Drummond				



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## FOR SALE - HALF SHARE IN A REACTOR YACHT



**R**apidus 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:

**T**he 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.



## ANNUAL SUBSCRIPTIONS

**T**hanks 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](mailto:treasurer@dyc.org.nz)

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

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## CHRISTMAS DINNER & CAROLS AT DYC

Friday, December 15th | From 6PM



ADULTS 35.00; 5 - 16 YEARS 20.00; CHILDREN UNDER 4 FREE  
BUFFET MAIN, DESSERT, CLUB TEA & COFFEE

### PRE BOOKINGS ONLY

CONTACT KIRSTY 027 207 0449 OR [kirmac@xtra.co.nz](mailto:kirmac@xtra.co.nz)  
Payment at the bar or DYC via internet banking [ref Xmas Dinner & name]

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# DYC SEATALKS REPORT

## –RECENT AND PLANNED

For some, routines can be reassuring, and if persistent can mature into traditions. So, it's traditional that on a Thursday evening late in the month we aim to have a Seataalks. Here's a report of some recent and planned Seataalks.

- 3rd August 2017 Round the world sailors Tom and Vicky Jackson from Sunstone provided an entertaining and well-focused talk titled 'Tips for Cruisers'. The talk was well-received with about 40 attending.
- 28th September September Seataalks featured higher latitudes cruising. Ken Smith spoke about their family cruise south in 2016-7. He and Lee were aiming for a circumnavigation of the North Island, but foul weather held them up. They got as far as Napier. John Duder spoke about his 2012 cruise from South America to the Falklands, South Georgia, Southern Orkneys and the Antarctic Peninsula aboard a bijou expedition ship. He had some stunning shots and gripping commentary. John also spoke about his time on the tall ship Tenacious of the Jubilee Sailing Trust. Again, some stunning shots and good to hear about the activities of the Trust providing adventure opportunities for differently abled folks. A good evening.
- 26th October Seataalks featured 'The voice of yachting,' Peter Montgomery, in conversation with Murray Jones, the coach of Team New Zealand at the America's Cup 35 in Bermuda. Murray Jones, six-time winner of the Cup, shared an exclusive insight to the stunning victory on the Great Sound earlier this year. The talk was well attended and both Peter and Murray enjoyed answering a wide range of questions.
- 23rd November Cruising the Netherlands Waterways - Mike and June Hall shared some of their experiences on the canals and rivers, the engineering of the dykes, the amazing variety of boats, the local sights, sailing and cruising on the Friesland lakes, and hiring or buying a boat. Their photos were amazing, particularly canals scenes in the towns and villages. A special feature was a 1970s movie of Dutch sailing barges racing. Also featured was Bill and Sally Jacques restoration of a historic barge in the 1990s.
- December-January 2018 No fixtures are possible. This is because of existing Club bookings. We've run out of Thursdays and January's sailing commitments.
- 1st February The next speaker will be Richard Gladwell, one of the world's most influential America's Cup photo-journalists and a local resident. This Seataalks takes the form of a book launch. Richard will feature his new book on the 2017 ETNZ America's Cup, 'Lone Wolf'. Marianne Bosman from Boat Books will have books for sale, and Richard might sign these for buyers.
- 22nd February Captain Nigel Meek, senior harbour pilot with the Ports of Auckland, will talk about how the port pilotage system works and will hopefully let us know how we boating people can co-exist with the shipping on the harbour.

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# ROUND THE BUOYS RACE

Photographs taken by Rhys Cole



*Some of the Classics just after starting*



*Waitangi*



*Innismara*



*Lambreta and Kristen prior to starting*



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# DUDER COASTAL CLASSIC ADVENTURE



*Spray II*

**F**or some years we had hoped Spray II might once again race to the Bay of Islands.

An underlying incentive to do the Coastal Classic race this year was that sixty years ago, Spray II under her original rig, won the Hodgson Memorial Gold cup, the Squadron's Boxing Day race to Oruakawa Bay. Ross and I, with our Dad Nelson, were able to enlist the support of Con Thode—on the understanding that he could stay in his bunk unless needed, so as to catch up on all the sleep he had missed as a dairy farmer! As it happened, we trimmed all that night with a flat kite to catch up at dawn with the A-class, including Kahurangi and Moana, and thereby saved our time to win on handicap

These days stringent preparations are required of all participants, under Category 3 of the Yachting NZ safety rules. That meant for us, purchases of an EPIRB, new compass, up-to-date life vests, harnesses and tethers, although Spray still had some of the items from her epic Round the North Island race in 1986, when owned by Howard Patterson.

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While basically a family affair, our crew of myself, daughter Lisa, and grandson Mukai was critically supplemented by Sam Meldrum from Opuia, square rig sailor and bosun of R Tucker Thompson, and Mike Strong, ex-commodore of Devonport Yacht Club, owner of Ladybird currently under refit, who provided his GPS navigation system, which proved so valuable in pitch darkness off Cape Brett. For weeks before the event, I had trawled through the Cat 3 regulations, regularly assisted by Kevin Johnson, our Cat 3 scrutineer. Even after decades associated with eighty-year-old Spray II, several key issues came to light, not least the discovery of blocked limber holes under the cockpit accumulating fresh water, and poorly fastened cockpit drain outlets.

Improvements included lee cloths by Frank Warnock, along with new lifelines and hatch fastenings. All this contributed towards an eighty year upgrade. After the previous evenings briefing at the Squadron, and comprehensive providoring by Lisa, we were on the line at 0930 hrs Friday 20 October in the No Extras class before a moderate sou'westerly.

I started cautiously to the south of the mob, poleing out the big jib to port and avoiding a gybe round North Head. Inevitably, we were passed by almost everyone - a fine sight, with the two huge trimarans racing away to finish around 4 pm that same afternoon. We continued on a broad reach until nightfall north of Whangarei Heads, a highlight being surrounded by a hundred dolphins off Sail Rock. Setting watches was observed more in the breach, with Mukai and myself on from 1-3 am, as the breeze progressively lightened towards the northwest, while others grabbed some rest.

The channel between the Brett lighthouse and the Island looked too daunting in the pitch dark, with negligible wind, so we followed most of the fleet outside Piercy Rock to start the long beat into the Bay.

With the wind freshening, and concerned for our elderly No 1 jib, Mike on the bowsprit and I changed down to the stays'l and No 2 around 3.30 am. We finished around 1000 hrs, last - but pleased to get second place on handicap by 1 minute 20 secs. We felt we had adequately represented both DYC and CYA, flying Dad's past RNZYS Commodore's burgee.

After attending the prize-giving that evening, we started for home at 0820 from Opuia, sailing inside the islands before a slashing reach to the Brett. The subsequent gybe produced a loud bang which was found to be the shearing off of the main boom track. Mike did a masterly lash-up to get us home; it was realised that the track had not been designed for the heavy loads produced by our kicking strap. After meeting our dolphin friends again off Sail Rock at dusk, the wind died away, and we motor-sailed to Kawau, and completed the voyage the following day.

John Duder



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# Old 4 New

## Lifejacket Upgrade



For a limited time trade in your old lifejacket for a great discount on a range of new, modern fit-for-purpose lifejackets.

For details visit [www.old4new.nz](http://www.old4new.nz)

**WEAR A LIFEJACKET**

IT NEVER RUINED A DAY ON THE WATER



**COASTGUARD**

THE CHARITY SAVING LIVES AT SEA

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# COASTGUARD IS RUNNING THEIR OLD 4 NEW LIFE JACKETS CAMPAIGN

The Old4New Lifejacket Upgrade is coming to a boat ramp near you this summer! We're encouraging boaties nationwide to bring down their old, damaged or worn lifejackets to the Old4New van, for a great discount on a brand new, fit-for-purpose Hutchwilco lifejacket.

Over the last three years of the campaign over 8,000 lifejackets have been traded in, meaning thousands of boaties are now safer on the water.  
<https://app.clickdimensions.com/blob/coastguardorgnz-a17qm/files/old4newhmb2016-2.jpg>

As an organisation with an affinity for the water, we need your help to spread the word about this life-saving campaign. Old4New isn't just about getting lifejackets out there but educating people about the right lifejacket for their boating and how to look after them.

Help us spread the word!

For the campaign to again be a success, we need your help to get the word out!

Check out and share our dedicated website [www.old4new.nz](http://www.old4new.nz) which has location info and FAQs

Help us to spread the word by promoting Old4New to clients and your local community.

Make sure you Like and Follow our Facebook and Instagram groups (using the icons below) to stay updated on the latest.

Visit the Old4New team when they're in your area, and show your support!

For a location near you, check out our website [www.old4new.nz](http://www.old4new.nz), or call the team on 0800 BOATIE (262 843).

What's the discount I can get?

Bring in your old lifejacket (in any condition, and any size) and you'll get a \$40 discount off a new Hutchwilco 150N inflatable lifejacket, or a \$30 discount off foam Hutchwilco lifejackets

Find out more here:

<https://app.clickdimensions.com/blob/coastguardorgnz-a17qm/files/lifejacket-hutchwilcos-3.jpg>

Questions? Comments? Let us know!

If you have any questions or comments that aren't covered by the website, please get in touch - we'd love to hear from you!

Thanks for your support of Old4New - safe boating out there.



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# UPDATE ON TUMUA'S PROGRESS

Well, another group update. Sorry for some of you, this will all be "same old, same old". Never mind.

I have now been in Palau for 2 weeks. It is a funny place, with a mixed population consisting of many Pilipino workers, also many Chinese and Japanese, plus American ex-pats, and the original population, which is a mixture of Micronesian, Melanesian, and Polynesian. But somehow it does not feel very authentic.

The focus here is totally underwater, where the main attraction is with +++ Diving tourism. The "rock islands" are amazingly beautiful and different. You need a cruising permit with cost attach, to go there.

My last leg, from Solomon, was heavy going. About 1700 miles took 2 weeks, with very much typical ITCZ or doldrums weather. Generally there was light or no wind, but it was changing all the time - with very heavy squalls, with very strong wind and rain and sometimes thunder storms. Some storms lasted a short time, while others a few hours.

Once I was hove to for 12 hours, in very strong NW winds. They were for several hours over 40 knots. My main steering is Hydraulic, with the autopilot feeding into same hydraulic system. Before I left NZ, we did some work on that (the rudder was going further to port than SB and the bulkhead the cylinder / ram it was anchored on had a crack). Well anyway somehow, the cylinder was than not well aligned horizontally with the steering quadrant and started to leak progressively.

This really became a problem on the last leg. I ran out of automatic transmission fluid and kept going by topping it up every 3 hours with cooking oil (luckily I hadn't cooked much, so plenty was available). I have an emergency tiller to bypass the hydraulic system, which works fine, but then there is no autopilot. There would be only wind vane (hydrovane), which in the ITCZ would have been problematic. Anyway, the cooking oil kept me going and I arrived here all well and good.

Now I am waiting for new seals and it looks like that might fix the leak. The ram itself looks to still be in good order. Keeping fingers crossed! I also think I can improve the alignment by simply putting a few washers on the bottom bolts of the cylinder anchor point. (Yes, when I come back I might be employable as a mechanic, thank God for that, since my money is disappearing much faster than planned).

Once it is all fixed, in a week or so, I will go to the Philippines, to the Cebu area. I hope to be there well before Xmas. Jeff will join me for a month over Xmas. I have decided to stay longer in the Philippines, mainly because the good time to leave for Japan is not before May. Up until then there are consistent, very strong head winds and currents, and really, I have had enough battles. To enjoy cruising, I need to slow down. So far I have been rushed everywhere. I also might fly home for a few weeks from there. I am going to "play it by ear".

I have no fixed ideas from Japan onwards. One thought is still to carry on and try to be in Marquesas, not later than the first few days in September, and still make French Polynesia in the 2018 season. However, that means, after Japan, I will again be under time pressure. Another thought is to slow down, full stop, and take more time in Japan and leave the boat there or in Hawaii for 6 months or so. I could then fly home (to remember that I do have a home life) and carry on in a more leisurely way, to arrive back in November 2019. I am also thinking of getting crew for different legs. I definitely need crew for the Philippines to Japan leg, because of significant commercial traffic and fishing boats. But, also cruising through Japan might be more fun with company. Any takers???

Jan

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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.

## Did You Know?

**Taken Aback** - A ship is said to be taken aback when, through a sudden wind shift or careless steering, the sails billow in reverse. It has now come to mean taken by surprise or given a shock.

**True Blue:** The term "true blue" most likely originated 500 years ago in Coventry, England, where cloth dyers made good blue fabric.

**Dinky di** - One origin of this term it has been suggested was adopted from Chinese goldminers "Ding kam" (meaning "top gold"), or from the East Midlands region of England.

**Awash** - nowadays this term has a positive connotation, but the term means the precise moment when a ship becomes so submerged that its decks become awash with water. i.e. it is sinking.

**Between the Devil and the Deep Blue Sea** - in a sailing warship the devil was the outermost seam between the planks of the deck and hull. So if a sailor was working on this seam, and perhaps hanging out over the side, he was said to be between the 'devil' (the outermost seam) and the sea.

CR Leech ED\*  
Past Commodore



## 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](mailto:events@coastguard.org.nz)



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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.

## Last Month's Photos.

Photo 1: A great shot of some of the Clubs well known members. This is taken onboard "Taurima", the great motor sailer owned by Neil Husdon.

Photo 2: Another shot inside "Taurima". Looks like it was a lot of fun.

Photo 3: Hudson emerging from the water on the Eastern Slipway after the launching of his boat "Golden Chalice". Nicknamed the "Golden Goblet"

Photo 4 The nice tidy keeler "Sneakaway". Kevin and Sue Johnson  
Chris Leech ED\*

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## Book Review

*Below a review of the book we have all been waiting for and it will be here mid next week right on time for the cruising season and a must have for all cruisers of the Hauraki Gulf.*



## NEW ZEALAND'S HAURAKI GULF

By David Thatcher. Hardcover, 297 mm X 210 mm, 232 pages, full colour photographs and charts. 5th Edition due November 2017.

Auckland Harbour, The Hauraki Gulf, Coromandel Peninsula, Mercury Islands, Mercury Bay and Great Barrier Island.

New Zealand's Hauraki Gulf is a chart-based cruising guide and includes full colour reproductions of the large scale official charts (LINZ) and Navy Leisure Series, for the Hauraki Gulf. This updated 2017 5th edition features extensive details of anchorages, marinas, offshore facilities, waypoints (GPS References), recreational opportunities, marine mammals and general cruising information for yachties and boaties. This 5th edition also features many new photographs and a general account of Auckland in relation to New Zealand for assisting overseas visitors.



Chapters are formulated by region and cover the following:

- ☐ Introduction - Radio Information, Weather Forecasts, Distress & Urgency, Using the Guide, Index of regions.
- ☐ Region A. Auckland and Waitemata Harbour.
- ☐ Region B. Auckland to Whangaparaoa Peninsula, including Tiritiri Matangi Island.
- ☐ Region C. Waiheke and Adjacent Islands.
- ☐ Region D. Mahurangi Coast to Omaha Bay and Kawau Island.
- ☐ Region E. Coromandel Peninsula, Mercury islands and Whitianga
- ☐ Region F. Great Barrier island, including Hauturu (Little Barrier Island) and the Mokohinau Islands

Author David Thatcher has cruised extensively in New Zealand and the South Pacific. He is the author of other marine guides, including New Zealand's Northland Coast and the South Pacific Cruising Guide.

NZ\$82.00

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



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