



The Devonport Yacht Club News

(Established 1905)

February 2018

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HOME OF THE DUDER CUP



FROM THE QUARTERDECK

A REPORT FROM COMMODORE NATASHA STRONG



Happy new year! I hope you had a good Christmas and are enjoying the (mostly) good weather and taking time to relax and spend time with family and friends wherever you are; whether it be at a favourite anchorage in the gulf or beyond, somewhere inland, or even (for some of us) back at work.

We've had our first boatless summer for a while with Ladybird still out of action while undergoing a refit at Kevin Johnson Boatbuilders. While we're disappointed to have missed out on our usual going away on the boat over Christmas, the timing is probably spot-on with our oldest having taken up rowing, meaning we're spending a lot of time down the line at Mercer and Karapiro with more to come as the rowing regatta season gets into full swing. Mike will still get time on the water but it will be a safety boat instead of a yacht and fresh water instead of the gulf

By the time you read this the Club's Mahurangi weekend will have already been. I hope the sun and wind played ball this year and a great weekend was had by all, with plenty of racing and socialising. Thank you to Andy and his team for organising our sailing calendar every year. We like the mix of events, although Mahurangi and the Easter cruise are my standouts every season.

Wasn't the Christmas carols evening a great end to the year for the Club?! They were very ably hosted by Sue and Ian Story, with John Duder working his usual magic on



the piano. The Christmas dinner was delicious and the bar service, led by Kirsty and her team was superb, as usual. The only complaint I had on the night was that we didn't sing enough carols. Thank you Sue, Ian, and John, and thank you to everyone who came along and ended the Club year in fine style. Thank you too to our caterers, led by Matt at Platter, and to Kirsty and the rest of our bar team – you've given us fantastic service and food this past year and, if the first Friday night back is anything to go by, it looks set to continue this year.

Next time you come down to the Club you will see our defibrillator (it's hard to miss) in its yellow box on the front wall of the Clubhouse to the left of our front door. The code to unlock the box is written on the backing board next to it. It is great to finally have the defibrillator up and ready for use. A HUGE thank you to Dr. Neil Harding of Waiheke Rotary for organising, to Mark Clough for making the connection and arranging the backing board, and to Wendell Dunn for his donation, which gave our funding a start. We'll let you know when the training session is (probably late February) and hope you can come along and bring your friends and neighbours. You may have seen the recent article in the Flagstaff letting the community know it is there and able to be used by anyone at any time. Please spread the word so as many people know about this excellent community resource as possible – you never know, it might just save a life.

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

Fair winds,
Natasha



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DIRECTORY UPDATE



A warm welcome to our newest members.

DYC NEW MEMBERSHIP

Member	Boat Name	Design	Sail #	Call Sign
Family Membership				
Brian Lawry & Debbie Timmins	Surreal	Benetau First	8753	
Andrew & Margaret Cathie	Athena	Hanse 455		ZMX4238
Associate Individual Membership				
Robert Upton				
Associate Family Membership				
Brett Marshall & Joanna Steele				
Anne McMillan & Richard Tocker				



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KAIPARA CRUISES

Who would be interested in undertaking an overnight cruise on the Kaipara Harbour leaving from Helensville and cruising to Dargaville where you will overnight at the historic Northern Wairoa or Central Hotel?

The Two Day Great Kaipara Adventure

□ Helensville to Dargaville 2018 Proposed Sailings: Weekend May 12/13 \$290.00 pp
Retracing the old steamer and sailing ship routes from Helensville to Dargaville through the historic Kaipara Harbour aboard our comfortable Vessel MV Kewpie Too. Day One: we cruise through the little travelled eastern reaches of the Kaipara Harbour from Helensville to Pahi. Day Two: we cruise from Dargaville through the Northern Wairoa River to Helensville. This cruise also includes overnight accommodation at the Northern Wairoa and/or Central Hotel in Dargaville. These old time hotels are clean and comfortable however not all rooms have ensuite facilities. If you require Motel accommodation this is available at an extra \$35pp.

Or perhaps a day cruise and lunch at "The Jetty" licensed café. Half Day

□ Kaipara River and Harbour Cruise to Shelly Beach Next Sailings March 3,4,17,18.
This Cruise departs from Helensville and Cruises across the Kaipara Harbour past Shelly Beach to view the expanse of NZ's largest inland waterway, we then return to Shelly Beach and go ashore where you can spend time at "The Jetty" licenced café and/or explore this remote beach and settlement before re boarding our vessel for the return journey back across the harbour to Helensville. This Cruise Features: • Cruise through the Historic Kaipara River & Harbour to Shelly Beach •Time ashore at Shelly Beach •Visit "The Jetty" Licensed Café or bring your own picnic ashore for the Beach •Sight many bays & inlets accessible only by boat •History, Maori Pa Sites, Birdlife, ecology and nature cruise •from the middle of the harbour view, Tapora, Sth Kaipara Heads and Pouto Point. •Trip Duration 5 hrs including time ashore •Informative Commentary •Calm Sheltered Inland Waterways

Cost: Adults □ \$35.00pp Children □\$15.00
Inquire about our special senior citizen Gold Card rates (this cruise only).

Contact if interested, either by eMail no later than the 31st March.

Chris Leech ED* Sue Johnson Past Commodore
Past Commodore dds@kcbbs.gen.nz kjboat@xtra.co.nz

WINE TASTING WITH WINE MASTER BOB CAMPBELL

Saturday, Feb. 10th 7:30 PM
\$25.00

To confirm a place please pay at the bar

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Courses

Have confidence on the water!



Maritime VHF Radio Operator Certificate

The minimum requirement for all users of Marine VHF Radio. Learn the correct operation of a Maritime VHF radio including distress and urgency procedures.

Dates: Sunday 11 March or Sunday 8 April 2018

Time: 8:30am—2:30pm

Cost : \$120



Day Skipper

Suitable for all members of the family or crew. This course is the foundation for all types of boating, power, sail, jet and stand up paddle boards – a broad course outlining the whole boating experience.

Dates: Saturday 3 and Sunday 4 February 2018
or Saturday 21 and Sunday 22 April 2018

Time: 8:30am to 4:30pm

Cost \$250

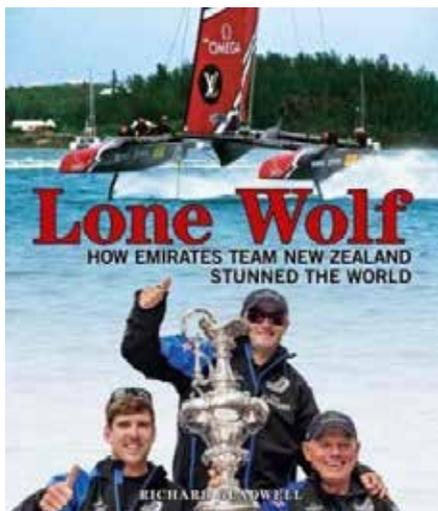
Venue: Northcote and Birkenhead Yacht Club, 1 Hinemoa Street,
Birkenhead, Auckland

Book at www.boatingeducation.org.nz Phone 0800 40 80 90





DYC – Seataalks



Lone Wolf, Richard Gladwell

This first Seataalks for 2018 takes the form of a book launch.

Richard Gladwell, by one of the world's most influential America's Cup photo-journalists, and local resident, will feature his talk about his new book on the 2017 Americas Cup, 'Lone Wolf'.

Marianne Bosman from Boat Books will have books for sale, and Richard might even sign these for buyers.

SEATALKS Devonport Yacht Club

7.30pm Thursday 1st February 2018

All welcome. The club bar will be open.

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DYC – Seataalks



<http://www.poal.co.nz/media/images>

Capt. Nigel Meek, Auckland Harbour Pilot

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. This talk will have wide appeal.

SEATALKS Devonport Yacht Club

7.30pm Thursday 22nd February 2018

All welcome. The club bar will be open.

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TOY PIRATE SHIP SAILED FROM SCOTLAND TO NORWAY

by Dave Baldwin on 8 Sep



Toy pirate ship sailed from Scotland to Norway fatherly.com

Editor's Note: Every now and then something comes across your desk, well screen nowadays, and you just have to run it. Well done to the little ship 'Adventure', the two brothers and their parents for making it all happen. Joyous times await any reader... Bring it on!

Why throw a boring, old bottle into the ocean when you can send your message on a pirate ship instead? That's what two young Scottish brothers were thinking back in May when they jury-rigged their Playmobil square-rigged ship and launched it into the North Sea. Three months and 400 miles later, the toy vessel's made it all the way to Norway and is preparing for an epic transatlantic voyage to the Americas.

Ollie and Harry Ferguson, ages eight and five, are currently working their way through a 500-strong bucket list of activities, and they launched the boat, fittingly named Adventure, at the end of May from Peterhead, Scotland. It first struck land in Denmark before later

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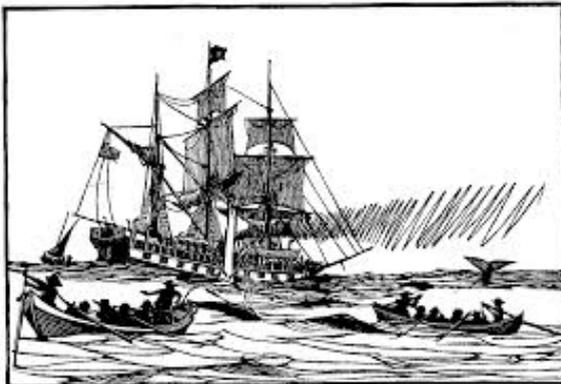
sailing to Sweden and Norway, where it was recovered by a Norwegian conservation vessel. Turns out, the laminated note inside doesn't say, "Prepare to be boarded!" as one might expect, but instead asks whoever recovers the toy ship to text a picture of it to the phone number provided and then drop it back in the water.



[Toy pirate ship launched by Scottish boys sails to Scandinavia © fatherly.com](http://www.fatherly.com)

[To see more about the tales of this sturdy little vessel and her 'Commanders', please see here](#)

[If you want to link to this article then please use this URL: www.sail-worldcruising.com/157105](http://www.sail-worldcruising.com/157105)



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KNOTS ARE GREAT, BUT BEWARE OF LIMITATIONS

BY PAUL DYER ON 3 AUG



The effects of knots and splices on rope strength Marlow Ropes
Paul Dyer, technical manager at Marlow Ropes, tests the effects of knots and splices on rope strength.

It's likely anyone who has ever used ropes has learned to tie knots - to create eyes, connect rope to objects or even just for decoration. There's a knot for every application and for many applications there is no better solution than a knot. Nonetheless it is important to be aware of the limitations of knots.

Every time a rope is distorted strength is lost. When a rope is bent around itself or an object, some of the strength quoted by the manufacturer is lost. A bent rope means some of the fibres on the outside of the curve will have to carry more load while fibres on the inside may take none of the load. In addition, parts of the rope in a knot may be compressed and the fibres unable to move to share load. These factors and more combine to give a complex mechanical system that ultimately reduces a rope's strength.

The level of strength reduction can be substantial. In some cases, strength can be reduced by over 50 per cent. However, this will depend on many factors, including the type of knot, how the knot is tied, how neat it is, how the rope is loaded, the design of the rope and so on.

The effects of knots and splices on rope strength © Marlow Ropes

For these reasons Marlow likes to keep things simple with the following guidelines:

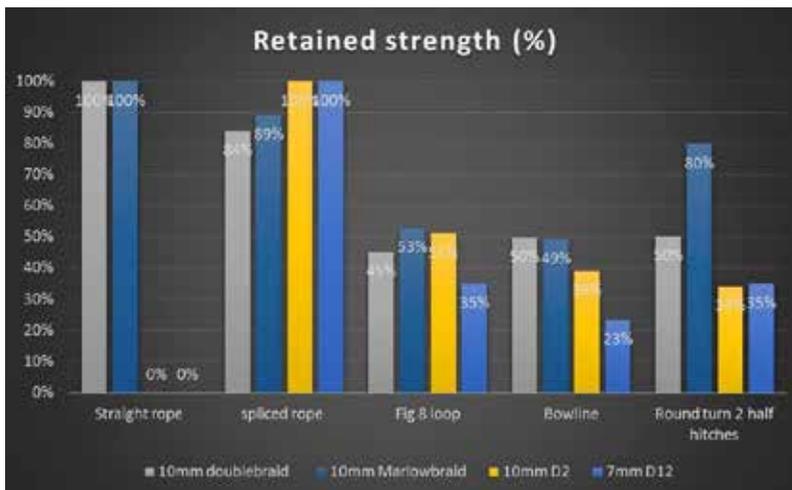
Typical polyester or nylon ropes should be expected to retain 50 percent of original strength when knotted. Ropes made from HMPE or LCP type material (for example Dyneema or Vectran) should be assumed to retain only 40 percent of their strength when knotted, while Aramid ropes could retain as little as 30 per cent of their strength.

In contrast to these figures, a well spliced rope will typically retain 90 percent of its quoted strength. In fact, some ropes (typically HMPE products) are often quoted with spliced strength, as this is how the product is tested. If strength of termination is critical then a splice is always the preferred choice.

There is much healthy debate about what knots work best for any application and which knot is strongest. Tying knots is a skill, it needs to be practiced! There are numerous examples of accidents and injuries caused when an incorrectly tied knot behaves unexpectedly. It's better to know a few simple multi-purpose knots that can be reliably tied every time than to try and use the 'best' exotic knot but make an error in tying it.

The following 'Magnificent Seven' knots can be used to solve almost any rope problem.

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Notice some of the same knots can be used for many different applications. If you only learn one knot learn a figure 8 and how to use its many variations.

1.
 - Fig 8
 - Stopper
 - Eye
 - To join ropes
 - To attach to something
 - Friction hitch
2.
 - Alpine butterfly
 - Eyes in middle of rope, 'Y' hangs etc
3.
 - Reef knot
 - Joining 2 ropes
4.
 - Sheet bend
 - Joining 2 ropes of different size
5.
 - Clove hitch
 - Attaching a rope to something
6.
 - Round turn and 2 half hitches
 - Attaching a rope to something
7.
 - Prusik Knot
 - Friction hitch to grip rope

The study of knots can be fascinating and a lifetime's work. The Ashley Book of Knots, often considered the definitive work on the subject, contains over 3800 knots and 7000 illustrations and took Clifford Ashley a lifetime to compile!

Marlow Ropes is a trailblazer in the technical development of leisure marine ropes from dinghies to super yachts and particularly service high-speed sailing with its Marlow Grand Prix (MGP) range. Marlow designs and produces customised ropes and rigging for any number of fantastic applications including being the technical supplier to two of this year's America's Cup challengers; LandRover BAR and SoftBank Japan.

www.marlowropes.com

If you want to link to this article then please use this URL: www.sail-worldcruising.com/156095

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LITTLE KNOWN TIDBIT OF NAVAL HISTORY...

The U. S. S. Constitution (Old Ironsides), as a combat vessel, carried 48,600 gallons of fresh water for her crew of 475 officers and men. This was sufficient to last six months of sustained operations at sea. She carried no evaporators (i.e. fresh water distillers).

However, let it be noted that according to her ship's log, "On July 27, 1798, the U.S.S. Constitution sailed from Boston with a full complement of 475 officers and men, 48,600 gallons of fresh water, 7,400 cannon shot, 11,600 pounds of black powder and 79,400 gallons of rum."

Her mission: "To destroy and harass English shipping."

Making Jamaica on 6 October, she took on 826 pounds of flour and 68,300 gallons of rum. Then she headed for the Azores, arriving there 12 November. She provisioned with 550 pounds of beef and **64,300 gallons of Portuguese wine**.

On 18 November, she set sail for England. In the ensuing days she defeated five British men-of-war and captured and scuttled 12 English merchant ships, salvaging only the rum aboard each.

By 26 January, her powder and shot were exhausted. Nevertheless, although unarmed she made a night raid up the Firth of Clyde in Scotland. Her landing party captured a whisky distillery and transferred **40,000 gallons of single malt Scotch** aboard by dawn. Then she headed home.

The U. S. S. Constitution arrived in Boston on 20 February 1799, with no cannon shot, no food, no powder, no rum, no wine, no whisky, and 38,600 gallons of water.



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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.

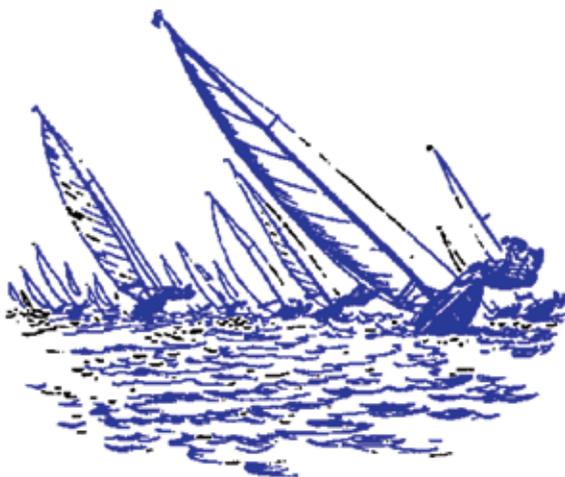
Did You Know

Money for Old Rope - sailing ships went through a lot of rope, for example Nelson's HMS Victory needed some 26km of rope for rigging alone. Naturally this rope would become used up and had to be disposed of. Naturally sailors, always on the lookout for extra income would sell the rope ashore for some quick and easy money.

Batten down the Hatches - this term is used now to mean making preparations if trouble is looming. It comes from of securing the hatchways, the opening in the deck and their covering was known as the hatch. So if the ship was facing a stormy sea, the hatches would be closed tight and covered with a piece of canvas secured by a thin piece of wood called the batten to prevent water entering the ship via the hatchway.

Skyscraper - this term was first used in the nineteenth century and used to describe anything that was taller than normal e.g. a horse or penny-farthing bike. This mutated into describing buildings as they sprung up in the early 20th century, for instance the Empire State Building. The term has a nautical origin. The 'skyscraper sail' was the highest sail that could be set on a sailing ship - it was so high up it was said to be "scraping the sky."

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.

Last Month's Photos.

Photo 1: A great shot of some of the clubs members working on the Eastern Slipway.

Photo 2: A sad shot of "Sundowner" after a storm. Owned by "Pud" Dixon".

Photo 3: How it was done in the day. Build your boat and the just take it to the DYC for launching.

Photo 4: Winter Haulage "1999". How many boats can you recognise.

Chris Leech ED*

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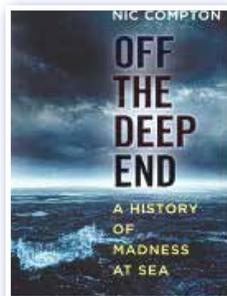
Book Review

OFF THE DEEP END.

A History of Madness at Sea

By Nic Compton. Confined in a small space for months on end, subject to ship's discipline and living on limited food supplies, many sailors of old lost their minds – and no wonder. Many still do.

The result in some instances was bloodthirsty mutinies, such as the whaleboat Sharon whose captain was butchered and fed to the ship's pigs in a crazed attack in the Pacific. Or mob violence, such as the 147 survivors on the raft of the Medusa, who slaughtered each other in a two-week orgy of violence. So serious was the problem that the Royal Navy's own physician claimed sailors were seven times more likely to go mad than the rest of the population.



Historic figures such as Christopher Columbus, George Vancouver, Fletcher Christian (leader of the mutiny of the Bounty) and Robert FitzRoy (founder of the Met Office) have all had their sanity questioned.

More recently, sailors in today's round-the-world races often experience disturbing hallucinations, including seeing elephants floating in the sea and strangers taking the helm, or suffer complete psychological breakdown, like Donald Crowhurst. Others become hypnotised by the sea and jump to their deaths.

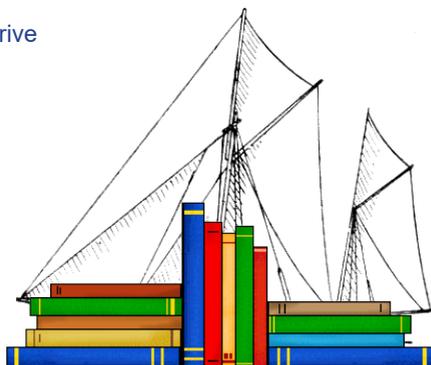
Off the Deep End looks at the sea's physical character, how it confuses our senses and makes rational thought difficult. It explores the long history of madness at sea and how that is echoed in many of today's yacht races. It looks at the often-marginal behaviour of sailors living both figuratively and literally outside society's usual rules. And it also looks at the sea's power to heal, as well as cause, madness.

\$30.00

Kind regards and thanks again for the reminder.

Marianne Bosman

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