



# The Devonport Yacht Club News

(Established 1905)

June 2018

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Location:

174° 48' .18 E  
36° 49' .87 S

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## HOME OF THE DUDER CUP



## FROM THE QUARTERDECK A REPORT FROM COMMODORE NATASHA STRONG

**M**ike and I enjoyed the Club's prize giving evening on Saturday. It is the Club's most important event (apart from the sailing, of course) and is a lovely way to finish the season and celebrate all the successes (and one or two dubious



achievements) of the past sailing season. With *Ladybird* still out of action undergoing her refit, we've been land based the whole season. We hope to be back for the 2018 – 2019 sailing season, with a more comfortable and reliable boat, but, sadly, she won't be any faster.

Sailing and racing is central to what we are about as a Club and I'm very proud of the fantastic varied programme Andy and his team organise for us every year. Being land based this season I have especially enjoyed the resurgence of the sailing social events, particularly the Rocky Bay Ball and the Laying-up "Curryoke" evening. Please come along to these events if you can. You don't need a boat to get to them and they are a LOT of fun. Thank you Andy and your team – your starters, finishers, handicappers, and social organisers – the Club is a lot richer for your efforts.

Alongside the sailing trophies, it is the Flags' pleasure to award the Endeavour Trophy, the Stirrer's Paddle, and the Cannonball each year. Some years it's a tougher choice than others (hard to believe, given the combined sailing experience at the Club, but some years we have a couple of candidates for the cannonball). This year was easy:



- Endeavour Trophy - Glenn Graham and the starter team led by Bill Cole, for years of service starting all our races from the Clubhouse and Devonport Wharf. Apparently there was a time not so long ago when we used a real gun to start our races. Luckily, we now have an electric hooter (whew, that would have been a health and safety nightmare). Being a starter requires patience, good eyesight, and a bit of quiet and concentration for the countdown.
- Stirrer's Paddle – Graham Pettersen won the chief stirrer's title this year. Whilst the stirrer's paddle may not seem like an auspicious prize to win, all our "stirrers" play a valuable role in the Club because out of stirring comes change and we need to change and evolve, so that what we offer as a Club continues to appeal to all of you.
- Cannonball – Mark and Judith Clough; you'll have to ask them for the full story over a beer! Andy noted as he awarded the prize that it has been won by sailing committee members the last few years...

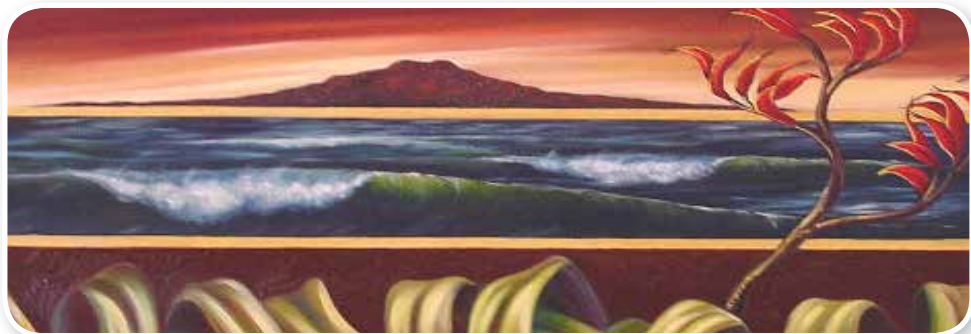
Earlier in May, we had our working bee, organised very ably by Ken. Thank you if you came down and helped. The Club looks fantastic now, with all the small and not so small jobs completed on the day.

On a different topic, please come along to our open forum on June 14. Bring a plate for a shared supper, if you can and come and have a drink and a yarn about what you enjoy about the Club and what you don't. We're keen to hear your view (I promise you won't be awarded the Stirrer's Paddle!).

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 board games (in the Sir Peter Blake lounge) for all ages to play with. We'd love to see you and your families.

Ngā mihi and 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
<b>Associate Family</b>				
Derek & Catherine Cowan				
Anne & Ian Magan				



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## GUEST SIGN IN

Please remember to sign your guests in when you invite them along to the Club - and to stay with them at the Club until they leave - so we can continue to meet our obligations under our liquor license.



## ANZAC THANK YOU

Thank you to Martin Foster and Colin Tubbs who laid the Devonport Yacht Club's remembrance wreath at the foot of the Devonport War Memorial at this year's ANZAC service. Martin and Colin very ably lay our ANZAC wreath every year for the Club.



## WORKING BEE THANK YOU

Thank you to everyone who came to our recent working bee – a great success with most jobs completed. Thanks Ken for organising another very productive spruce up for the Club.



## COMMITTEE POSITIONS – OPPORTUNITIES AVAILABLE!

If you have time to spare and want to make a real difference to our Club please consider putting your hand up for one of the upcoming vacant committee positions (starting from late August this year). There are opportunities in haulage and publicity and we're also looking for a secretary as Maurice, Derek, and Peter move on. Please have a word with Maurice (although you'd have to travel down to the Waikato and interrupt him on his ride on mower to have a yarn with him...unless you called him), Derek or Peter or one of the Flags or give Tash a call on 445 2131 if you'd like more information about any of the roles. It's great governance experience and we're a friendly supportive committee, you'd be given plenty of help and support - many hands make light work!



# DEVONPORT YACHT CLUB

## OPEN FORUM

*Thursday, 14 June 2018*

*From 7.30pm – bar will be open - bring a plate*

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!

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# SEA CADET FUNDRAISER

Hi,

Please can you include this in the next newsletter.

This is meant to be a great movie (see page opposite) and I believe it's a good cause.

We are members of the Yacht Club Peter and Lizzy Wangford and would appreciate your help on this.

Please confirm.

Lizzy Wangford

From: Lizzy Wangford <lizzy@mkk.co.nz>  
Sent: 22 May 2018 09:29  
To: lizzy\_wangford@outlook.com  
Subject: FW: A movie fundraiser

From: Sonia Porter [mailto:sonia@mkk.co.nz]  
Sent: Monday, 21 May 2018 5:04 PM  
To: MKK Team <Team@mkk.co.nz>  
Subject: RE: A movie fundraiser

Good afternoon all,

I am currently fundraising for an overseas exchange as part of the volunteer work I do with Sea Cadets. I have to escort three cadets (aged 16-18 years old) from New Zealand for a 2 week International Sea Cadet Exchange Program on the East Coast of America.

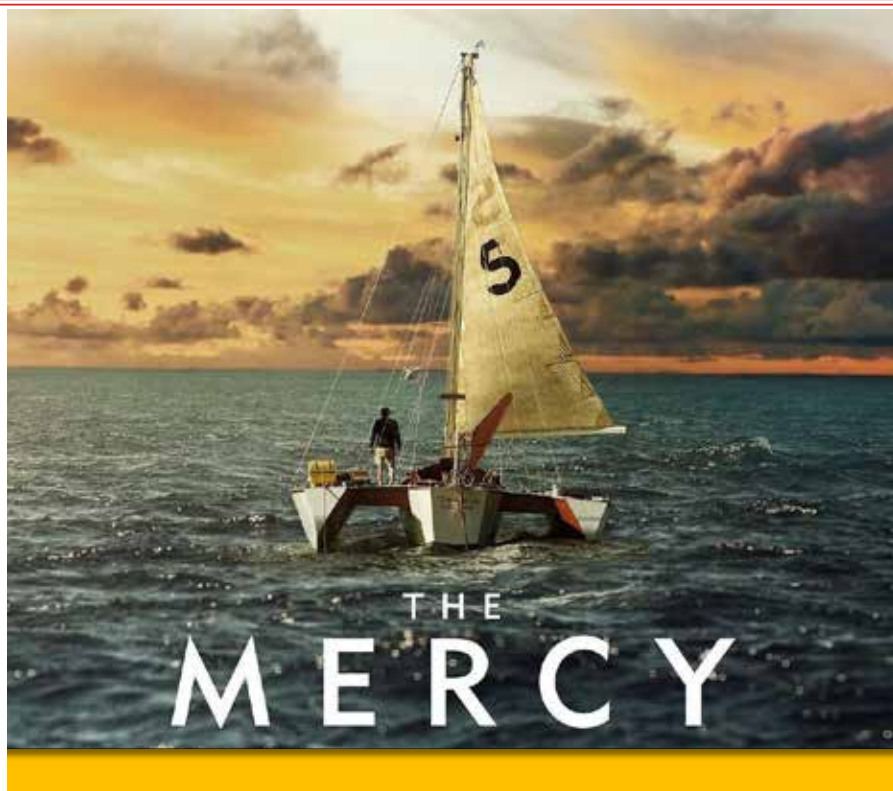
If you have any queries or wish to purchase tickets you can go to this website address [www.tsleander.nz/the-mercy](http://www.tsleander.nz/the-mercy) or alternatively please email me.

Sonia Porter

Administrator



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## TS LEANDER FUNDRAISER

Thursday 21 June, 7.45pm.

The Vic Devonport

48 Victoria Road, Devonport.

**\$25** \*Includes one concession item  
Either a beverage, ice cream, or popcorn

movie@tsleander.nz | 027 3699 997

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## DYC – Seataalks



### **‘WANTED: Crew to Sail to Remote Volcanic Island in the Arctic Circle’**

Sarah Morgan accepted this challenge and her ensuing adventures on-board a 26-foot wooden Laurent Giles Vertue wasn't a 'turn – key' adventure. Stand by for a great story.

**SEATALKS Devonport Yacht Club**

**7.30pm Thursday 21<sup>st</sup> June 2018**

**All welcome. TheClub bar will be open.**

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# EULOGY BY BOB WATTAM FOR REG DEAN



Reg and Deirdre have been a very important part of our lives for almost 50 years. We lived a short distance from each other and first met through my wife Ann taking our children to kindergarten, Trevor didn't always want to go. We supported and helped each other in many ways, Reg was only too happy to help. So then we invited Reg and Deirdre to a Club picnic at Sandy Bay, Motutapu on our yacht Mischief and we all had lots of fun. I recall Frank Warnock in a small plane dropped lots of lollies on us as he bombed us several times at the picnic.

The one ton cup was also on in the early 1970's. With all of us in a 2.4 meter ply dinghy with not much freeboard, Linda jumped about and was told off although there were no fast ferries then so there was little wash. Not many months passed before we had a phone call for us to help bring back a little keeler called Ngaere from the Whau creek, I think Reg had borrowed the money from the bank to build a garage?? The old motor died just as we got to the moorings out in the bay here.

Reg took to sailing like a duck to water, after a few more years and another phone call Reg and Deirdre sold Ngaere and bought White Heather, a Lidgard. Allen Reid launched it down the dinghy ramp at Birkenhead. In the meantime we had lots of barbeques ashore after DYC races and some with Ian and Betty often with a fish wrapped in wet newspaper on the fire.

More time passed and Reg and Deirdre bought Roaring Forties with a Westhaven marina which was offered to Reg, it was too good to miss. Once when Deirdre was overseas Reg was sailing solo up the coast motoring just past Flat Island, we were about a mile behind, all motoring in flat calm when suddenly Reg's yacht was going around in circles...panic... we motored faster and found Reg, in his usual style, had picked up a John Dory which had surfaced too quickly.

In 1975 Reg raced with us on Mischief to Noumea and then home with Allen Reid on Seeker. Also we sailed together with John Richardson on Countdown in coastal races. Reg sailed to Fiji on Countdown and their navigator got lost and went way too far west. Reg used his portable radio as a direction finder and found Fiji.

We shared many an anchorage and lots of BBQs ashore, some together with the Sewell family on Motukiekie Island in the Bay of Islands (of Breeze fame).

Reg also helped many a young person get employment over the years and he also served on the Club's sailing committee early on.

Thank you our good friend of all but 50 years, we miss you.

Bon voyage from us all.  
What a life's journey.

Bob Wattam

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# PRIZE WINNERS AT THE TOWNSON OWNERS ASSOCIATION

Here is a photo of prize winners at the Townson Owners Association annual dinner. On the left are Mark Sigglekow and Heike Schanzel who sailed Kudos to win the Over Ten Metre Division in the regatta.



## MORE TOWNSON

Joey, a Zephyr Yacht designed and built by Des Townson, finished by the Linkhorn Brothers of Kohimarama came to Devonport Yacht Club in 1954 and sailed in DYC Regattas, winning the Jim Gibson Trophy two or three times. Sailed by Don Mason who was a Club member from 1951 to 1966 until moving away from Auckland.

Photo taken off Devonport Wharf by long standing Club member John Cronhelm just after Joey had planed past the Devonport Ferry.



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# David Martin

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# THE CURRENT STATE OF PARALYMPIC SAILING

With or without Paralympic status, being on the water is the point.

By Kimball Livingston

Sailing has been ousted from the 2020 Paralympics but the battle for reinstatement wages on.

Losing Paralympic status was a shock to all of us who see sailing as an ideal pursuit for anyone who is blind or otherwise living with a disability or debilitating disease. We know that boats can be adapted to support most, if not all, disabled people. However, it's also a fact that, in the parlance of Olympic and Paralympic competition, boats are not this wondrous thing that we call boats. They're "equipment." Equipment is expensive, and therein lies the challenge of getting enough countries and continents invested or reinvested to regain Paralympic sailing status for 2024. It can happen — perhaps it will happen — but 2018 is critical. Decisions will be made beginning in November and announced in late January.

Until then, life goes on, so at this inflection point, I made the rounds to find out what's up with adaptive sailing in America. The logical place to start was the US Sailing Center on Lake Michigan, Sail Sheboygan, host to the 2018 Para World Sailing Championships. Sail Sheboygan became an adaptive sailing center overnight, four years ago, when a hurricane in Texas orphaned the Blind Match Racing World Championship. Sheboygan had no background in adaptive sailing, but quickly stepped up, "and it was good for our confidence," says program director Matt Wierzbach.

From observation, Wierzbach adds that many people fear adaptive sailing is too much to take on, but that overlooks the rewards. Once Sail Sheboygan was in the game, it was all in. It purchased a set of the acoustic sound marks that make full-blind match racing possible and soon broadened its scope to embrace people with other challenges. This is life in the fast lane. Sheboygan has come a long way in four years. Recent successes include developing a technical bite-steering system for a sailor who has lost mobility and whose ALS is too advanced for even the more common sip-and-puff controls.

Now stop. As I look back at my own words, they sound so matter-of-fact. For that ALS patient and his family, as the disease progresses, this is anything but matter-of-fact. For them and others, even the smallest glimmer of sailing freedom comes mixed with tears of joy. The people who share their stories with me are reporting from the front lines. That's how these missions go. Those 2018 Para Worlds are set to be sailed in September off the low-lying shores of Wisconsin, and Wierzbach hopes to meet or beat the turnout for the 2017 championship at Kiel, Germany, which drew 80 sailors from 39 countries. Sail Sheboygan is working with World Sailing to field development clinics around the world, he says, with a final clinic ahead of the big event.

Clinics matter. The first-ever clinic for adaptive sailors was a critical innovation 16 years ago, at the inaugural Clagett Regatta in Newport, Rhode Island. The Clagett is as close to a classic as you will find in this game, and 19 alumni have gone on to win Paralympic medals. Regatta spokesperson Sam Crichton sees new faces every year. A clinic is essential for the 2018 Clagett, and also for the separate Clagett/Oakcliff Sailing partnership match-racing event, running this September after the Para Worlds and combining the coaching talents of Dave Perry and Dave Dellenbaugh on the waters of Long Island Sound. Past participants have included Paralympic medalists Jenn French and Rick Doerr, as well as blind skipper Pauline Dowell, who went from last in the 2016 inaugural to first in 2017. The biggest difference was knowing there was a regatta attached to the clinic. Also, Crichton says, the second time, "We brought our magnetic board and boats so my sighted crew could 'illustrate' what Dave Perry was drawing on his board." Racecourse Braille, anyone?

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Further along on my rounds, I find Rich White at Florida's Clearwater Community Sailing Center. This is a guy who's lived both sides of the equation. White taught disabled sailors for years. Then, two years ago, while he was working race committee on a powerboat, he shattered his neck. "My first thought was that life was over and high-end sailing was gone for me," he says today. "But no. Now I'm a para sailor."

White is campaigning to add para sailing to Junior Olympic events in his region, but he really lights up when he talks about his work with kids on the autism spectrum. Let's start with some harsh facts, as White lays them out: "These are expensive diseases, what with therapies and insurance companies' refusal to cover the needs. Often there's a single parent dealing with more than one child and not enough bandwidth to have a full-time career. The other kids in the family know where the money goes, and why they don't get to do some of what they want to do. And so, we teach everybody to sail. It's a thing for the whole family."

White's journey teaching autistic children began five years ago when a mother called, and around him there was a chorus of "No way; too much liability."

"But I know I can teach anybody how to sail," says White. "What we've seen since is that autistic kids are analytical. They grasp the physics of sailing. And we've had parents bring us a hopeless introvert who turns into a chatterbox on the water."

Lack of social skills being the greatest hurdle, White is proud to say that six of his autistic kids are now teacher helpers. He describes the program's legendary "voyages" out to One Tree Island and tells me about the kid who rode silently for three years, refusing the helm, until that one day — yes, after three years — when the boy said OK, "and he drove just fine; he had absorbed everything."

There is a catch in White's voice at that. The man lives for those small but important moments, and that is a story to be told and retold in different versions through adaptive programs all across the country.

The people who do this work live it with a passion.

On the Paralympic beat, there is a sunny/cloudy/sunny optimism that simpler, cheaper "equipment" will bring in enough sailors, countries and continents to make sailing eligible for reinstatement, and reinstatement will follow. Only the singlehanded 2.4 Norlin is proposed to carry over from previous Games. The RS Venture is added as a doublehanded boat, and then there is an additional singlehander, the dead-simple Hansa 303, which excites no one.

American sailing's most recent Paralympic gold medalist, Maureen McKinnon, who won in 2008 with Nick Scandone, pines for a more challenging platform, but she's philosophical. In her view, "Even a Sunfish is high-tech compared to a Hansa. But there is no other way we're going to get enough boats and countries to move the ball to convince the International Paralympic committee that we belong." Want more news like this?

As to the Paralympic hiatus, the paraplegic mother of two says, "We just didn't see this coming. We assumed the administrators were doing their part so we'd meet the numbers. Lately, I haven't been participating because I had to resume a role in the paycheck society, and it's very hard to raise money to compete. Paralympic sailors are still second-class athletes, but Betsy Alison at US Sailing has had success recruiting with these more attainable boats. I had worried how much adaptive sailing would suffer without its pinnacle event, but the game is not going away."

There also remains the unflattering comparison to other Paralympic sports in America, where competitors now receive support comparable to Olympic athletes, and sailing still is not understood as inclusive. Paralympic sailing will need work if and when it comes back. But yes, McKinnon is thinking 2024.

<https://www.sailingworld.com/current-state-paralympic-sailing>

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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?

**Red Cross** - this symbol, formally known as the Geneva Cross, is the reverse of the Swiss Flag and when humanitarian laws of warfare were introduced in 1864, this was selected to identify non-combatants involved in medical and humanitarian work.

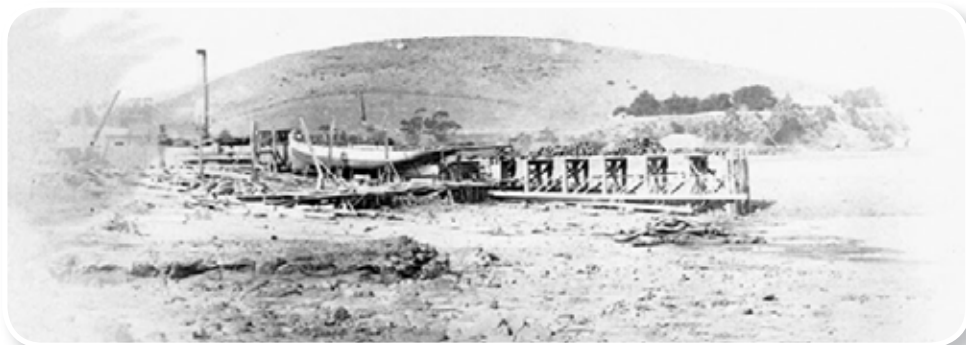
**Guidon** - a flag which is broad at the end near the staff and forked or sometimes pointed at the other. Guidons were first carried by cavalry units but have spread to all military forces. The word comes from the Italian guida or 'guide'.

**Slops/Sloppy** - this is a naval term for various forms of ready-made clothing, hats, shoes, breeches, stockings, etc., sold to sailors from the slop room aboard a warship. Slops were first introduced in 1623. The word is from the old English sloppe or loose breeches.

**'A Dab Hand'** - sailors who undertook painting duties aboard ship were known as dab-hands. To say someone is a dab hand is to say they are good at a particular skill. The origins come from the Latin word for skilled adeptus and the practice of daubing houses.

**Hotshot** - the best shot for muskets was made from molten lead. Dropped from a tall tower the lead droplets would form into perfect spheres in the fall and solidify in the vat of cooling water. The droplets were known as 'hotshots'.

CR Leech ED\*  
Past Commodore



*Duders Wharf, Mt Cambria in rear.*

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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. 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 2004 DYC XMAS cruise to Gt Barrier.

Photo 1: A great archival photo of a group of DYC members on Wanganui Island, North Cove.

Photo 2: The lunch preparation basic DYC style on Wanganui Island.

Photo 3: Robyn Harvey (Spero) and Jo Somerville (Brush Strokes) checking that lunch is progressing nicely..

Photo 4: The guys get the job of doing the lunch dishes. A great set of rears if I might add.

Chris Leech ED\*

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## Book Review

# ALONE IN THE TASMAN.

**Tony Allan's True Story of Survival at Sea  
By Tony Allan & Les Hill.**

**Paperback, 154mm x 235mm, 160 pages.**

**Published 2018. 0.26 kg**

On 27 December 1974, Tony Allan, a solo sailor on board his Trimaran Rebel II, left Queensland on a return journey to New Zealand. Two days later at 5.45 am, chaos erupted. In seconds, Tony's yacht was inexplicably uplifted and turned end over end onto its cabin roof. Tony was thrown out of his berth with debris raining down on him. The yacht's interior was flooded by a huge wall of water.

At that moment he had no idea that he would have to survive for twenty challenging days in a tiny life raft.

Miraculously he was sighted by an Officer on the Khian Star, a cargo ship, and was rescued.

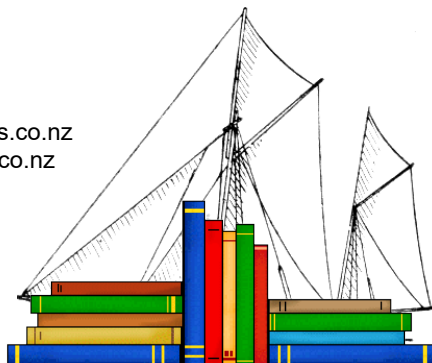
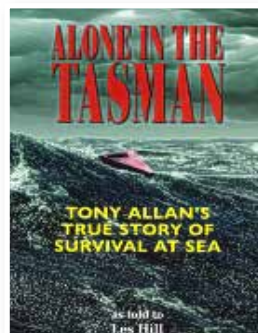
This is a gripping and true story of one man's enormous courage and mental will to survive that shows the inner strength possessed by a man thrust into extremely difficult circumstances.

NZ\$35.00

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Kind regards,

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