

# The Devonport Yacht Club News

(Established 1905)



## July 2018

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## HOME OF THE DUDER CUP



## FROM THE QUARTERDECK A REPORT FROM VICE COMMODORE Geoff Evans



DYC Seatalks are going well. We're aiming to provide a DYC Seatalks every month through to November. Sarah Morgan, our most recent speaker, spoke about her adventures up to the Jan Mayan Island in the Arctic, aboard a Laurent Giles Virtue design. At a modest twenty-six foot overall and only seven foot beam, conditions were snug. Her role was to be on 'boat watch' while the skipper took part in a mountaineering expedition to climb the most northerly volcano in the world. She had to be on stand-by and be prepared to sail the boat off shore, if the weather turned foul. This was a really good talk, with plenty of pics and video!

On 26th July, Sally Garrett, commodore of Royal Akarana YC, will tell us about her work with the New Zealand Defence Force and the Defence Technology Agency to launch a wave buoy south of Campbell Island in the Southern Ocean. The purpose is to study waves, described as 'liquid Himalayas'. On 23rd August, Graeme Kendal will talk about his epic adventures sailing from New Zealand to the Northwest Passage and back.

Before the summer we're planning to have a 'rate your anchorage' evening, which will be an opportunity for our sailors to highlight some of their favourite anchorages in the Hauraki Gulf and beyond. We're always looking out for new suggestions for speakers and topics, so please let me know your ideas (please email to [geoff.jane.evans@gmail.com](mailto:geoff.jane.evans@gmail.com) ). For many club members the sailing season is over. Most of the



boats that were booked to come up on the hard are already hauled, and winter maintenance is underway. If you haven't witnessed seeing the haulage team in action, you've missed a spectacle that enthral passers-by. The technology may appear agricultural and 'steam age', but it works well and the sight of all the boats in front of the club is beautiful. We have some very good-looking vessels up this year, including the classic yacht Prize and classic launch Prospect, a Logan 33.

Meanwhile, Jane and I are away for the first three weeks in July on grandparenting duties in London, seeing family in Jersey, and I'll be visiting the Tall Ships Races in Sunderland, up on the NE coast of England. Then we'll both be doing some sailing down in Devon.

We'll be back in time for the DYC Annual General Meeting on August 23rd. Please come along, as this will herald some major changes. Firstly, Tash Strong moves on from her 2 years as commodore. She's done an amazing job. On her watch we've introduced a number of initiatives for the club to continue to prosper. With her legal background, she's steered us through a major revision of the club rules, the new health and safety regulations, installed the defibrillator, and kept us on course through strategic reviews, as well as instituting the Open Forums that enable more input from the membership. Last month, Hugh Pollock and I went to the Yachting New Zealand Commodore's Conference and were impressed with the opportunities and help available.

As you may have seen in last month's From the Quarter Deck report, Tash mentioned there are some major roles on the committee we still need to fill. We have three prominent retirements; Maurice Alderwick our communications manager; Derek Snowball, our haulage master; and Peter Skogstad, our club secretary. So, here's a real shout out for assistance.

The clubhouse is looking good; the recent working bee was very successful. There are some initiatives underway. Firstly, we're going to introduce some lounge style seating in the club and experiment with how they're arranged in different settings, on the mezzanine, and elsewhere. We've recently installed CCTV to improve security to our bar staff. In addition, there is some thought being given to whether stage three of the club building renovations could be launched. More to follow.

It's difficult not to become complacent with developments in modern communications! On the phone I can track the progress of DYC member Jan Beydals on Temua, who is midway between Japan and Hawaii, and my brother Howard, who is sailing Sputnik from Menorca in the Mediterranean to the UK via the Azores in the Atlantic. In August, our son Gareth will be sailing his boat, Sea Wolf, from her current location in Pittwater NSW, north around the coast to Perth, WA. He's got three and a half months off work to sail 5000 nautical miles, that's 50 nautical miles a day. So, not much time for cruising!

Best Wishes and Fair Winds,

Geoff Evans

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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>				
Michael & Betty Ratcliffe				
Clive & Kate Sinclair				
Pauline Van Der Wiel & Stig Ehnborn				
Richard & Lesley Gladwell				

**David Martin**  
**MOTORS**  
AUTOMOTIVE REPAIRS AND SERVICING

mta  
NOK  
WOF Repairs  
Mobil

DAVE  
(09) 445 7229  
A/Hrs 021 752387  
19 WYNYARD STREET, DEVONPORT

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**NOTICE**

**BOARD**

## **NOTICE OF THE ANNUAL GENERAL MEETING and NOTICE OF ALTERATION OF THE RULES OF THE DEVONPORT YACHT CLUB INC**

**T**he Annual General Meeting of The Devonport Yacht Club Inc will be held at the Clubhouse, 25 King Edward Parade Devonport at 7.30pm on Tuesday the 21st day of August 2018.

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

Completed nomination forms for these positions must be received by the Secretary at least one calendar month before the date of the Annual General Meeting. Nominations for other positions may be submitted to the Secretary prior to the AGM or alternatively nominated from the floor at the AGM.

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

An AGM agenda is published separately in the following newsletter.

The agenda, together with a copy of the 2017 AGM minutes will also be available at the AGM.

Rules Alteration – a motion will be put to the members present at the AGM pursuant to Rule 13.2 to alter the Rules of the Devonport Yacht Club Inc to alter the officer descriptions from “Manager” to nautical terms (such as “Master”) and to require dinghy lockers to only be used for storing dinghy related gear, with locker forfeiture if not complied with.

We encourage you to attend the AGM if you can, to hear an overview of our year in review and to have a voice in decision making.

Apologies to the Secretary:

Peter Skogstad

[secretary@dyc.org.nz](mailto:secretary@dyc.org.nz) or 445 3888

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## **AGENDA OF THE 95th ANNUAL GENERAL MEETING OF THE DEVONPORT YACHT CLUB INC**

**TUESDAY 21st DAY OF AUGUST 2018 AT 7.30 P.M.  
AT THE DEVONPORT YACHT CLUB,  
25 KING EDWARD PARADE DEVONPORT**

1. Introduction
2. Apologies
3. Obituaries
4. Acceptance of the 2016 Annual General Meeting Minutes
5. Matters Arising from the Minutes
6. Commodore's Report
7. Treasurer's Report
8. Matters Arising from the Treasurer's Report
9. Adoption of the 2016/2017 Accounts
10. Setting of Subscriptions for 2017/2018 year and the 2018 / 2019 year  
(noting new membership types)
11. Appointment of Scrutineers (will be deferred until use of scrutineers necessary)
12. Election of the Patron
13. Election of the President
14. Election of Flag Officers:
  - Commodore
  - Vice Commodore
  - Rear Commodore

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15. Election of the Executive Officers:
  - Treasurer
  - Sailing Manager
  - Haulage Manager
  - Clubhouse Manager
  - Site Manager
  - Bar Manager
  - Communications Manager
  - Social Manager
16. Election of up to 4 Additional Officers
17. Appointment of Auditor and Honorary Solicitor
18. Election of Safety Officer
19. Rules Alteration
20. General Business
21. Closure

Apologies to the Secretary Peter Skogstad, [secretary@dyc.org.nz](mailto:secretary@dyc.org.nz)

Phone: 445 3888



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## THE DEVONPORT YACHT CLUB (INC). NOMINATION FORM

We, the undersigned nominate.....for the  
office of:

PATRON  
PRESIDENT  
COMMODORE  
VICE COMMODORE  
REAR COMMODORE

*(Strike out the offices not nominated for)*

Of the Devonport Yacht Club Incorporated for the 2018-2019 year.

Name of Proposer: .....

Signature of Proposer:.....

Name of Seconder:.....

Signature of Seconder:.....

I agree to the Nomination: .....

(signature of Nominee)

***All of the above must be financial members of the Devonport Yacht Club. All nominations must be in the hands of the Secretary no later than one calendar month prior to the Annual General Meeting.***





# DYC – Seataalk



## Southern Ocean making waves

The Southern Ocean makes up 22% of the planet, yet the waves are largely unstudied. Club member Sally Garrett lead a 20-day science voyage to the NZ Sub-Antarctic focussed on studying these waves. Along the way, she visited the Auckland, Campbell, and Antipodes Islands, painted World War II radio huts for DOC, was followed by Sea Lions and many other adventures.

## SEATALKS Devonport Yacht Club

7.30pm Thursday ~~27<sup>th</sup>~~ July 2018 Thursday 26th July

**All welcome. The club bar will be open**

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# NEW FORMAT PRIZEGIVING NIGHT

By Fem Darke

Some words have been written already about this in the last newsletter, but we feel it needs more than that.

We want to express our appreciation of the enormous effort that the social/sailing committee put in to make the evening the great success that it was.

The new format brought it back to more of a SAILING/social event, which seemed to be appreciated by all. The presenting of the trophies was done extremely well, with many different people stepping up to the task, and sometimes taking people by surprise. All told, it was very well organised and highly entertaining.

A lot of creative thought had gone into the setting up of the room, and the best thing was that it gave everyone a chance to mix and mingle. It certainly had the desired effect of a friendly atmosphere!

And last but not least: the delicious food was once again home-made by Judith, Sarah, Laura, Emma and Lindsay. Fantastic food, you couldn't wish for anything better!

It's a pity that one of the three flags present did not get up to fully acknowledge the effort of those that organised this wonderful evening.

So a BIG THANK YOU to Andy and all of his team!!

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## COMPREHENSIVE NEW MARINE FACILITY FOR WYNYARD QUARTER

by Isla McKechnie 5 Jun 22:05 NZST

Auckland's Orams Marine and the city's redevelopment agency, Panuku Development, have reached an agreement which will see a comprehensive marine facility built in Wynyard Quarter. A much-anticipated and oft-debated marine facility has been given the green light last week as Orams Marine and Panuku Development Auckland announced they'd reached an agreement. The area known as Site 18 will be developed into a facility capable of hauling out and servicing large vessels up to 620 tonnes, and allowing New Zealand to grow its market share in this sector.

The NZ Marine industry has welcomed the news, forecasting greater apprenticeship numbers, an increase in jobs and the ability to take full economic advantage of having the America's Cup in local waters. Limited facilities in New Zealand for adequately hauling out vessels of this size means local companies are regularly turning away work due to lack of space to haul the vessels out of the water.

With the knowledge that the market is already there; the marine industry is buzzing to now be able to take advantage of it. Orams plans to complete the marine elements of the site in time for the next America's Cup in early 2021 in order to take advantage of the influx of commercial and spectator vessels which will arrive with the regatta.

"This move is a step towards a long-term strategy the marine industry has held dating back to 2000," says NZ Marine Executive Director Peter Busfield. That strategy was to retain parts of Wynyard Quarter to create a concentrated marine precinct crucial to New Zealand's overall marine sector.

Deepwater access to the sites, coupled with proximity to logistical needs and the business which Auckland attracts, makes the area unique in New Zealand for hosting a thriving marine precinct. "The Orams Site 18 project will further enhance our capability of providing quality refits and maintenance on the world luxury yacht market," adds Orams Marine Services Managing Director, Craig Park.

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*Rob & Sally, The Winners*

## **2-HANDED RACE HELD AT ANZAC WEEKEND**

The Ropes Chains and Anchors Enduro was a 450nm mile 2-handed race held at Anzac weekend. The race started in light and variable winds and finished in "fresh to frightening conditions" - 60 knots plus. Club member, Sally Garrett sailing with her long term shipmate Rob Croft, won the event on corrected time by more than 1 hour.

Leading into the Enduro, Rob and I had only one goal, to finish. Our record of late had been less than optimal, in the past 3 races we had attempted to complete together, one had ended with Rob in an ambulance on Russell wharf, another we had not started due to injury on the way to the start, and the set was made complete by a dismasting in Bass Strait at Xmas. Finishing was the goal! This was a time for taking it easy, playing it safe, and ensuring we kept our sanity by not getting becalmed. That was not going to be easy, with the water glassy calm as we made our way down to the start.

That said, we boosted out of the start under code zero, while the rest of the 6 boat fleet started conservatively under head sail. We skimmed the fishing lines and moored boats at Devonport and headed towards Channel Island.

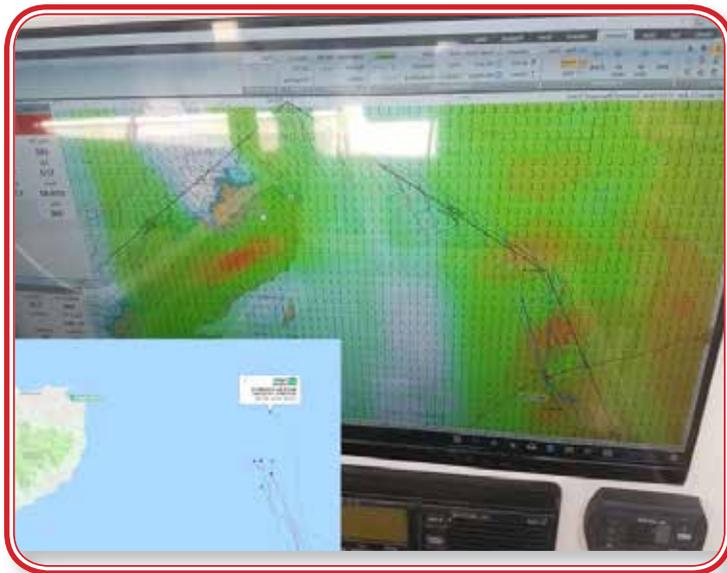
Channel Island and Colville have been our nemesis for a long time. If we don't end up becalmed there, then we end up over canvassed (usually in the dark) trying desperately to sort it out. The weather models all indicated an area of funkiness on the rhumb line approaching Channel Island. Importing our Predict Wind grips into Expedition means we can manipulate the display based on wind limits, making areas of low wind much easier to quickly see. At the same time variations between models, our boat instruments, and land based observations can be seen and quickly compared, with each source able to be

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*Start: Photo by SSANZ Media*

displayed using the same symbology, on the same screen. We set our rules, less than 10 knots and we would gybe away heading north. We gybed off heading away from Channel Island just as the first boats started to get trapped in the grips of Colville. Sanity intact!



*Expedition and Tracker*

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By Channel Island, the faster boats had rescued themselves from the hole and proceeded to mow us down again.

A very cold but uneventful night saw us at first light close to Mayor Island and the decision to be made was where we would go for the day, inshore in case the sea breeze was the only wind about, offshore where it was predicted there may be more ? We opted for a more onshore course and enjoyed a nice day under kite, closing on Whale Island. Power Play, Krakatoa, and Truxton all in sight at some time during the day.

Whale to White Islands was another great opportunity for being becalmed. We both felt that the western side of the track had more promise and again, Expedition confirmed our gut instinct showing an optimised course to the west and an area of light airs to the east. Rob worked west then picked a lift on port that took us there in good time. The volcano was providing a good wind vane with the steam rising vertically from the crater. We rounded and then settled down the long board. We thought we would head to the Poor Knights. Expedition predicted we would be there in 1 day 17 hours! Time for a series of good sleeps.

Friday morning, the breeze started to increase and finally it was time to change from the number 1 to a smaller headsail. Thankfully, we reminded ourselves of our goals - we just need to finish. So we forgo the bigger sails to go to the number 4, which we used for the rest of the race.



*Sally & Rob*

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SSANZ shortened the course by text in the middle of the day, as the wind steadily rose and waves got bigger. We both enjoyed the fast run under number 4 and reefed main from the Needles to Sail Rock. We wondered if our competitors would be running extras and knew if Chris Skinner was here he would be.

As we prepared to round Sail Rock, we took the main down to ensure we could make the number 2 reef as secure as possible. But as the wind puffed above 35 knots as we rounded, we elected to sail for nearly an hour with it down. Then out of the gloom, came a boat which turned out to be Krakatoa, sailing low as well, just under mainsail. Enough was enough with the conservative game and we hoisted the main and made best speed for the finish.



*The Finish*

{All was going well until just before the finish, a series of nasty puff ripped our jib out of the foil. We finished deep reefed and bare headed, completely surprised to be second yacht to finish in the long haul. We were even more stunned to have won on PHRF. It is fantastic to be back after a long time off, maybe we will come out again?

Thanks to SSANZ for running such a great race, especially Jon for his hospitality and shower and to Vanessa and Steve for feeding us.

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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?

**Weapons - Grade** - this term was coined by the Atomic Energy Commission in 1952 to refer to quality plutonium for use in nuclear weapons. Since then, it has been applied to any material used by Armed Forces. In 2001 it was selected as the most useful term for the year.

**Piping Hot** - this expression had its origins in the way food was collected from the ship's galley for the mess after a 'pipe' was sounded. The sooner it was collected after the 'pipe' the hotter it was.

**Swinging the Lead** - an expression that describes the act of wasting time. It comes from the task aboard ship of dropping a sounding weight (made of lead) over the bows to determine the depth of water. It was seen as a way to avoid the more arduous tasks involved in bringing a ship into harbour.

**IJN Ship's Names of WW2** - unlike the Royal Navy and the United States Navy who used words or individuals, and geographical locations for their ship's names the Imperial Japanese Navy chose more poetical names for their warships e.g. Hiryu - Dragon Flying in Heaven, Kaga - Increased Joy, Fuso - Land of the Divine Mulberry Tree.

**In the Black Books** - in the mid-14th century, maritime laws began to be codified into a book. In time this book became known as the Admiralty's Black Book. This also included a section on punishment of breaches of the laws. Hence to be in the Black Books is to be in some form of trouble.

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. 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.

Photo 1: A photo of As Time Goes By (Lee Strickland) having an Oop's on the slipway.

Photo 2: The way they installed masts in years gone by at the DYC. This is Gremlin (Frank Gimson)

Photo 3: Gremlins mast is now upright, and the job of securing it fully is underway.

Photo 4: Bernie Soljak's Southern Belle being moved to the DYC for launching. A great photo of the old Masonic Tavern

Chris Leech ED\*

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## Book Review

### **OVER THE TOP.**

**THE FIRST LONE YACHTSMAN TO SAIL VERTICALLY AROUND THE WORLD.**

**By Adrian Flanagan. Paperback, 0.25kg, 130mm x 198mm, 302 pages. Full colour Images. Published 2018.**

**Only one person has ever sailed vertically around the world singlehandedly - Adrian Flanagan**

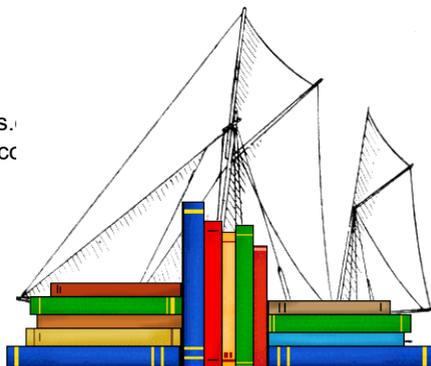
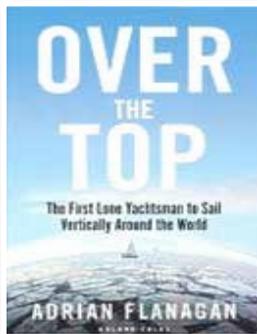
Sailing horizontally is difficult enough, crossing thousands of miles of ocean only to get near land at the Capes and battle treacherous currents. However, hundreds of sailors have still managed it. Adrian became obsessed with the idea of sailing vertically around the world as a boy, before he even knew whether it was possible. Thirty years later he managed it. This is his own account of his remarkable adventure.

It was an epic challenge, sailing through the perilous waters around Cape Horn and across the remote, hostile stretch of the Russian Arctic. He survived being washed overboard, capsizing, a close encounter with pirates, and also managed to treat not one but two dislocated wrists - all of this alone, a thousand miles or more from anyone who could help him complete his quest.

A timeless and unique story, pacily written with a sense of humour, but which captures the zeal and determination required to accomplish something nobody else has ever done before.

NZ\$25.00 + delivery.

Kind regards,  
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