

The Devonport Yacht Club News

Auckland New Zealand
(Established 1905)

September 2018

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HOME OF THE DUDER CUP



FROM THE QUARTERDECK A REPORT FROM THE CLUB PRESIDENT PETER STRATHDEE

Spring is in the air, summer is on its way, nature is stirring. Raewyn and I are fortunate we live overlooking the 6th fairway of the Gulf Harbour Country Club, also looking down on Regency Lake. Over the last two weeks, we had seen Plover chicks running around the fairway and five Black Swan chicks swimming on the lake. They are very cute and a great hit with the children and public.



Hopefully, the members who have had their boats hauled over the winter months, can now look forward to having some better weather. That will help and enable them to complete their winter maintenance chores, prior to the start of the down hauling programme.

The 2018 Annual General Meeting

The 95th Annual General Meeting was held on the evening of the 21st August. It was very well attended by a large number of members. Nine apologies were received and a minute of silence was observed for the Obituaries.

Commodore Natasha Strong presented her report and thanked the Flag Officers, the Secretary and Treasurer, the members of the committee and Bar staff for their efforts and time that they had put into the running of the Club, for the benefit of the members, over the last year. Geoff Evans thanked Natasha, who is stepping down this year, for all the time and effort she had put into the running of the Club over the last two years.



The Treasurer's Report was presented and the key points of the report explained. It was recommended by the treasurer, and approved by the meeting, that membership subscriptions remain the same for the coming year.

Club Patron: Lady Pippa Blake has agreed to continue as Patron.

President; I agreed to stay on as President for a further year.

The following members accepted nominations and were elected:

Flag Officers:

Commodore:	Geoff Evans
Vice Commodore:	Hugh Pollock
Rear Commodore:	Blair Cliffe
Secretary	John Turrall
Treasurer:	Grant Daniel
Sailing Master:	Andy Mason
Haulage Master:	Nigel Wilson
Clubhouse Captain:	Tony Bullard
Site Master:	Ken Smith
Bar Officer:	Tim Ridge
Communications Officer:	Matt Plowman
Social Officer:	Emma Cliffe
General Committee:	Rhys Cole
	Hugh McGuire
	Mark Clough
	Peter Evans

Sailing
Strategy
Marketing
Connections

Safety Officer/Sailing Kevin Johnson

The committee will consider the appointment of a new Secretary at the upcoming committee meeting.

It is very pleasing and encouraging to several have wished to continue serving on the committee and a big welcome to the new members.

I have said this before, but I will say it again, your Club is run by volunteers, for the benefit of all the members. The committee are always looking for ideas or suggestions regarding improvements or alternate activities the Club could adopt which would encourage additional Club usage and member participation, thereby increasing the utilisation of the facilities and providing additional benefits to the members.

There are always little jobs that need doing around the Club house. If you have some spare time, I am sure Tony Bullard, our Club House Captain, would love to hear from you.

Roll on summer, sunshine relaxing and sailing, brig it on.

Peter Strathdee
President

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DIRECTORY UPDATE



A warm welcome to our newest members.

DYC NEW MEMBERSHIP

Member	Boat Name	Design	Sail #	Call Sign
Family				
Phil & Laura Ross	WFI OF GUERNSEY	Sloop Najad 361		
Ordinary				
Rafe Tollemache	Nirvana	39 Cavallier		
Associate Individual				
David Woods				
Dave Best				
Associate Family				
Chris & Susie Saxby				

David Martin
MOTORS

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THIS YEAR'S COASTAL CLASSIC

I will be entering this year's Coastal Class from Auckland to Russell on a J112e.

To my knowledge, I will be the first woman to do this solo.

As part of the race, I am required to get the boat to category 3 and, as I am borrowing the boat from yacht share, I am trying to borrow gear to achieve this rating.

The two items I require are a small headsail (stormsail) to fit up a furler track suitable for a 36-foot boat and an equipped grab bag.

I am obviously happy to replace any damaged or used safely items.

If anyone is able to help me please contact Tamsin Worsley on 027 599 5303 or email: tamsinworsley@gmail.com

With very many thanks

Emma Cliffe



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FOSTERS

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September 15, 2018
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Plumbing fittings, bronze, brass, deck fittings, galvanised shackles, teak, sailboat hardware and much more!

158 Beaumont St, Auckland

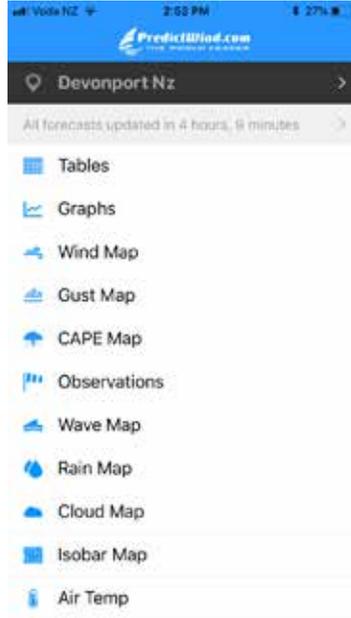
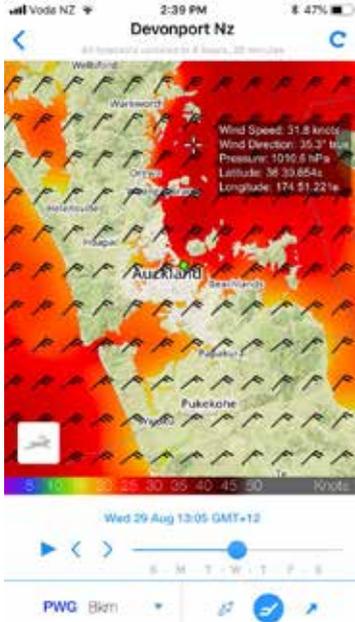
All sales are final. Cash and credit card only, no on account purchases

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DYC – Seataalks



Nick Olson - PredictWind

Nick Olson will explain how the Predictwind website and app gives you the very best forecasts. The PredictWind models shows wind weather updates every hour, with a wind speed and direction map for your entire local area.

SEATALKS Devonport Yacht Club

7.30pm Thursday 20th September 2018

All welcome. The Club bar will be open

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RULE CHANGE APPROVED AT ANNUAL MEETING – DINGHY LOCKERS

The purpose of this proposed rule change is to provide the Club with more flexibility over the allocation of lockers and to encourage lockers to be used for Club related activities, this will be useful when we are short of lockers.

1. Rule 8.2(h)

Rule 8.2(h) currently states:

“8.2 Managing Committee Duties: The Managing Committee must, in order to fulfill the objects of the Club and subject to Rule 8.4, without prejudice to its general powers:

- (h) control the use of the Clubhouse and facilities by Members pursuant to the Rules of the Club;”

Amend Rule 8.2(h) by adding the words “(including dinghy lockers)” after the word “facilities”.

2. Rule 9.3(g)

Rule 9.3(g) currently states:

“9.3 Specific Sub-Committee Responsibilities: The sub-committees have the following responsibilities, in addition to the duties set out in Rule 9.1 and any duties allocated or amended by the Managing Committee pursuant to Rule 8.3(b), which must all be performed in accordance with Rule 9.2:

- (g) Site Sub-Committee: The sub-committee chaired by the Site Manager is responsible for all maintenance of the Clubs premises, and all maintenance policies and procedures relating to the Clubs buildings, and dinghy lockers.”

Amend Rule 9.3(g) by adding the following to the end:

“Members will be allocated dinghy lockers for use at the discretion of The Site Sub-Committee under the oversight of the Managing Committee and generally in accordance with the following guidelines: Members may be allocated a dinghy locker on a first come first served basis

- (i) dinghy lockers must only be used by Members in connection with Club related activities
- (ii) dinghy locker fees must be paid in accordance with Rule 4.5;
- (iii) the Site Sub-Committee or Managing Committee may require a Member to relinquish its dinghy locker if:
 - (1) it does not pay its dinghy locker fees as required by Rule 4.5; or
 - (2) the Member is not using the dinghy locker in connection with Club related activities, in which case the Member must promptly empty and clean its dinghy locker so that it is able to be allocated to another Member.



*"You'll be fine with me.
I know these waters like the back of my hand."*

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A FORAY INTO “SLIMOLOGY”

by Lucie Maranda 24 Aug 02:01 AEST

from www.sail-worldcruising.com



Advanced case of biofouling: Unprotected `kite` exposed to Narragansett Bay water for several months and harboring a multitude of marine life forms, from mussels and barnacles to seaweed, sponges, hydroids, colonial & individual tunicates, among others © Sailors for the Sea

What's sticking to my hull?

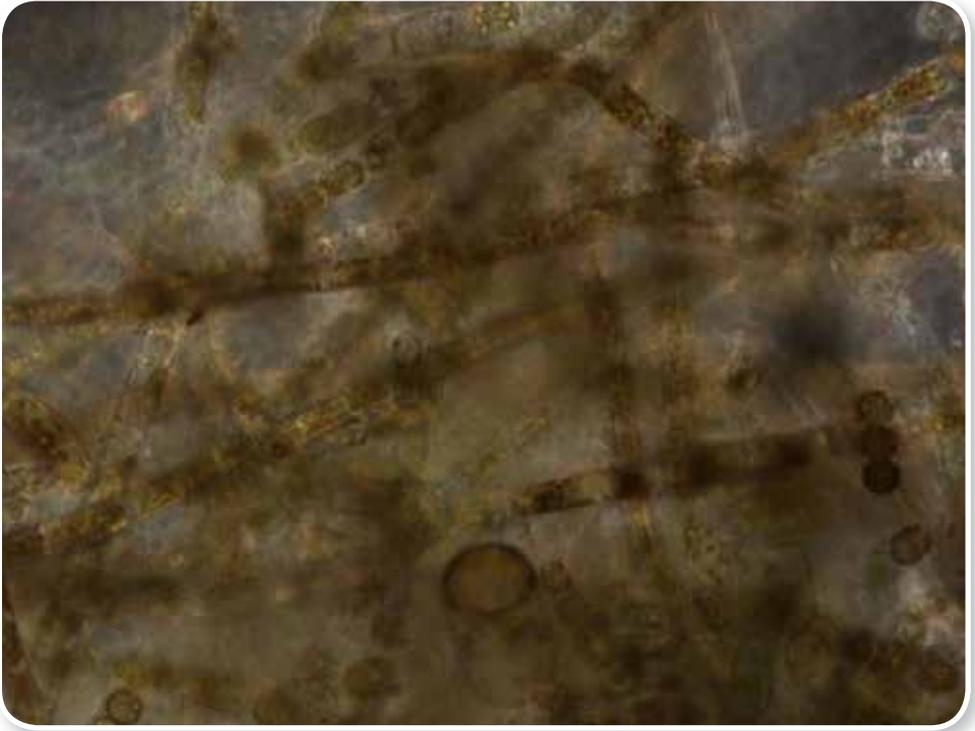
Hull biofouling: a boater's dreaded bane that requires necessary periodic elbow grease. Especially in marine water, the unwanted accumulation of microorganisms, algae and animals on wetted surfaces can be costly if not attended to regularly. For recreational or commercial boaters, the danger of transferring non-native species is added to the increase in fuel consumption and maintenance cost.

The Navies of the world are not immune to this plague either. One study roughly calculated the cost of coating, cleaning and fouling on the United States Navy's destroyers (class DDG-51) to reach \$1 billion over 15 years! Whether one considers boat hulls, sensors, aquaculture facilities, pipes, offshore platforms, pilings - any unprotected solid surface will develop some form of marine growth when immersed in seawater.

How exactly does biofouling happen? It all starts with a biofilm, a complex living microbial community embedded in a thin glue-like matrix. Within seconds to minutes of immersion in seawater, dissolved organic molecules stick to the surface and form a sort of "welcoming rug" for bacteria and other microorganisms in the water to settle on: this is the beginning of slime formation. This early sticky slime promotes further recruitment of organisms from the water and facilitates a strong adhesion. Although biofilms differ between environments (marine, freshwater, treated industrial wastewater, and even dental plaque), they all produce sticky compounds that eventually form a dynamic and complex 3-D matrix with microorganisms.

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Marine slime: A rich microbial mat of diatoms and filamentous brown seaweed as seen under phase contrast microscopy. Intricate mat can offer protection to settling larvae when biocides are present in coatings and biofilm facilitates further settlement - photo © Sailors for the Sea

With continued recruitment and growth, the biofilm thickens. If the surface is exposed to light, various algae (primarily diatoms and seaweed) intermingle, organic detritus and silt get caught, and the thick slime becomes easily seen with a naked eye. If it isn't removed, this tasty mat attracts barnacles, tube worms, mussels, or whichever sessile organisms are floating in the water at the time.

When looking for anti-fouling strategies, one must consider a wide array of organisms with different life histories and seasonal growth, strength of adhesion, and settlement preferences. In addition, fouling control solutions must be effective for a sufficient period of time, must comply with air and water pollutant regulations, must be labor and cost effective, and must leave the surface undamaged.

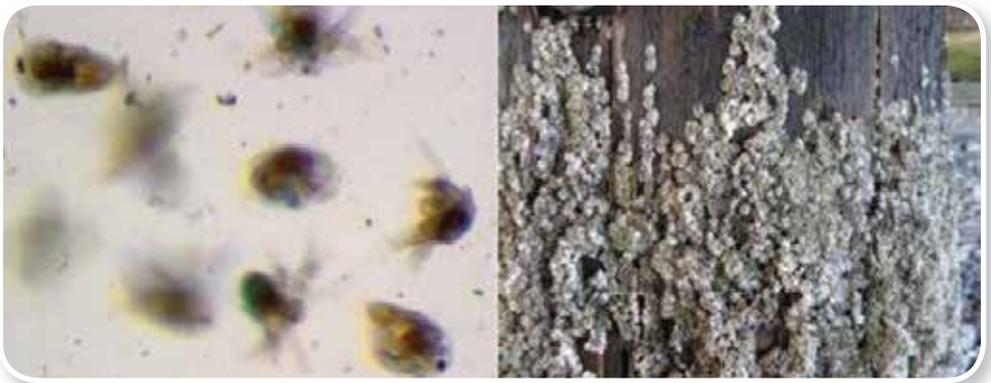
There currently are two different approaches to defeating settlement and adhesion, sometimes used in conjunction:

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- 1) paints containing an active anti-foulant, e.g. copper ion, or a biocide
- 2) fouling-release coatings or slippery surfaces, e.g. silicones or fluoropolymers.

Several alternative technologies are currently under investigation: hydrogels, surfaces with nano- or micro-topographies, superhydrophobic surfaces, biocides inspired from natural compounds, clever mechanical cleaning devices, surface properties modulated by physical triggers (e.g. heat, electricity, radiation). Thus, the development of such novel approaches requires close collaboration among engineers, biologists, chemists, and material scientists.

No one solution will likely be universal, given the different sizes and speeds of vessels and platforms, sensors with specific performance needs (e.g. flexibility, optical clarity, porosity), cost and feasibility per unit surface area, and the variety of targeted fouling organisms. Environmentally acceptable and robust solutions should nevertheless have as broad a spectrum of activity as possible while remaining commercially viable.



Barnacle larvae just released into the water will soon be looking for a tasty biofilm to settle on, e.g. on a wet dock piling. - photo © Sailors for the Sea

You can make a difference. Follow these steps to create a positive future for the ocean:

- It is very important to follow all manufacturer recommendations when applying or removing a given coating to help prevent water pollution.
- Should you come across organotin paint leftover from another era, know that a complete worldwide prohibition of this biocide has been enacted by the International Maritime Organization since 2008. Such product should be returned to the original vendor or a licensed waste management facility.
- In an effort to prevent the spread of unwanted invasive species, boaters undergoing long distance travel along the coast should pay particular attention to the hull cleanliness of their boats, especially in nooks and crevices near the engine.

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YACHTING NEW ZEALAND TACKLES ENVIRONMENTAL SUSTAINABILITY

by Yachting New Zealand 11 Jul 22:26 NZST 11 July 2018



Yachting NZ has launched a wide-ranging environmental strategy they hope will prompt real change © Yachting New Zealand

Yachties and boaties have a natural affinity with the environment and it's why Yachting New Zealand have launched a wide-ranging environmental strategy they hope will prompt real change within the sport.

The national sports organisation for yachting and boating in this country has targeted five key areas in their strategy: clean yacht clubs, a strong network of organisations who work together, lowering the impact events have on the environment, a focus on technology and greater education and awareness.

They presently have 109 member clubs around the country who, together with about 50 class associations, have a membership base of about 30,000. There are also tens of thousands more who frequently enjoy New Zealand's coastline and lakes.

"We recognise we all need to make changes to help protect and enhance the marine and coastal environment for the enjoyment of all," Yachting New Zealand chief executive David Abercrombie said. "We are in a good position to influence our network of clubs and other stakeholders and help bring about positive change.

"We really want to make people aware of what they can do to help, no matter how big or small, and can provide guidance as well as lead by example." [Return to Contents Index](#)

Yachting New Zealand will engage a handful of ambassadors to help spread the message, starting with Conrad Colman and Bianca Cook.

Colman is not only the first Kiwi to sail in the Vendee Globe but also the first person to finish the solo, non-stop race around the world without the use of any fossil fuels. He shot to international acclaim when he finished the race despite breaking his mast three days from the finish in France and despite being swept overboard in the Southern Ocean during a storm.

“This is something that’s dear to my heart,” Colman said. “I have raced around the world three times and seen the impact we are all having on our environment.

“I’m excited to be working with Yachting New Zealand to help spread that message that looking after the environment should be second nature rather than an after-thought. Sailors have a greater appreciation for the environment and can become advocates for the wider population to protect our Tangaroa.”

Cook recently completed the Volvo Ocean Race with Turn the Tide on Plastic, whose aim was to increase awareness on sustainability while competing in the round the world race. She was the first New Zealand woman to feature in the race for 16 years.

“I’ve been one of the lucky ones who has had the amazing opportunity to sail around the world,” Cook said. “Ocean health is so important and seeing first-hand the effects that we have had on our oceans is devastating. All of us need to make changes in our lifestyles to make a change for our future.”

Yachting New Zealand have identified a number of initiatives to help make a difference, ranging from leading an annual beach clean-up day and developing a clean club standard to investigating the use of battery-powered coach boats and ensuring all Yachting New Zealand events eliminate single use plastics.

Yachting New Zealand will also develop a range of educational tools for clubs and organisations to use as well as partner with the likes of the Sir Peter Blake Trust, Sustainable Coastlines and LegaSea, who are an arm of the New Zealand Sport Fishing Council.

“With our marine environment coming under increasing pressure, the Yachting New Zealand environmental initiatives are timely and innovative,” New Zealand Sport Fishing Council president Phil Appleyard said. “Our council, clubs and LegaSea respect and appreciate this leadership.”

It’s a view shared by Sir Peter Blake Trust chief executive James Gibson.

“We’re really looking forward to working with Yachting New Zealand and seeing positive change within the boating community, particularly amongst their young people who will be our next generation of ocean leaders,” Gibson said.

“Sir Peter Blake was a passionate champion for the ocean environment and this strategy aligns with his ambition to re-start people caring for the environment, especially our oceans and the issues they face.”

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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?

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 hoisted 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.

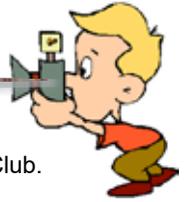
'A Dab Hand' - sailors who undertook painting duties aboard ship were known as dab-hands. To say someone is a dab hand is to say they are good at a particular skill. The origins come from the Latin word for skilled *adepus* and the practice of daubing houses.

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



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 to Photo 4: Some images from a Working Bee, and shows the work that was involved in the building of the Eastern Slipway.

Chris Leech ED*

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Book Review

MEMORIES. ROADS OF DESTINY

by John Brooke. Paperback, 0.68 kg, 210mm x 297m, 164 pages, Black and White, sepia and colour photographs. Published 2018.

This book documents the memories as recorded by designer John Brooke throughout his 85 years. With many previously unseen photographs, maps, and sketches (from his own pen). Included are a number of the 'Cruise Sketches' (after each cruise John would draw a chart to show the course taken, anchorages, highlights and crew).

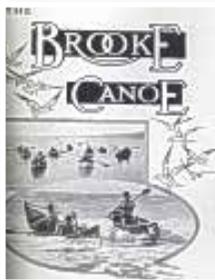
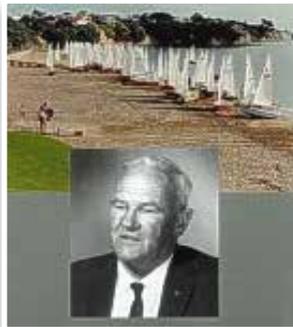
Incorporating many wonderful stories and memories that will resonate with many people. This is a lovely illustrated diary of memories from a much loved, talented and creative man, and an important part of New Zealand Boating History. <http://www.boatbooks.co.nz/history/sketch1.jpg><http://www.boatbooks.co.nz/history/sketch2.jpg><http://www.boatbooks.co.nz/history/truck.jpg>

NZ\$45.00 http://www.boatbooks.co.nz/history/brooke_canoe.jpg



Kind regards,
Marianne

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