

The Devonport Yacht Club News

Auckland New Zealand
(Established 1905)

December 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 REAR COMMODORE

Blair Cliffe

Here I am writing my first article as a Flag Officer, the new Rear Commodore for DYC. How did that happen? It's a bit of a tale really.



Five years or so ago Emma and I were looking for somewhere to get married and at the same time she was encouraging me to join DYC. Coming from a dinghy cruising background I was very much of the opinion (based on what, I am not sure) that all yacht clubs were full of snooty buggers who drank gin and tonics and wore cravats. So, I was pleasantly surprised when we wandered in one evening and asked if it would be OK to have a drink and a look around as we were thinking of joining. Well I think we had our drinks in front of us first but only just before John Ford had us pinned in a corner with a membership form in one hand and a pen in the other and that was that.

We were married at the Club and a mighty fine do it was too. What a shame that all those good friends we have made since joining DYC were not there on that day. Just for the record, we put up a curtain to cover up the piano and the kids' play area but we gladly left the burgees on the walls! (A current topic at Committee meetings.) We felt that was all part of the atmosphere. We left from the wharf via a water taxi and had a bumpy ride over to the city with a charming old bearded gent of a skipper who gave us a bottle of wine as a wedding present. Then we hopped into a rickshaw to get to our hotel and raced through downtown



Auckland with Frank Sinatra blaring out. I am sure we nearly died at least twice during that ride and I lost count of the number of pedestrians who were nearly mown down.

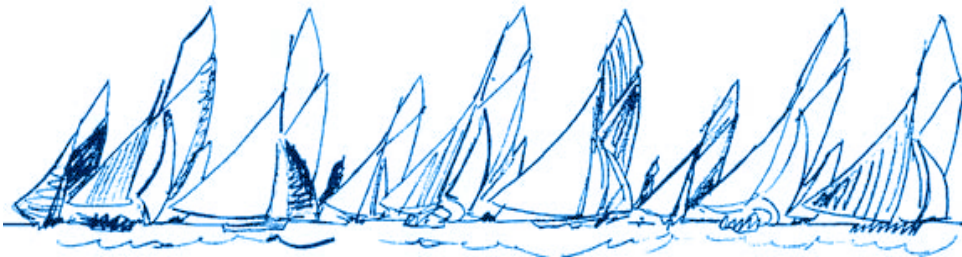
Sometime later, I was in the bar one evening chatting with the boys in the naughty corner when Andy Mason the sailing Master sidled up with a proposition. "Would you like to be in the sailing committee, oh you won't have to do much just attend the occasional meeting help with this and that etc?" Oh OK I go. You all know what happens next, the little jobs get a touch more extensive and then Emma became involved and to be fair was doing more work than I was for the Club. "How did I get involved? He asked you not me" has been heard from her on more than one occasion! But Emma enjoys it as much as I do and is busily involved with the Social and Sailing Committee. You have to look out for Andy if you are in the bar as he has a habit of finding volunteers! There was another occasion when Andy asked if I would like to help crew for John Duder in one of the round the boys races, well of course I would love to. Next day; not much wind and a long race. Well we were on a long board heading for Takapuna and John asked me to go forward and tend to the jib. Well it was very hot, not much was going on and I was very sleepy so I had a nap. John was rather surprised that his foc'sle hand saw fit to sleep on watch, but all was well and eventually we drifted over the finish line and I think he forgave me. Sorry John.

Here we are with the sailing season upon us. The weather has not been very kind so far with either not enough or too much wind. Bring on the summer. We welcome more sailing members who wish to take part in some or all of our events this coming season. In the meantime, we have our Christmas Carol Evening on Friday the 21st December; tickets \$35 for a buffet supper, lots of carols and a jolly time in store for us all!

So how did I end up becoming the Rear Commodore? Joining the Club, getting married there, being a part of the sailing committee, hauling our boat this winter and making so many good friends made me feel a part of the Club. I was honoured when asked to put my name forward. After some reflection and the promised support of my wife Emma I put my hand up. I felt that I may be able to contribute to the ongoing smooth running and development of Devonport Yacht Club and I look forward to doing so in the coming years. Merry Christmas and a Happy New Year everyone, hopefully see you out there in the sunshine.

Rear Commodore

Blair Cliffe



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DIRECTORY UPDATE



A warm welcome to our newest members.

DYC NEW MEMBERSHIP

New Member	Member Type	Proposed	Seconded
Sally Tagg	Associate Individual		
Christopher Cox & Jill Thompson	Family	Brian Schiaadt	Grant Daniel
Jane Heatley & Harry Roelofs	Family Associate	Sally Teesdale	Jeff Cook
Membership Changes	Current	Change To	
Turrall, Reece & John	Family Membership	Family Associate	
Resignations			
Heeny, Paul	Associate		
Lentz, Eduardo	Out of Town		
Thexton, Robert & Helen	Family		
Stone, David and Susan	Family		
Spitz, David & Helen	Family Associate		
Stachnik, George & Jenny Parso	Family		



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FLYING THE FLAG

A WORD OR TWO FROM YOUR COMMITTEE.

Devonport Yacht Club General Committee 2018 – 2019



Left to right: Back Row: Tim Ridge, Grant Daniel, Peter Evans, Andy Mason, Rhys Cole, Hugh Maguire, Emma Cliffe, Mark Clough,
Front Row: Hugh Pollock, Geoff Evans, Peter Strathdee, Tony Bullard.
Absent: Ken Smith; Matt Plowman; Nigel Wilson, Blair Cliffe.

Dear Members,

At our most recent committee meeting earlier in November, the subject of ‘club communication’ was raised. It was felt that although we meet monthly and tick off a whole lot of positive stuff, we do a very poor job of telling our members about decisions that are being made and as importantly, allowing you to have a say.

What follows (and will hopefully happen each month) is a quick summary of the committee’s discussions, action points and areas that we feel could be of general interest to the members. If you would like to comment on any of these points (or anything else Club related for that matter) then feel free to drop a line to mark@platform29.co.nz. Your correspondence will be tabled at the next committee meeting and we will endeavour to respond to you within a reasonable time frame. Keep in mind that we all give our time for free and are doing our best for the Club so please be respectful and remember that ‘you can’t please all of the people all of the time’.

Visiting the Cub

We know we harp on about this a bit, but it is a really important part of conforming with our liquor licence. It is a requirement for you to have your membership card on you when visiting the Club and to sign any guests in. It has been raised that recently there have been ‘visitors’ to the Club on a Friday night that just randomly show up and are neither members

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or guests. Although we are welcoming of all at our Club, we need to follow correct protocol and as a result, please be aware that random membership checks may take place. Please don't be offended we're just trying to keep things in order.

New Members

We discussed the need to do a much better job of welcoming new members to the Club and we are working on the structure of this but may include a formal invite to attend a 'new members night' and perhaps a welcome bar voucher for your first drink.

The balance of Assoc vs full members has nearly reached its threshold so we may need to review Assoc members applications moving forward.

From the Treasurer

The bank account is in good shape and the trading profit for the Club is \$46,000.00, year to date. Memberships outstanding are approx. \$9,000.00 which accounts for approx. 40 memberships that will be followed up this month. Haulage fees are now all up to date. There were no 'out of the ordinary' purchases for the month.

Slipway Trolley

It was brought to our attention that the wheels on the trolley on the eastern slipway are past their useful life and are at the point of being dangerous. The committee approved an amount of \$7,500.00 for their replacement.

General Business

The Clubhouse kitchen is in desperate need of an upgrade and we are currently engaging appropriately qualified partners to consider options and costs. We have approved the immediate requirements of a new deep fryer, replacement of a small amount of flooring and a 'makeover' of the centre working table.

We are looking at options for the upgrade of our Wi-Fi connection with fibre being the preference

The Club VHF aerial and associated wiring is being upgraded to allow for improved coverage and comms.

We are considering the use of Yachting NZ membership cards which many other clubs use which can include a swipe system at the bar for discounts etc.

New shelves will be erected in the Club library

We have decided to place a photo frame of the existing Flag officers in the foyer. This is common practice in other clubs and helps all members to identify someone they can talk to regarding any Club related business.

Outside of our involvement with the RNZYS around matters pertaining to the America's Cup in 2021 we will also be independently working on initiatives/events that will involve our Club and all members.

Well that's about it for the first one, we hope it was of some value and as mentioned, don't hesitate to drop us a line with your questions or suggestions.

Kind regards

Mark Clough (On behalf of the General Committee)

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REPORT FROM SAILING

From our Sailing file here's a neat shot of us out of puff at the start of the Round the Buoys race



(Geoff Evans)

The wind did pick up. Here's Renown looking good on the finish line.



(photo courtesy of June Hall)

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ON THE HARD



*Here's Haulage Master Nigel Wilson in 'Wode-Mode'.
(photo courtesy of Tim Ridge)*



*The Yacht "PRIZE" (the sketch was kindly provided by DYC member Tony Mc Neight,
Travel Sketches)*

Prize is one of Charles Bailey Jnr's most successful larger racing yachts. She was the first significant racing yacht built after WWI, built as an International 8 Metre. She was given the name "Prize" in honour of the NZ commander of the WWI submarine hunter named "The Prize" in which he was awarded the Victoria Cross. His story is there for all to see in the Naval Museum in Torpedo Bay.
(Continued over)

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Prize was converted from Gaff to Bermudan rig in 1949. Many racing successes followed, the most notable being the record-breaking win in the 1947 Balokovic Cup. The replacement of the gaff rig with a modern Bermudan rig in 1949 saw 3 cwt. removed from aloft. This stiffened her significantly and significantly enhanced her performance.

Owned by the Thompson family since 1943 she has had 5 generations of the family sail on her, and she is still raced with considerable success amongst the classic yacht fleet.

This winter, on the hard at Devonport Yacht Club, Chad's "To Do" list has included: repainting the cabin top, combings, topsides, antifouling, decks, varnish work and interior. She's up on the hard until 18th December approx.

Designer & builder: Chas Bailey Jnr.

Launched: 27th October, 1923; Auckland

Length: 43' (13.25m) Beam 9'2" (2.83m) Draft 6'8" now 7'4" (2.26m)

Hull Construction: Triple skin Kauri

Owner: Chad Thompson - 021 995 754



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This month's feature article

TUMUA'S PACIFIC VOYAGE 2017-2018 - Jan Beydals



After losing the mast a few days out of Opuia at the end of May last year, I restarted my planned clockwise circle around the Pacific on the 8th of August 2017. I sailed in total about 20,000 miles in 15 months, almost all single handed, apart from the Philippines to Japan when my friend Diny Naus joined me.

The high-lights were no 1: The Marquesas, revisiting these had in fact been the inspiration for this trip and I was not disappointed. They were as unspoiled and stunningly beautiful as I remembered them from 30 odd years ago, when I spent some time there on my way to NZ.

Another highlight was cruising through the Philippines. This involved a lot of motoring with light wind, but compensated by its beauty and getting involved with very interesting and nice communities.

During my first leg from NZ to Fiji I encountered bad weather with heavy swells, washing my dinghy away (fasting points broke off) and doing some damage to staunches. This led to further delays for repairs and waiting for new dinghy in Fiji (I ordered a Takacat from NZ). These delays meant that I was quite rushed all the way to the Philippines

Fiji-Vanuatu-Solomon was fast and nice trade wind sailing. I cruised a few weeks in each of them. Vanuatu and Solomon Islands were both very beautiful and nice cruising areas. From Solomon Islands to the Philippines via Palau was frustrating sailing in the doldrums. Light wind and heavy squalls, with ++ wind and constant sail changes. My hydraulic steering started to play up on this leg of the trip and in the end, I had to top up the system every 3 hours with cooking oil.

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I entered the Philippines south of Siargao and motored as fast as I could via the Hinatuan channel, with its notorious strong current to Carmen by Cebu to be there in time before Christmas, when Jeff was going to join me for a few weeks cruising through his native country. But unfortunately, I got sick and was admitted to hospital with dengue fever, pneumonia and amoebic dysentery. We flew back to NZ, where I stayed till the 16th of February for further recovery.

After my return I spent another 2 month cruising mainly in the Visayas (Central Philippines) Diny arrived on the 10 of April and we left on the 28 of April from Catanduanes to sail via Okinawa to Osaka making good use of the Kuroshio current, up to 5 knots! Japan was of course a huge contrast with the Philippines. We stayed in a marina in Tannowa (village by Osaka) and explored city life by Train to Tokyo and Naha.

From here Diny flew back home and I left on 11 of June for Hawaii. I enjoyed the crossing. It took 38 days and due to a lot of zig-zagging sailed close to 5000 miles. The autopilot stopped working on the second day out. So the windvane had to do all the work and I was becalmed for a few days. In the beginning I had to dive south to avoid the worst of 2 cyclones. In the latter part I went quite far NE before sailing a direct course to Hawaii to make use of the east going current at this latitude (further south there is a west going current). The last 2 weeks was nice sailing in easterly wind In Hawaii I spent one month in Honolulu in the Waikiki Yacht club, very nice with bar restaurant and swimming pool. Jeff came over for 3 weeks. We had a great and luxury time



Tumua in Fatu Hiva (Marquesas)

(We're hoping that Jan will be able to speak at one of our DYC Seataalks in 2019)

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Hawaii--Marquesas crossing took 27 days and was rather tricky with several cyclones passing through. First I avoided Hurricane Lane (which caused considerable damage on Hawaii)by leaving and sailing NE 2 days before its arrival. It was a bit odd sailing NE away from my goal but it was successful in avoiding the cyclone and I gained some easting for a better angle later on. However I had to go south as quick as possible, giving up all my gained easting, to get far enough south before a whole number of cyclones were passing through, one after the other. It felt like being in a race but I did get far enough south before they arrived. At latitude 7-8 North (well south of Hurricane Highway) the east going counter current was very useful to make good easting. Thanks to all the cyclones there was little or no ITCZ and eventually I had a very nice sail in E / SE trade wind all the way to Fatu Hiva the most southerly Island in the Marquesas.

As mentioned before The Marquesas were still very unspoiled and stunning. I teamed up with another Solo sailor, Eric from Sweden and we explored the Islands together including some very spectacular walks and tramping through the mountains.

The last leg to NZ was nonstop because it was getting late in the season and I wanted to be back home. It took 28 days. The first part was fast trade wind sailing. Than a couple of days motoring in a mirror flat sea. I past just north of Raoul Island in the Kermadecs and the next day the wind started to increase and eventually I was beating up against a very strong SW wind and swell. Tumua was doing well making 5-6 knots but about 80 miles out of Marsden Point, as expected the wind further increased and I was eventually hove to in 45- 50 knots. This was the roughest weather I have had on my whole trip and that so close to home! I was quite concerned that something might break but all went well and I entered Marsden Cove Marina at 2PM on Saturday the 3rd of November for custom clearance (Auckland is no longer a port of entry for yachts) and where Jeff was awaiting to take me home for my first shower in weeks.



SOCIAL

The DYC Christmas Carol Party - Friday 21st December 6.30pm onwards. Buffet Supper with tickets being sold behind the bar for \$35 each from 1st December. The ticket sales close on Friday 14th December, please book as soon as you can.

Devonport Yacht Club are collecting for Auckland City Mission this year. A basket with a list of suitable items above the basket will be placed in the Club foyer from the 1 December. All contributions would be very welcome, and the committee will arrange for it to be delivered after the Carol Party.

We are running a weekly raffle on Friday night. All contributions go towards social events for the Club, including The Rocky Bay Ball which will be held in Rocky Ball Hall on Saturday 23rd March 2019. Tickets will be \$35 per person available in February. Watch this space for further information.



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IN THE NEWS

Both Bill Rimmer and Tamsin Worsley have featured prominently in the Flagstaff last month

<https://devonportflagstaff.co.nz/wp-content/uploads/2018/11/november16devonportflagstaffsmall.pdf>



And Tamsin has agreed to give a presentation about her solo Coastal Classic race at DYC Seatales 21st March next year.

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BURGEE EXCHANGES

Last Friday we had two burgee exchanges: Lynnn and George Hughes presented a burgee and a beautiful book of the History of the Royal Cornwall Yacht Club in UK. (see below).



Veronique Corneille has recently returned from Europe and presented a burgee and book from the Yacht Club Classique in La Rochelle in France (see below)



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I had to do some research to find out more about the tradition of exchanging yacht club burgees and came across this gem from the Sea Gate Yacht Club, CA, USA:

It is traditional for yacht clubs to exchange burgees during the first visit by one yacht club to the other. It is the desire that our club continue this tradition. If you are planning to visit a yacht club with whom we have not yet exchanged burgees, be sure to take a SGYC burgee with you to exchange.

As we exchange with a club, we will post the photo of their burgee on these pages. Please review this list to be sure you are not exchanging with a club we have already visited. This list is in alphabetical order for easy review.

If you require a burgee to present, you can obtain one by contacting the Commodore or Shipstore. Please allow yourself plenty of time to schedule the pickup of your burgee.

When you visit a club, bring one of our burgees with you. Tell the person who greets you that you are interested in exchanging burgees with their club. They may perform the exchange at that time or they may put you in touch with one of their officers. If you are visiting the club during an event, they may even make the exchange as part of the presentations at the event. If you are calling ahead to advise them you are going to visit their club, it would be appropriate to mention at that time that you are interested in exchanging burgees.

<http://www.seagateyachtclub.com/HTML%20Files/BurgeeExchange.html>

If we aim to follow their practice, we should develop a register on our website of all burgees we already have here, a pic of their burgee and a link to their club website. We should also suggest to any of our members planning to visit a (yet unvisited) yacht club overseas and exchange a DYC burgee for theirs and then we can present this at the club. I gather that Charlie Webley is the go-to person to put these on display.



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NOTABLE CLUB MEMBERS

DAVID BARKER

Esteemed artist and DYC club member David Barker is helping with a fund raiser for Waiheke Working Sail.
(See the details that follow.)



From the oil painting by David Barker 2018

Your invitation to subscribe to a strictly limited edition of 100 numbered, signed prints suitable for framing.

\$225.00 each

When all subscriptions are sold a draw of one number will win the original framed oil painting. This fund is to be spent exclusively on the restoration of 'KATE' for youth sail training on Waiheke Island.

To be drawn under auspices of Gaming Act NZ by Jan 1st 2020.

Managed by Bernard Rhodes
Email: info@waihekeworkingsail.org

For more information visit
www.waihekeworkingsail.org



 Waiheke Working Sail Charitable Trust

Waiheke Working Sail Charitable Trust
104 Wharf Road, Ostend, Waiheke Island 1081 Tel (09) 372 5621

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(Please put your name as reference.)

☐ Post cheque to Waiheke Working Sail Charitable Trust

*Please return this section to 104 Wharf Road, Waiheke Island
1081 to enter the draw. Thank you.*



And here's Lynton Bates at his 75th birthday party!

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UPCOMING EVENTS



Wakatere Boat Club is looking for volunteers for the OK Dinghy Worlds <http://2019.okworlds.org/>. We need volunteers for both on-water and on-shore support. The dates are:

- 2 Feb (Sat) – NZ National Champs Day 1
- 3 Feb (Sun) – NZ Nationals Champs Day 2
- 7 Feb (Thu) – Measurement & Registration Day 1
- 8 Feb (Fri) – Measurement & Registration Day 2
- 9 Feb (Sat) – Competitor's Meeting, Practice Race & Opening Ceremony
- 10 Feb (Sun) – 2 Races
- 11 Feb (Mon) – 2 Races
- 12 Feb (Tue) – 2 Races
- 13 Feb (Wed) – Reserve Day
- 14 Feb (Thu) – 2 Races
- 15 Feb (Fri) – 2 Races, Closing Ceremony & Prize Giving

If any Devonport Yacht Club members are available to help out during this time please email your details (name, email address, phone, dates available and role to: brett.daniel1@gmail.com?

CHRISTMAS SHOPPING – DYC APPAREL

Please place your DYC apparel orders by Friday 7 December
Email your order form to Sally Teesdale: sazoriginals@hotmail.com

Any questions please call 021621190 <http://www.dyc.org.nz/members/club-apparel>

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Unisex
\$75.00



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Unisex
\$65.00



Legacy Sleeveless Vest
Mens and Ladies styles
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Optional extra: Personalise with your boat name if desired (\$10 extra per garment)

Apparel and Merchandise Catalogue with Order Forms

indicating sizes and prices available on the website or at the Bar

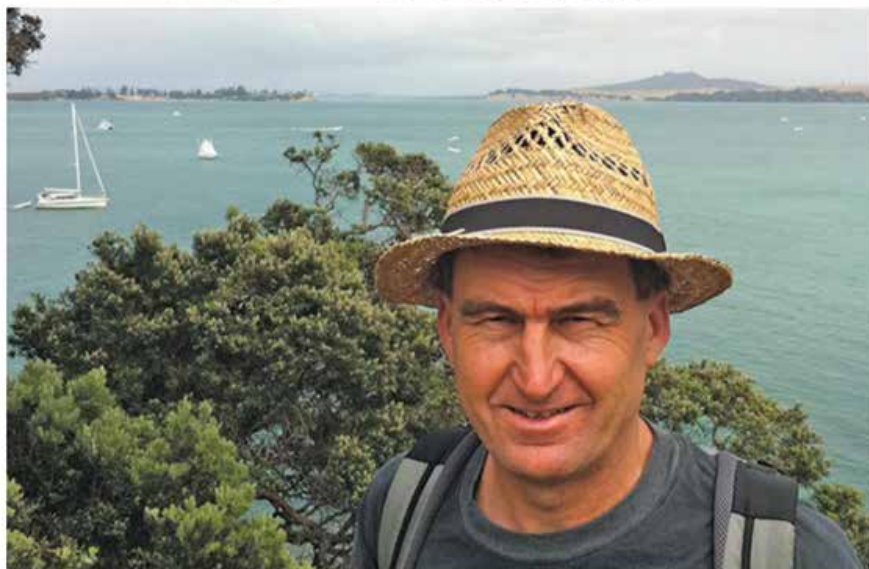
Enquiries please contact Sally Teesdale

Email: apparel@dyc.org.nz. Phone: 445 3260 or 021 621190

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DYC – Seataalks



A helping hand for the Hauraki Gulf – Andrew Jeffs

The environment of the Hauraki Gulf is seriously on the slide. As someone who loves the Gulf it is easy to feel somewhat helpless at times seeing the obvious decline each year from the deck of your boat. In this presentation, Dr Andrew Jeffs, a marine scientist from the University of Auckland, will suggest practical things you can do to help the environment in the Hauraki Gulf.

SEATALKS Devonport Yacht Club

7.30pm Thursday 21st February 2019

All welcome. The Club bar will be open

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FROM THE CLUB HISTORIAN

COLIN TUBBS

With Armistice Anniversary having recently been commemorated I am making one last appeal for information regarding news of members of the Club who served in the forces, merchant marine or military hospital services during World War 1.

The compass displayed in the trophy cabinet was used in 'Rainbow' and 'Ilex' by J.C. Macky first Commodore of the Club 1908-15. J.C. Macky lost his life when the R.M.S. Lucitania was sunk in the Irish Sea in the early period of the first World War.

In an obituary notice in March 1969 club magazine it referred to Mr. A.S. Miller, owner of black hulled cutter 'Moana', as an enthusiastic and successful entrant in R.N.Z.Y.S. races and was a regular starter in our own Regatta registering a win in the coveted Duder Cup in the 1959/60 season. During World War 2 he served with the R.N.V.R. in Fleet destroyers in Britain rising to the rank of Lt. Commander and was decorated in 1944 for his spirited defence of an east coast convoy. Whilst commanding 'H.M.S. Puffin' shortly after this incident he rammed and sank a German submarine.

The Club's Patron in the early days of its reformation was His Excellency, Admiral of the Fleet, Viscount Jellicoe of Scapa, Governor General.

Our current library was inaugurated in 1985 when Vivienne Blows donated a set of shelves to house books donated by Gary and Tui Bendall, Murray Garrard, Robin Prickett, Fred Lytollis and yours truly Colin Tubbs.

Books may be borrowed on the principle of honesty with the pre-requisite of returning them promptly for the enjoyment of other members who seek to read same.

The large trophy showcase in the Clubrooms was presented to the Club by John Senior (Snr.) in 1961.

The Club flagstaff was erected to the memory of Willoughby Henry (Bill) Oliver, foundation member and loyal supporter of the Club who died in 1947.

The huge wheel located in the Clubrooms belonged to the ferry boat 'Takapuna'. Her last regular trip was to Bayswater on Saturday evening 30 May 1959. She was then kept in use as a standby vessel til she was retired in 1967. One Sunday in November 1980 while being used as a floating home for night-watchmen she suddenly sank at her moorings. She remained in a muddy embrace until she was raised and towed by Neil Hudson, club member and skipper of harbour tug 'Tika' to the Westhaven reclamation where she was unceremoniously chain-sawed apart and buried.

Our bell was presented to the Club by Capt. Andy Keyworth who had previously appropriated it when the British relinquished their former navy shore establishment in Trincomalee, Ceylon, when the country gained independence from Britain.

Two Norfolk pines were planted in Station Bay, Motutapu, flanking an existing tree dedicated to former Club stalwart Charlie Kemp.

These two trees bear plaques to the then late Logan Nicks and Roy Poole. In addition fifteen karaka and puriri trees were planted while a further twenty five were planted in Mullet Cove. Bob Cleave conveyed the planting party in his launch while Rud Nicks supplied the trees.

Recycling is nothing new. Browsing through Club news of an earlier era I came across the following account. Former member Wishwynne Cogswell admitted to always finishing last when he contended small boat racing on the harbour. Apparently, there was a logical explanation that had nothing to do with his lack of prowess. He would gather inboard all empties he'd find in his path floating on the surface of the water, discarded by the race fleet ahead of him. Subsequently, he would sell them at Andy Begg's proprietor of the Masonic Hotel in those days! The profit would no doubt subsidise his race fees. Incidentally, Wishwynne donated the piano located in the Clubrooms.

The stone korotangi {weeping dove} brought to these shores by Maoris in the Tainui canoe around 1350 A.D. was originally of Indonesian origin and is currently held in the Maori Centre, Ngaruawahia. A bronze replica is mounted on the Tainui Memorial along the waterfront where the canoe touched land.

If anyone knows the origin of the navigation lamps mounted in the Club rooms please notify Colin Tubbs on 4451647 or email ct.dynamo@gmail.com .

CAN ANYONE HELP?

We're looking for your help!

1. You may have noticed that the Devonport yacht Club website needs some rejuvenation. Send us your suggestions of websites you consider a good model for us to follow, and if you know of local web developers we could get into discussions with, even better!
2. We would like to manage our archive of digital photographs and records more effectively, and we are keen to hear from someone who could help.

Contact Geoff Evans on 021 777251 or email communications@dyc.org.nz



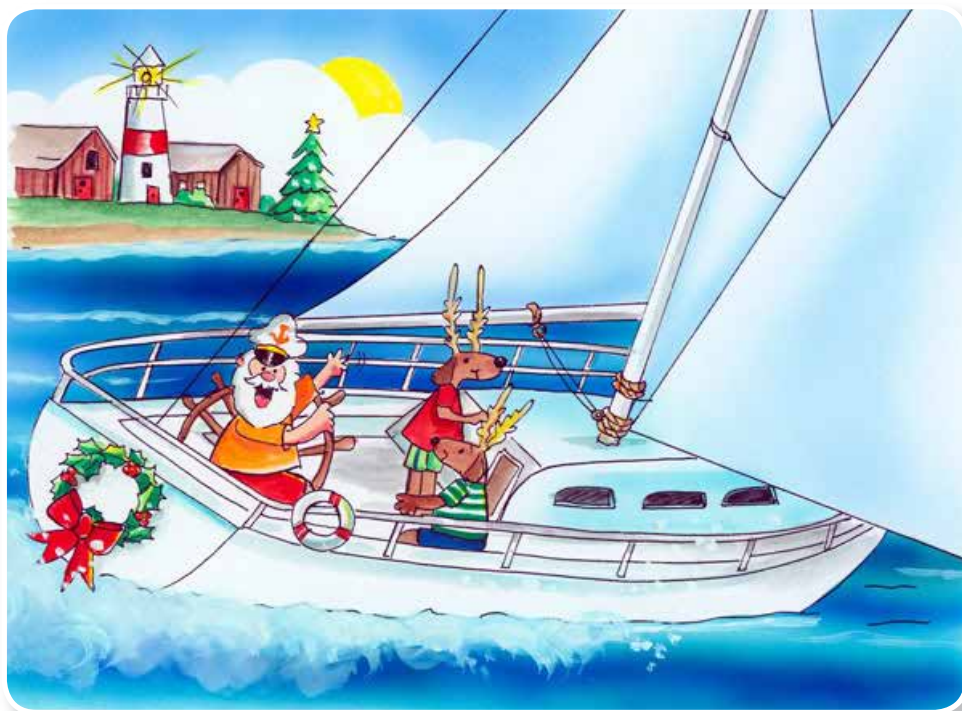
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FROM THE EDITOR

Firstly, many thanks to Kathleen Riley who has edited the newsletter for the last few years. She has now retired, and I've landed the role. This is the last newsletter for the year, and we next 'go to print' in February. I'll be collecting material over the summer, so please email your contributions before 27th January 2019 to newsletter@dyc.org.nz

Merry Christmas and a Happy New Year! And if you plan to be out on the water, safe sailing, and have fun!

Geoff Evans
newsletter@dyc.org.nz



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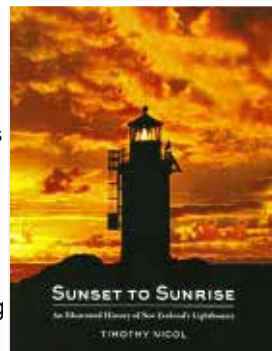
Book Review

SUNSET TO SUNRISE.

**An Illustrated History of New Zealand's Lighthouses
By Timothy Nicol. Softback, 0.79kg, 190mm x 250mm,
309 pages, Colour, Black and White Images, drawings,
plans and charts. Published 2018**

This fascinating history of all of New Zealand's lighthouses, as well as stories of hardship and perseverance endured by stout-hearted keepers and their families, will captivate the reader and give insight of a bygone age when men and women strove against the elements to preserve the safety of mariners as well as maintaining these magnificent structures.

Together with historical details, this beautifully presented book commemorates the tales of hardship and endurance scarcely believable in today's world. Original photography and current maps are included to assist every enthusiast to relive the amazing tales and stories in the book.

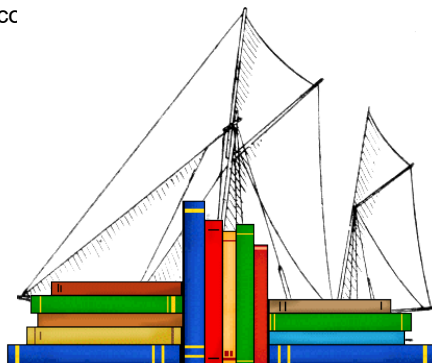


NZ\$40.00

Cheers,

Marianne

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