

AUGUST 2021

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Location:
174° 48'.18 E
36° 49'.87 S

FROM THE QUARTERDECK



**A Report from
the Rear
Commodore**

Tony Bullard

Hibernating on land during winter is a great time to reflect on the previous sailing season – and, unfortunately for me and my boat U Choose, the lack of trophies. So, what are the lessons I've learnt this sailing season, in particular from the last race of the season?

The last race was the single handed race. The wind forecast was for strong winds and the day started off well with moderate winds. There was a really good turnout of boats despite the forecast.

As we rounded Rangitoto, Motutapu, and Motuihe islands, the wind steadily grew and was gusting up to 42 knots as we headed home to Devonport. Nothing like this sort of weather to show off your single handed sailing skills, or in my case, lack of them! Nonetheless, every cloud has a silver lining and life is full of good lessons.

Here's what I learnt...

Lesson one: She'll be right may not always be alright

Our Kiwi 'she'll be right' attitude often works — but not always. Coming onto a port tack on the home run back to Devonport I got the jib sheet twisted around the winch and it jammed. 'Ah well,' I thought, 'she'll be right'. Continue to tighten the jib on the winch and I'll work out what to do when I change tack. Ten seconds later, staring back down at the winch and sheet mess while the boat is heeling at near 90 degrees, I realised this was a bad idea. The jib sheet is now bound up so tightly there is no way I can free it. With no other option I jump up, cut the jib sheet, untangle the mess, and retie the sheet to the clew. Amazingly I managed to stay on-board. Great — problem solved and lesson learnt — now back to the race.



Lesson two: The little things are important

I've spent a lot of time over the last few years fixing and repairing the bigger things on the boat, for example, replacing the rigging, reconditioning the mast, repairing and maintaining the hull and motor, installing a new toilet and plumbing, sewing a new spray dodger, and many other tasks. But did I check all the shackle pins? Unfortunately, no! The first one to go in these winds was the shackle pin that holds the block that furls the jib. The jib suddenly unwrapping isn't something you want to deal with in these winds but this was the smaller of my problems. The next shackle pin to go was more serious. This was the one connecting my mainsheet block to the traveller. Now I had no mainsheet, which left my un-reefed mainsail to its own devices. Lesson learnt, but dang, problem not solved. I limped on.

Lesson three. Despite all, keep the masses entertained.

Finally limping along to the finish line with the mainsail flapping like crazy against a strong head wind and outgoing tide, I tried to make the finish line. Unfortunately, the finish line did not want to make me. I took numerous attempts to cross it, making many tacks but little forward progress — no doubt causing the finish team on shore to roar with laughter at my feeble efforts! I'm sure they had given up thinking I'd make it when after my 10,000th attempt I finally crossed it. 'Whew', I thought 'now let's get home quick smart - I've done enough learnings for the day!' Thankfully the rest of the day went surprisingly smoothly.

Well that's enough about me and my lessons, back to the club...

Club activities are ticking along nicely over winter:

We had a wonderful Spanish food and dance evening a couple of weeks back organised by Emma and her social committee team.

We have our famous Quiz Night coming up with quiz master Murray entertaining us. So start getting your teams together.

Our monthly Sea Talks are entertaining and informative and well worth attending. John Duder is presenting this month on the evolution of sail in coastal trading in Europe and NZ.

Winter haulage is full steam ahead with the yard currently full of boats. We have brand new haulage trolleys to bring up our boats thanks to our haulage master Nigel Wilson.

Our caterers are serving great meals on Friday nights, so if you haven't been down for a while, what are you waiting for?

And lastly, don't forget our AGM is coming up on Tuesday 17 August so see you all then.

Tony Bullard

Rear Commodore



SOCIAL ROUND-UP

Olé! Olé! O-Laying-up Supper!



Our Laying-up Supper took place on Saturday 3rd July and, whilst later than usual this year, it was brilliantly attended with over 90 people turning out for our 'Viva La Fiesta' evening.

Paella Pan provided a delicious selection of genuine paellas and the Latin American DJ and dancers were a great success, getting the vast majority of the members on the dance floor.

Want to Salsa some more?

On the back of the successful Viva La Fiesta event the Social Committee have been able to arrange Salsa Lessons at the club,

From Wednesday 4th August for 4 weeks.

For more information please contact Emma on emmaaw@me.com or 021 172 8454.

DYC Quiz Night

Our next event is our popular Quiz Night:

Saturday 28 August, 1700 for 1730 start!

Tickets on sale next week from the bar or emmaaw@me.com at only \$10 each.


Bring a team and a platter to sustain whilst our excellent Quiz Master, Murray Forbes, challenges those grey cells.

DEVONPORT YACHT CLUB

SALSA CLASSES
by Lofty

WEDNESDAY EVENINGS

630PM – 730PM



Starter Concession - \$60 for 4 classes
From 4 – 25 August 2021 inclusive

To book contact Emma : emmaaw@me.com or 021 172 8454



GET A TEAM TOGETHER FOR THE

**DYC QUIZ NIGHT
2021. SATURDAY
28TH AUGUST.**

1900 HRS FOR 1930 START
WITH QUIZMASTER MURRAY FORBES
+ RAFFLES & SPOT PRIZES + PRIZE FOR
BEST DRESSED TABLE

TICKETS \$10 FROM DYC BAR OR EMAIL
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DYC – Seataalks



JOHN DUDER - WORKHORSES OF THE SEA - the evolution of sail used in two coastal trading vessels

DYC's John Duder will illustrate the development of two types of coastal trading sail vessels in European and New Zealand waters. This includes sketches, photos (and a short movie) of Thames barges, and an introduction to the scows which provided much of the early transport for many communities in the North.

SEATALKS Devonport Yacht Club

7.30pm Thursday 26th August 2021

All welcome. The club bar will be open



Check out this Hauraki Gulf doco

Marine scientist Andrew Jeffs, guest speaker at DYC recently, gave an extremely informed DYC Seataalks on the health of the Hauraki Gulf. In short, it's not great, verging on terrible. And yet 33% of the world's marine species either live or migrate through here, as opposed to only 6% in Sydney harbour. We could/should be doing more to protect it.

But that evening he mentioned an upcoming documentary by film maker Simon Mark-Brown ('A Seat at the Table', 'The Man on the Island') called SeaSick. Simon is a great storyteller and hopefully a doco like this will make a difference, drawing attention to the state of our precious harbours and gulf.

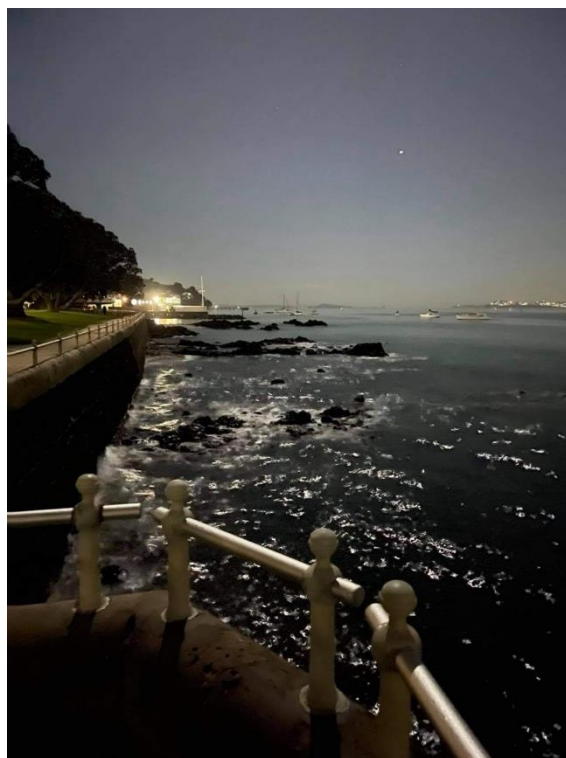
Like all his films, no doubt a screening at The Vic will be planned so more on this later. Meanwhile give him a 'Like' on the film's Facebook page:

<https://www.facebook.com/SeasickFilm/>

And you'll find a trailer to the Seasick TV programme and two other relevant videos at this link <https://republic.co.nz/seasick/>

NB the PDF of Andrew Jeffs talk is on the DYC website...good reading!

(Words and pic from Richard Loseby)



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IMPORTANT NOTICE FOR BAYSWATER MARINA BERTH OWNERS

Many of our club members attended the AGM of the Bayswater Berth Holders Association on the 6th of July. The Association's committee reported on the proposed Marina development and how it will affect the berth owners.

It was brought to our attention that there will be a number of changes that will impact significantly on berth users possibly for the duration of the lease.

A brief outline is as follows:

- Present carparks that we use adjacent to our pontoons will be raised at least 2 meters
- Present gangways will be changed to gangways which follow the rock wall with reduced entry points to pontoons
- Some carparks will be located in the centre of the development
- Carparks will be changed from berth-owner lease to Body Corp. ownership
- There will be no visitor carparks.

There will be at least 100 terrace houses, 4 levels high, the rear inner concrete walls will be like the standard 2 level warehouse walls you see around Albany but twice the height. Yes — like a huge Warehouse.

All toilet amenities will move down to the ferry terminal end. The water edge strip of a 15 meter marine reserve would appear to be overlooked.

The traffic flow on site will be problematic with this high density coverage, some areas are one way.

The boat ramp will remain the same, with trailer parallel parking on the main entry road, as well as ferry pedestrians using the same road and berth holders.

Construction of the terrace houses will be done on an individual basis by each owner — which will lead to separate builders and undoubtedly major site disruptions.

The AT transport hub has been completely overlooked, and is certainly not meeting Auckland's future requirements let alone the number of planned apartment buildings in the Bayswater peninsula.

The current status of membership to the B.M.B.H.A. is around 25% which is not helpful when the committee talks to the Marina owner or to Council. The committee recommends that each berth owner submits an objection to the various aspects of the development in their own words when the Resource Consent is sought. Once the Resource Consent application is lodged and we only have 3 weeks to respond further, the committee will give guidance on submissions. If you don't submit an objection at this point in time, you will be unable to further object in the future.

It is important that as many berth owners as possible join up now to be kept updated on what is happening and to throw some weight behind the association as a united group.

To join please email : bayswaterbha@gmail.com

Mike Hall – B30



Gratitude to our Sponsors: MoleMap NZ

MoleMap's 'spot' prize *(as reported by Paula Shelton)*

Ever posed naked for the cameras? Me neither, so it was with some trepidation I presented myself to the melanographer at MoleMap NZ in Akoranga Drive. But I recommend this potentially life-saving photo session, especially to anyone who loves being out on a boat.

As the mole-iest man in Scotland, it was apt for my husband, Martin, to win the MoleMap spot prize at prize-giving last month. But, because an army of dermatologists already monitor his melanoma moonscape, he passed the prize to me — a Full Body MoleMap.

For the uninitiated, here's the drill:

A professional melanographer (a trained skin cancer nurse) meets you at reception. You follow her to a windowless consulting room, strip to your underwear behind a screen and gown up. OK so far. The melanographer arms herself with an SLR camera — I wasn't expecting that — and takes snaps of your face. You relax, this isn't too embarrassing. She asks you to remove the gown. Deep breath 'full body' photography begins. Posing this way and that according to a strict schedule, she snaps every part of you, from the top of your head to the soles of your feet. 15 minutes later, the show is over. Images of any moles of concern are sent to one of MoleMap's Dermatologists for further examination and diagnosis.

I'm not particularly moley, so I wondered if full body mole mapping was necessary for me. But to my surprise, the shoot revealed four 'moles of interest', including two that needed immediate attention.

We're sailors. We like to be on the water in all weather. The sun's ultra-violet radiation hits us in three ways even on the dullest days — direct from above, reflected from boat surfaces, and reflected from the water. No sun hat can protect from that. No regular shirt deflects the rays sufficiently. And every moment of UV exposure increases the risk of skin cancer developing. Luckily, early detection and keeping a record of your skin's unique surface is your best way to beat skin cancer. And a Full Body MoleMap gives you a thorough record, expert analysis, and free 'spot checks' throughout the year if any mole or skin lesion worries you.

As for me, some liquid nitrogen administered by my GP and I'm all sorted for the next wee while. I have peace of mind about a couple of moles that were concerning me. And I've learned that I really ought to use sunblock every day, even the overcast ones.

So, with everything to gain and nothing to lose, I suggest you get stripping!

Footnote

MoleMap NZ donated a Full Body MoleMap valued at \$399 to DYC in 2020/21. We're immensely grateful to them for this donation, which is especially valuable to sailors and their families who spend so much time exposed to UV out on the water.

Contact details for MoleMap North Shore: Inside NorthMed, 10/3 Akoranga Drive, Northcote. Website: molemap.co.nz. Phone 0800 665 352.



Frank Warnock story — Winter Do Up

The yard is full of boats and winter maintenance is in full swing. In the good old days (1960s) I used to go around the haul out area and ask the boat owners what work they were doing and write an article for the newsletter, but that does not seem to happen these days.

My yacht "Offshore" is now 47 years old. John Lidgard designed her for me, Alan

(Snow) Waters built her, and she was launched down the Eastern slip at the DYC mid-January 1974. She is 11.6m LOA all Teak and Kauri and I have never wanted a bigger, smaller, fatter or any other type of boat. I have been a club member now for 62 years and raced Offshore and my previous yacht, La Mouette, with the club for 30 seasons. These days she lives on Marina D 32 at Hobsonville Marina and Janet and I use her for cruising. She is very easy to sail, I tread on a button on the cockpit floor and the mainsail goes up and down (and reefs) leisure furl, We pull a rope and the headsail rolls up, (furlex) and I



flick a switch and the anchor throws itself over the side and with a flick the other way it pulls itself up so we have no reason to leave the cockpit.

Janet and I decided that it was about time that Offshore had a birthday as it is 15 years since the topsides were painted and they were going yellow so we arranged with the local boat painter Clay Murray at the marina to have her lifted out, water blasted and put in a cradle. Clay and his team will remove the half round brass protection on each topside and get it re-chromed, sand the

topsides, boot topping and ships bottom, fill, undercoat the topsides and spray three coats of super duper white paint, replace the boot topping and decals then spray twelve litres of antifouling on the bottom, WOW!!

The local engineer Todd Pearce will check all the skin fittings and replace any that are faulty, do likewise with all the gate valves remove and service the propellor and replace the zinc.

When she goes back in the water she should look a million dollars' worth. And all it costs is money.

I am 87 and Janet is 76 so we are past doing that type of work but we still enjoy sailing and I am lucky that Janet is as good a sailor as I am, (well nearly as good!!) so we aim to keep sailing as long as we can. And the cost? Well we have budgeted \$20,000.00

Frank Warnock
Life member.



CLUB NOTICES:

Proposed Changes to Club Rules

To be considered at the 98th Annual General Meeting on Tuesday 17th August 2021

1. **Health and Safety:** Proposal to establish a new Executive Officer position of Health and Safety Officer and a Health and Safety sub-committee and amend all relevant Rules as necessary:

Explanation: The Club lacks any formal rules to oversee and ensure compliance with current health and safety related laws and regulations. These changes are deemed necessary.

2. **Associate Membership:** Proposal to remove any limitation on Associate Membership numbers and amend all relevant Rules as necessary.

Explanation: Rule 2.5 limits Associate Memberships to 45% of all memberships. Current applications continue to nudge this limit and from time to time an Associate application is deferred until overall numbers permit. There is no clear rationale for nor benefit from this rule.

An informal survey of major Auckland yacht clubs reveals that all have equivalent Associate membership types. All have restrictions on voting rights and committee membership similar to the Devonport Yacht Club but none have a restriction on associate member numbers. Devonport Yacht Club rules prevent associate members from voting at the AGM or Special Meetings and from holding a flag or executive officer position.

Proposed Amendments: (Additions in ***bold, underlined and italics***) deletions in **~~bold-strikethrough~~**.

1: Changes related to health and safety:

s.5 Officials

Rule 5(b)(ii) Amend to read:

- (ii) ***eight nine*** Executive Officers: the Treasurer, Sailing Master, Haulage Master, Clubhouse Captain, Site Master, Bar Officer, Publicity Officer, ***Health and Safety Officer*** and Social Officer; and

s.7 Committees

Rule 7.1 Amend to read:

7.1 Managing Committee: There will be one Managing Committee which will be comprised of the three Flag Officers, ***eight nine*** Executive Officers, and two – four other additional officers as described in Rule 5.1 above and will be chaired by the Commodore.

Rule 7.2 (a) Add new sub paragraph (viii):

(viii) Health and Safety Committee: chaired by the Health and Safety Officer.

Rule 7.2 (c) Amend to read:

(c) The members of each sub-committee (excluding the ***Health and Safety and*** disciplinary sub-committee) shall be chosen by the relevant chair

s.9 Sub-Committee Duties

Rule 9.3 Add new sub paragraph (h):

(h) Health and Safety Committee: The sub-committee chaired by the Health and Safety Officer is responsible for the Health and Safety Plan, the hazards risk register and overseeing the club's operations in accordance with best practice and all applicable Health and Safety related laws and regulations. The following Executive Officers will be members of this committee: Health and Safety Officer (Chair), Bar Officer, Sailing Master, Site Master, Haulage Master and Clubhouse Captain.

2: Changes related to Associate Membership numbers:

s.2 Membership

Rule 2.5 Delete in its entirety.

2.5 — No more than 45% of all memberships of the Club may be Associate Memberships at any one time.

Rules 2.6 – 2.13 Renumber as Rules 2.5 – 2.12 accordingly.



DYC Sailing Needs You



The committee are seeking new members to fill a number of positions to assist with hosting races throughout the forthcoming season which will run from October 2021 to April 2022. If you would like to join this dynamic group of members please contact: the Sailing Master Mike Webster (Mike.Webster@xtra.co.nz) or Hugh Maguire (Maquirehugh@hotmail.com).

Extensive sailing experience is not required.

We are also seeking skippers and their associated boats to act as start and finish boats during the racing season. If this is something that interests you, please contact Mike or Hugh as above. Full guidance will be provided for newcomers.

Voice of the Participant — Tell us about your club experience

Greetings

You might have seen in last week's Briefings that we are conducting a survey this month in conjunction with Sport New Zealand and NielsenIQ, to hear from club members about their experiences of our sport. We are pleased to invite you to participate in the **2021 Voice of the Participant survey**.

This is the 3rd year Yachting New Zealand has participated in the survey. The results help your club, Yachting New Zealand and Sport New Zealand better understand who participates in our sport and the experiences they have on the water, in the club and with fellow members.

The feedback we receive will help your club and Yachting New Zealand understand more about the programmes and services that provide value to members. The more people who participate in the survey, the greater the benefit back to clubs.

It will only take about **15 minutes** of your time and your feedback will help shape yachting in New Zealand. We would greatly appreciate your insights and time and everyone who completes the survey will go into the draw to win one prize of **two corporate hospitality tickets to the New Zealand Sail Grand Prix in Christchurch**.*

Please follow this link to the survey: <https://pacific.surveys.nielseniq.com/survey/selfserve/53b/210705?list=212>

As we have suggested previously clubs who get more than 30 responses get a club-specific report from Sport NZ and NeilsonIQ and many clubs found this incredibly valuable this year.



Based on previous VOP experiences, feedback from our younger demographic has been missing, so a concerted approach to target feedback from this younger group would be highly valued and very much appreciated.

This is the third year to be running the survey, we are not planning to run the survey next year, so appreciate you working with your members to encourage them to complete the survey this year.

The **survey is open until the 15th August** and we will send out weekly reminders for the next 4 weeks to try to get as many responses as we can.

We appreciate your help with circulating the survey and I look forward to sharing the results with you later this year.

Kind regards
Raynor

Boating Education

Important report from Maritime NZ

Maritime NZ Report: Storm covers may have prevented the loss of sailing vessel, *Essence*

22 July 2021

The tragic sinking of the New Zealand yacht *Essence*, returning from Fiji, has safety lessons for all international sailing vessels.

Essence foundered in heavy seas on 14 October 2019 off Northland's east coast on a voyage from Fiji to New Zealand. The crew abandoned the vessel and were rescued from the sea by helicopter. The skipper did not survive.

Maritime New Zealand has released a [detailed report](#) that reveals if storm covers had been fitted to protect the cabin windows, it's possible the loss of *Essence* may have been avoided.

Safety regulations have now been updated to prevent similar incidents from occurring.

Neil Rowarth, Maritime NZ's Northern Compliance Manager, said regulations at the time did not require vessels sailing from New Zealand on international voyages to have storm



covers fitted in heavy seas but the regulations did require storm covers to be available if required.

“Following the recommendations of the report, Maritime NZ has worked in collaboration with Yachting NZ to amend the safety regulations to require storm covers to be positioned on windows over a certain size on sailing vessels.”

The four experienced crew on *Essence* had prepared for the forecast heavy weather. All hatches were checked and loose gear was secured. Storm sails were prepared and a storm drogue had been deployed to help make the vessel easier to control in heavy weather. Storm covers, however, were not fitted to cabin windows.

As conditions worsened, crew described a series of semi-knockdowns during which waves broke onto the cockpit. During the final severe knockdown crew saw the starboard windows explode, followed by an inundation of water below deck.

Considerable damage was observed and it was determined the vessel was sinking. A distress message was sent, a Personal Locator Beacon (PLB) activated and the decision taken to abandon ship. The liferaft had been washed off deck so the crew had to abandon into the water.

Essence sank and after approximately two hours, the crew were sighted by search and rescue teams. Although he did not survive, the skipper was found to be instrumental in contributing to the survival of his crew throughout the ordeal.

Whilst the failure to have storm covers fitted in heavy seas to protect cabin windows contributed to the loss of the *Essence*, Maritime NZ says it is important to remember the high standards observed by the owners.

“High standards were maintained, both in terms of maintenance and equipment on board, which in some cases, surpassed Category 1 requirements.

“The tragic story of the *Essence* should prompt others venturing offshore to take notice, read the report and make changes to their vessels and procedures,” said Mr Rowarth.

ENDS

Own Boat Tuition

Chad Thompson is running an Own Boat Tuition programme. For details please refer to the website <https://dyc.org.nz/other-events>



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11 Sept 2021	Marine Rescue Centre
16 Oct 2021	Marine Rescue Centre
6 Nov 2021	CBE Westhaven Marina

Coastal Medic

Date	Location
9 Oct 2021	Marine Rescue Centre
12 Feb 2022	CBE Westhaven Marina
19 Mar 2022	CBE Westhaven Marina

Offshore Medic

Date	Location
6 Nov 2021	Marine Rescue Centre
26 Feb 2022	CBE Westhaven Marina
26 March 2022	CBE Westhaven Marina

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CLASSIFIED ADVERTS

Dorade Vents



DYC member Sebastien Michel has a few of these fab dorades for sale –

- The larger ones are \$360 each (including plate). Dimensions: 235mm high (from plate), 175x128mm cowl opening, the plate is 153mm diameter.
- The small ones are \$280 each (including plate). Dimensions: 225mm high (from plate), 150x100mm cowl opening, the plate is 125mm diameter.

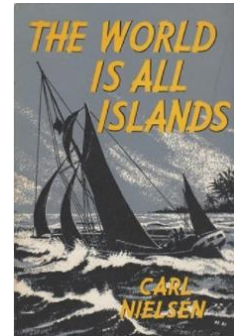
For more details contact Sebastien on +64 21 365458

DEVONPORT YACHT CLUB LIBRARY

The books reviews below have been supplied by our club librarian, Colin Tubbs.

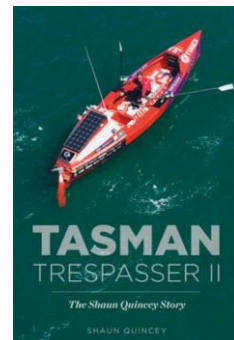
THE WORLD IS ALL ISLANDS CARL NIELSEN

Three adventurist Danes set off from their homeland on a three masted schooner to circumnavigate the world. Wherever they voyaged they seemed to attract most exciting episodes.



TASMAN TRESPASSER COLIN QUINCEY

With typical thoroughness the author recorded in his log every event of the sometimes spectacular, often traumatic journey westwards across the Tasman Sea. It includes rare and honest insights into the mind of a man who counters with drive and humour the stresses of days without sleep and the punishing continual discomfort of his small craft.



SURVIVE THE SAVAGE SEA DOUGAL ROBERTSON

Following an attack by killer whales on their 43-foot schooner which sank, the author and crew of five, his wife, eighteen year old son, twelve year old twin boys and a female friend in a 9 foot inflatable rubber raft, attempted to reach the coast of Costa Rica one thousand km distant. With knowledge as their principal weapon, love as their bond, courage and self sacrifice became a way of life, these 6 humans, in the vast reaches of the Pacific Ocean, refused to admit defeat. With only emergency rations of food and water for just 3 days, no maps, compass or instruments and steering by sun and stars, they eventually attained rescue.



TO THE SOUTH POLE - THE STORY OF ANTARCTIC EXPLORATION B. WEBSTER SMITH

Opening with an account of the trials and struggles of the first voyagers to Antarctica the author proceeds to trace the activities of later explorers.

The latest efforts with aeroplane aided work is described in full and thrilling detail, a tale of danger, intrepidity and splendid unselfishness.

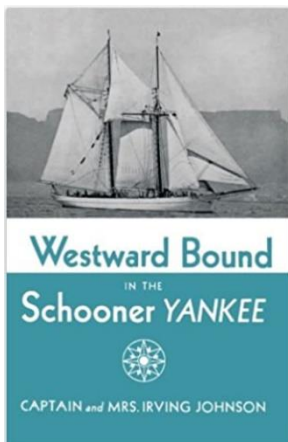


THE SAILOR' FOOT ETHELBERT M ROBINSON

The author, without any previous knowledge of boats or boating, purchased what she terms a 'sailing box' and proceeds to take her down the Seine, up the Garonne and through the canal Du Midi to Sete on the Mediterranean. Through every kind of trouble they stuck together until they reached their destination where they were struck by the Mistral. The boat took up the gauntlet and found again her lost youth.



Book review from Boat Books



WESTWARD BOUND IN THE SCHOONER YANKEE

By Irving and Electa Johnson. Softback, Black & White Illustrations. Reprint. First Published 1936

Originally designed and built by the Dutch Government as a deep-sea pilot schooner, the Yankee had seen thirty years in the rough waters of the North Sea when Captain & Mrs Johnson purchased her in 1933.

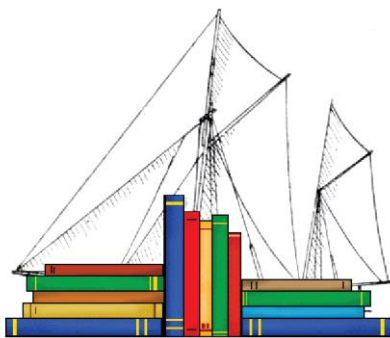
The year following they fitted her out for a voyage in the tradition of Cook and Hakluyt. Among her Ports of Call was Floreana in the Galapagos, then the home of the tragic Baroness and her

companions.

The 3000 miles of open sea brought the Yankee to tiny Pitcairn, and in succession, Tahiti, Cook Islands, Fiji and the Solomon islands, New Hebrides, North Borneo and the China Sea.

Following the Far East, Siam, Singapore, East Indies and South Africa, around the Cape of Good Hope and then to Gloucester, on this voyage, new islands were charted and the discovery of the world's highest waterfall, which was then named "Yankee Falls"

\$55.00



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