

DECEMBER 2021

King Edward Parade,
P.O. Box 32-036, Devonport,
Auckland 0744
Telephone: 445-0048
Website: www.dyc.org.nz
Email: webmaster@dyc.org.nz
Location:
174° 48'.18 E
36° 49'.87 S

FROM THE QUARTERDECK



**A Report from
the Rear
Commodore
Tony Bullard**

Greetings and an early Christmas cheer to everyone. This is our last newsletter for the year – a year of many covid trials and the start of a new covid managed era. It's been a tough year for many but things are opening up again and some semblance of normality is returning. The weather has been stunning and, if you haven't been for a swim yet, try it – you'll be surprised how warm and pleasant the sea is for swimming.

The big news this week is that the club rooms are reopening this Saturday. It's been over 100 days since we closed our doors. But we've been looking after it in your absence already for your return – even making sure the pot plants are watered. When you come down, don't forget your covid pass, wear your mask, enter by the back door and bring your own food and picnic to the best venue in the region with stunning views over the sea.

This weekend is also a big weekend for the sailors as we finally start our sailing programme. During Level 3 the club has not been allowed to run any race activities but under the Traffic Light system, we can. This Saturday's race is the annual Peter Blake Memorial Race to Waiheke. We'll be having a Christmas BBQ on the beach and another race back home again on Sunday.

The management team is always striving to improve our club offerings for our members. Earlier this year we surveyed members on their use of the club facilities and things we could improve. From this we found out from the 85 members who completed the survey:

- Over 80% regularly use the clubhouse facilities – in particular, the bar and Friday night meals as well as the Thursday night Sea Talks and private functions.



- Over 80% have visited the club for a Friday night meal over the last year.
- 95% are satisfied in full or part with their use of the club facilities.
- And interestingly, about 90% either currently own a boat or have done so in the past.

Notwithstanding these pleasing results, there were many helpful suggestions on what we could do to improve our club offerings and the management committee will be working on addressing these in the new year.

As an aside, to the 10% who have never owned a boat, it is never too late! We have the best boat playground in the world right in our own backyard. Get in touch with a fellow club member with a boat and have fun and experience it for yourself. As Ratty said to Mole “.... there is nothing – absolutely nothing – half so much worth doing as simply messing about in boats”.

Despite covid the club has had another highly successful haulage season with most boats now returned to their natural environment – the sea. This will of course free up car parking space in front of the club to make your journey to the club even more enjoyable! Our organised social activities have taken a back seat, understandably, but these will be restored once covid restrictions allow and can safely take place.

To all of you, I wish you a very merry Christmas and a happy new year. I look forward to seeing your faces down at the club house again and at the various functions and activities we run. Stay safe and ... don't forget to have funsafely of course.

Tony Bullard

Rear Commodore



Feature article

Thames Sailing Barges – by John Duder

In Sea Talks' first online event I admitted to my obsession with England's Thames sailing barges. My pictures illustrated their evolution from the 1700s to the mid-1800s and the present day's spritsail rig which has not changed over the last 150 years. I believe that the Thames barge is a classic example of 'perfection for purpose', with no built-in obsolescence.

My appreciation of the spritsail rig came from actively sailing on three barges. In 1960, I crewed and then lived on the yacht barge *Harold*, built in 1905. I was taken on initially to help lower and then raise the massive spars to negotiate the London bridges over the River Thames. I then helped the owner sail on to Ramsgate and across the Thames estuary to Burnham-on-Crouch and back to London.



Harold - Alongside at Dolphin Square

In 1964, Tessa and I crewed on *Saltcote Belle* in the Orwell Barge Match sailing from Pen Mill. Finally in 1996, with daughter Lisa, we did a pier head jump onto *Lady Daphne* at Brest as part of the great four yearly sail festival.





S.B. LADY DAPHNE - Brest 1996 – photo John Duder

As it happens Lady Daphne, built in 1923, provides a thread through my presentation. She was famous for sailing herself through the treacherous Isles of Scilly after her skipper was lost overboard and the two crew were taken off by the Lizard lifeboat: beaching herself safely was observed by a certain Lieutenant Bernard Fergusson, later in 1964 Governor General of New Zealand. Lady Daphne now berths in St Katherine's Dock next to Tower Bridge, as noted by Geoff Evans recently.

The barge's history goes back several hundred years, working essentially on and out of the Thames River and owing a lot to the Dutch, essentially the sprit rig (like an overgrown Optimist), with lee boards rather than a centre board.

The present rig and its ultimate development began in the mid-1800s when the hull shape was refined from the swim headed dumb river barge still to be seen on the Thames. Performance was further improved by the addition of a tall topmast and large tops'l over the original stumpy rig and by the introduction of barge racing in the 1870s.





100 years of Thames Barge Racing spurred the development of the spritsail rig



Racing bowsprit barges REMINDER & CAMBRIA (1905 – still going)





Veronica sailing hard in the Thames Match, 1962. Note foot of mainsail wet and lee rail awash. Thames Champion, 1906, 1933-37, 1956, 1958, 1961. Medway Champion, 1906, 1933-34, 1936-38, 1956-62.

Photo: A. Pyner

While the larger barges worked most of England's east coast and down channel, the prime barge activities were servicing London city and its docks, and the shallow rivers of Suffolk, Essex, and Kent. In particular, the 'stackie' barges brought hay to London's horses and returned with the end product as fertilizer.





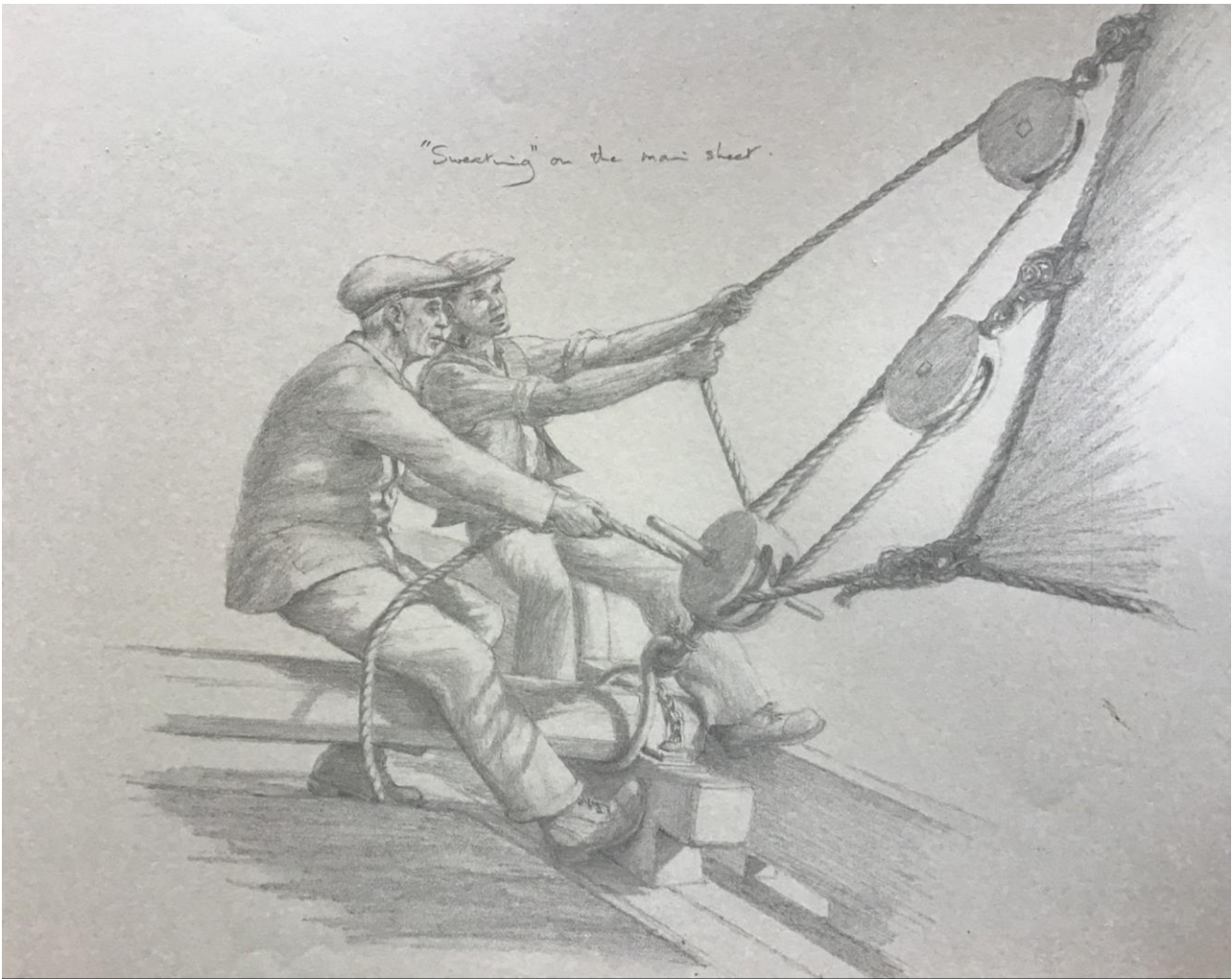
HAY BARGES LOADING FOR LONDON'S HORSES – AND THE RETURN! - John Chancellor

Perhaps the most unique feature of the Thames barge is the lack of an adjustable foresail sheet. There is a fixed chain bridle which self-tacks the foresail across a massive oak beam running from side to side. All the crew has to do on tacking, is to back the sail with a line through the clew cringle before letting go when she settles on the new tack. Possibly due to its deep clew, while the sail is basically trimmed for on the wind, the foresail also works well enough as the wind frees.

The control of the sprit is by vang's to either side which enables both the mainsail and the topsail to be finely trimmed. The mainsail is rigged permanently aloft and furled by a series of brails, the central wire brail being handled on a brail winch and supplemented by rope uppers and lowers. The topsail likewise stays aloft, permanently bent by hoops onto the topmast, sheeted to the end of the sprit, and all quickly lowered and furled by a clew line running up to the headstick.

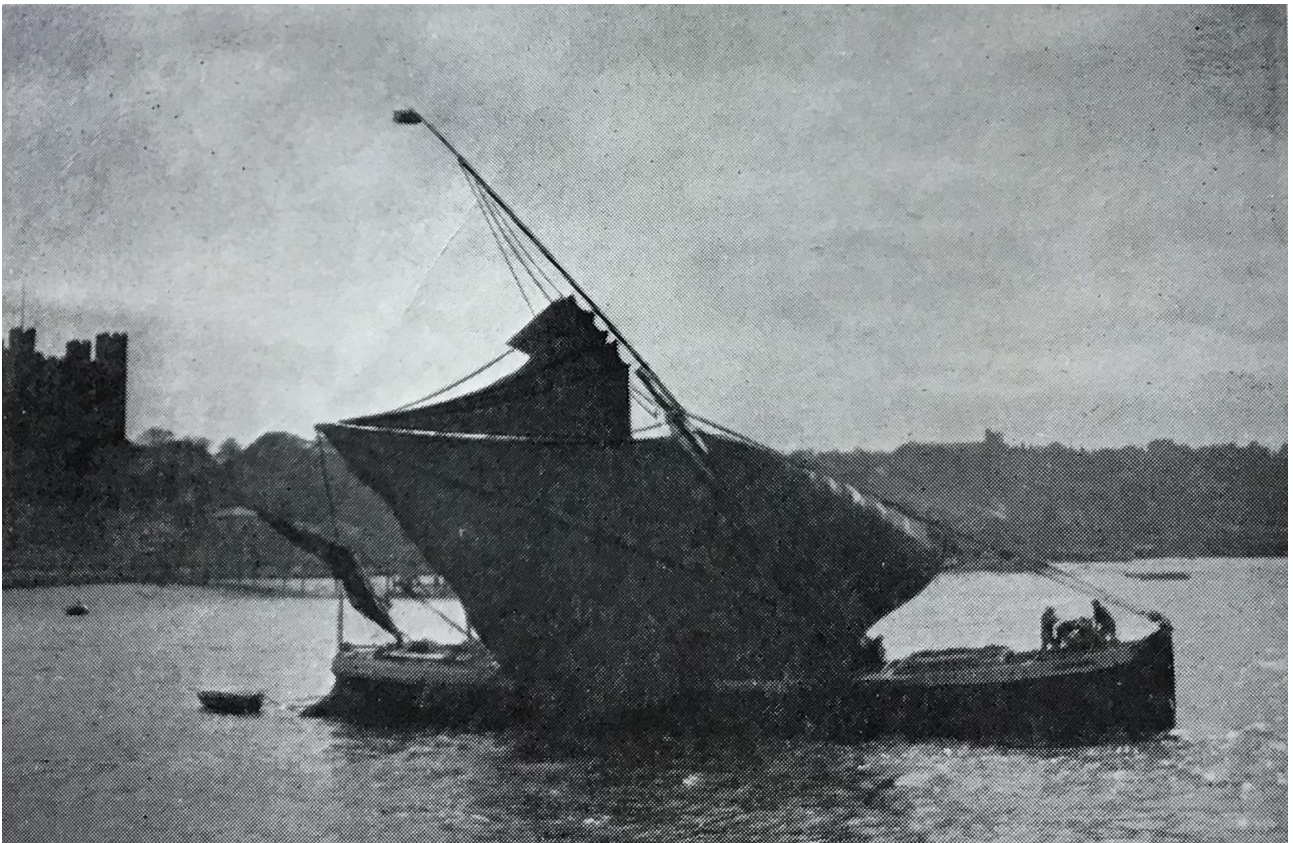
The main sheet is unique as can be seen from the photograph, cleating to the self-tacking double block on its full width horse.





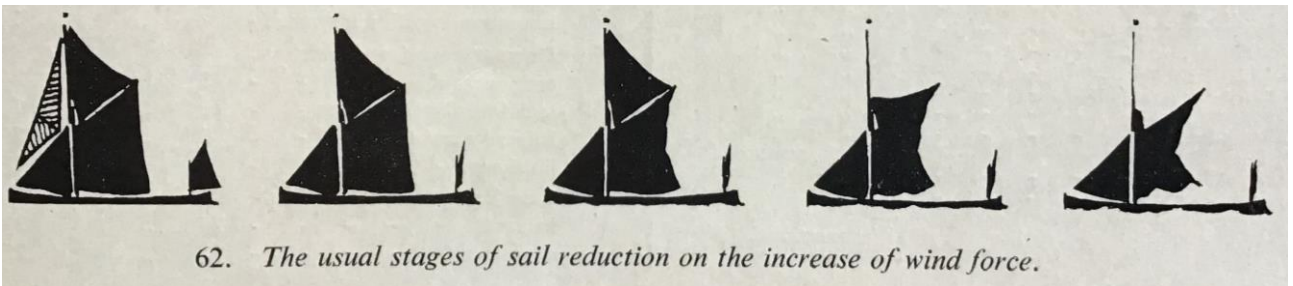
"SWEATING" ON THE MAIN SHEET – John Chancellor

The lee boards are handled by a dedicated winch either side and the little mizzen sheets to the end of the rudder, thus assisting with tacking. A white staysail can be set either from the topmast forestay or as a jib off a bowsprit. With the topmast down, the whole rig can be lowered and then raised with a six-part purchase to the anchor windlass.



Heaving up after shooting the Rochester bridge (with the tide) on the Medway (Kent)

All these features enabled barges of up to at least 200-ton cargo capacity to be sailed by two people and if they were lucky by a third hand usually a boy. I show how sail was reduced in up to a full gale.



The sailing barges held their own against road and rail well into the twentieth century and through World War II, albeit some with auxiliary engines and in diminishing numbers. Several were sunk by mines, and some were left on Dunkirk's beaches. There are now no working barges but in excess of twenty alive and well as charter vessels or yachts and still occasionally racing.

One of the top British marine artists is John Chancellor. I have copied several pictures from his book of master pieces with permission from his son, who was Geoff Evans's best man!





OCEAN GOING - John Chancellor



ACROSS THE THAMES ESTUARY IN A FRESH WESTERLY - John Chancellor



I hope to show one day two short video clips, firstly of the 1962 Thames Barge Match showing the four bowsprit barges and their masthead spinnakers, which was more historic than we realised because they were broken up the following year. The other one is on *Saltcote Belle* for the Orwell Match in 1964.

References and Acknowledgments:

Frank G Carr 'Sailing Barges' 1951

Harvey Benham 'Down Tops' 1951

Fred Cooper and John Chancellor 'A Handbook of Sailing Barges' 1953

Fred Cooper 'Racing Sailor Men' 1963

John Chancellor 'The Maritime Paintings of John Chancellor' 1984

Harvey Benham 'Last Stronghold of Sail' 1986



Club Notices

DYC clubhouse and bar re-opening 4 December

An important message from the Commodore, Hugh Pollock

New Zealand will move into a system of 'traffic light' restrictions to manage Covid-19 from December 3rd at the RED setting, which will mean that the clubhouse and bar can be open to fully-vaccinated patrons, but not to un-vaccinated patrons.

Accordingly, the Flags and General Committee are very pleased to announce that your clubhouse and bar will be re-opening on Saturday 4th December to fully-vaccinated members. Patrons must be seated and socially distanced as far as possible. Kirsty's team will take your orders from your table.

The bar is open, however the kitchen is not, so Friday meals will not be resuming until 2022. But you may bring your own platter!

To those who are not yet fully vaccinated, we regret the regulations do not allow us to allow you to enter in the RED or ORANGE setting. Please talk to us about our vaccination experiences, gather all your resolve, and get the jab as soon as you can — we're looking forward to seeing the full membership through the doors in due course!

The opening protocol from **Saturday Dec 4** will be:

- Wear a mask
- Use the back door only
- Bring your Vaccine Pass. We will be scanning it
- No pass = no entry
- Seated only — table service provided
- BYO food
- Be patient — we're all new to this!

And finally: **SUPPORT YOUR CLUB**. We need volunteers to man the door. We're hoping to put together a roster for the future. Full training will be given. Please contact Murray Forbes: forbesmeister@gmail.com

Your club needs you!

DYC Sailing needs you

The committee are seeking new members to help with hosting races this season. Please contact: the Sailing Master Mike Webster (Mike.Webster@xtra.co.nz) or Hugh Maguire (Maguirehugh@hotmail.com).

Volunteer on the DYC flag hoist team

We're looking for another volunteer to join our team. Please contact Geoff Evans (geoff.jane.evans@gmail.com).





PETER BLAKE MEMORIAL RACE

SATURDAY 4th DEC



DIVISION A
JIMMY MOODY
MEMORIAL ROSE BOWL
START 1000HRS

DIVISION B
CENTENNIAL TROPHY
START 1005HRS

HOME AGAIN TO DEVONPORT SUNDAY 5th DEC



DIVISION 1
TONY ARMSTRONG TROPHY
START 1000HRS



SPONSORED BY NEW WORLD DEVONPORT

After race: Prize giving and BBQ on the beach at 1700hrs.
Everybody welcome.

For sailing instructions and notice of race visit dyc.org.nz



Weekend Racing Notices

Race Entries

All boats wanting to race at the weekend need to submit race entries before Friday 5pm. At the moment a number of the regular fleet have yet to submit entries, please get them in ASAP. Entry forms are on the website and payment can be made via online Banking.

Alternate Course

At the moment the early indications are that there will be a strong North Easternly blowing into Oneroa Bay on Saturday and Sunday. As such, we will be looking to sail the alternate course finishing at Te Wharau Bay (towards Blackpool). An amendment to the sailing instructions confirming this decision will be published on Friday. Look out for the Alternate Course flag at the race start.



= Alternate Course.

Covid

We kindly ask any sailors who are not fully vaccinated to refrain from attending any social gatherings on the beach. The expectation is that all those attending our Christmas on the beach event, be it onboard a yacht, launch, or attending via the ferry, are fully vaccinated.

Mark Foy

The race back to Devonport on Sunday will have a Mark Foy start. Please refer to the table below for your yachts proposed starting time. A full outline of how the race will run will be provided on the beach on Saturday Evening. If your boat is not on the list, please contact sailing@dyc.org.nz with your boats name and handicap.



Social Events

Christmas Sailing BBQ

Join us for the Sir Peter Blake memorial race this Saturday to Te Wharau Bay — it's quickly becoming the official DYC start to Christmas.

Whether you're racing or just cruising, join us on the beach from 5pm at Te Wharau Bay (towards Blackpool) for a festive BBQ, fully funded by the club. We look forward to seeing you all on the beach and sharing good food, good conversation and maybe a glass of wine, or two! To provide a bit of fun, could all those attending bring a wrapped 'secret santa' gift for each of their crew - these will go in 'Santa's sack'. They don't need to be expensive - something from the \$2 shop is fine!

We kindly ask any sailors who are not fully vaccinated to refrain from attending any social gatherings on the beach. The expectation is that all those attending our Christmas on the beach event, be it onboard a yacht, launch, or attending via the ferry, are fully vaccinated.

Sunday 5th December will see the Home to Devonport race starting at 10am using a new format that will incorporate a Mark Foy start. This means that each boat entered will be given a start time according to their handicap with first boat home being declared the winner.

Christmas Carols 2021

Christmas Carols have always been the final and most popular social event of the year, enjoyed by very many members and involving energetic and hearty singing at close quarters. This year's event date coincides with what we hope is the move to a more normal social state under New Zealand's 'Traffic Light' Covid-19 regime.

The Social Committee has canvassed various ways to hold the event safely under the traffic light rules. Unfortunately, none of the options provide us with a way to hold a successful event, especially as we know that many members are being cautious and protective of their health. As a result, we have reluctantly decided to cancel our Christmas Carols event this year.

Weather permitting, however, a few singers may choose to gather outside the club at 6:30pm on Friday 17 December for a very casual socially-distanced sing-song for half-an-hour or so to capture the mood of Christmas. Come along if you happen to be in the area at the time.

As the season progresses, and we all adjust to the traffic light regime, your Social Committee will continue working to deliver a varied social programme. We sincerely hope that by next year we'll be singing hearty Christmas Carols in the clubhouse together again.



DYC Seataalks

We held two DYC Seataalks online using Zoom in November. Both were well-attended and much appreciated.

- John Duder spoke about the evolution of coastal trading Thames Barges in UK. There is a PDF of his presentation available on the website <https://dyc.org.nz/sea-talks>.
- David Barker presented a selection of his images; his paintings, architecture, yacht design and photos of DYC haulage. There is a Zoom recording of his presentation available on the website <https://dyc.org.nz/sea-talks>.

With Auckland going into Red on the Covid-19 traffic light system we can once again welcome members to a live event — see below! See you all there.



DYC – Seataalks



The 5 Knot Rules – Allan Wetherall

There is more to this topic than meets the eye. DYC's Allan Wetherall will explain how the Knot was derived as a unit of speed and the Nautical Mile as a unit of distance measurement. He will explain some definitions and exemptions relating to the 5 knot rules, and how these rules are (differently) applied by Auckland Harbourmaster, Waikato Regional Council, and Northland Regional Council, so the areas we often cruising in. We'll find out who has the statutory responsibility to police these rules, and are we obligated to report any breaches you observe?

Devonport Yacht Club - SEATALKS
7.30pm Thursday 16 December 2021

All welcome. The club bar will be open



The next DYC working bee is 8am Saturday 15 May 2021



Job List for Working Bee 11 December 2021.

Please peruse list below. If you regularly do one of the tasks, then that's great. Please carry on with it.

This list will be on the white notice board on Saturday Morning. Usual Regular Jobs:

- Slipways and yard (w/barrows, shovels and spades, brooms)
- Grass and edges and front garden weeding (mower, line trimmer)
- Clubhouse exterior wash walls and windows (hose with brush pole).
- Haulage Equipment (you know who you are)
- Maintain drainage area front of clubhouse (shovels and good rake)
- Haulage lockers tidy if required
- Dinghy Lockers: Lube locks and hardware (Denis)
- Clubhouse Doors and windows Check open/close, lube as required. (Denis)
- Wheelchair Lift. Check operation and clean under (take care, use sliding lock bolt)
- Lounge stools and furniture in general check and repair.

Brian and Tony B will no doubt add to this list with inside jobs

Please let me know of any other jobs that could be done on a morning (kennlee1000@gmail.com)

Don't forget to bring something for Morning Tea!!

Cheers,

Ken Smith



From the DYC blog

You can also read these stories the DYC website at www.dyc.org.nz/blog. The Editor welcomes your stories, boating tips and how-to's to publish on the blog.

Boating Tips and How-To's

How to fix a transducer for \$40 — Bob J

Yay! Back on the water at last, antifouling done, engine filters done, and ..off we go? Ah, but, the wind indicator is no longer working, gone on strike because of covid, or more likely, old age. The little doohickey which goes around and around isn't going round any more.

As well, it is over 20 years old after all. No matter says I, I'll just have to get a new one. But here the ugly face of the marine industry rears its head, yes sir, here's a new transducer – that'll be about \$900. Ouch.

However, a little research informed me that you CAN repair them. The problem is almost certainly the mini bearings have become corroded over time. These bearings are the same bearings which are used in – would you believe- fishing reels.

So, 4 new bearings and a very careful dismantling, replace bearings and we now have a functioning transducer. Cost \$40.

If anyone else is in the same boat, let me know, and I'll supply the reference websites.

Bob J

Stories from the Cockpit

CR Leech ED*, Past Commodore

Over the coming months I will include some humorous old nautical sayings, which will intrigue all and offer an explanation as to their origin.

Tack - To shift the course of a sailboat from a direction far to the right, say, of the direction in which one wishes to go, to a direction far to the left of it.

Toe - Stub your "toe"? Well then, it's time to brush up on your nomenclature! In nautical terms, a toe is a catchcleat or snagtackle. A few others - head - boomstop; leg - bruise fast; and hand - blister mitten.

Uniform - As worn by yacht club members and other shore hazards, a distinctive form of dress intended to be visible at a distance of at least 50 meters which serves to warn persons in the vicinity of the long winds and dense masses of hot air associated with these tidal bores.

Vang - Name of German sea dog.

Varnish - High-fiction coating applied as a gloss over minor details in personal nautical recollections to improve their audience-holding capacity over frequent retellings.



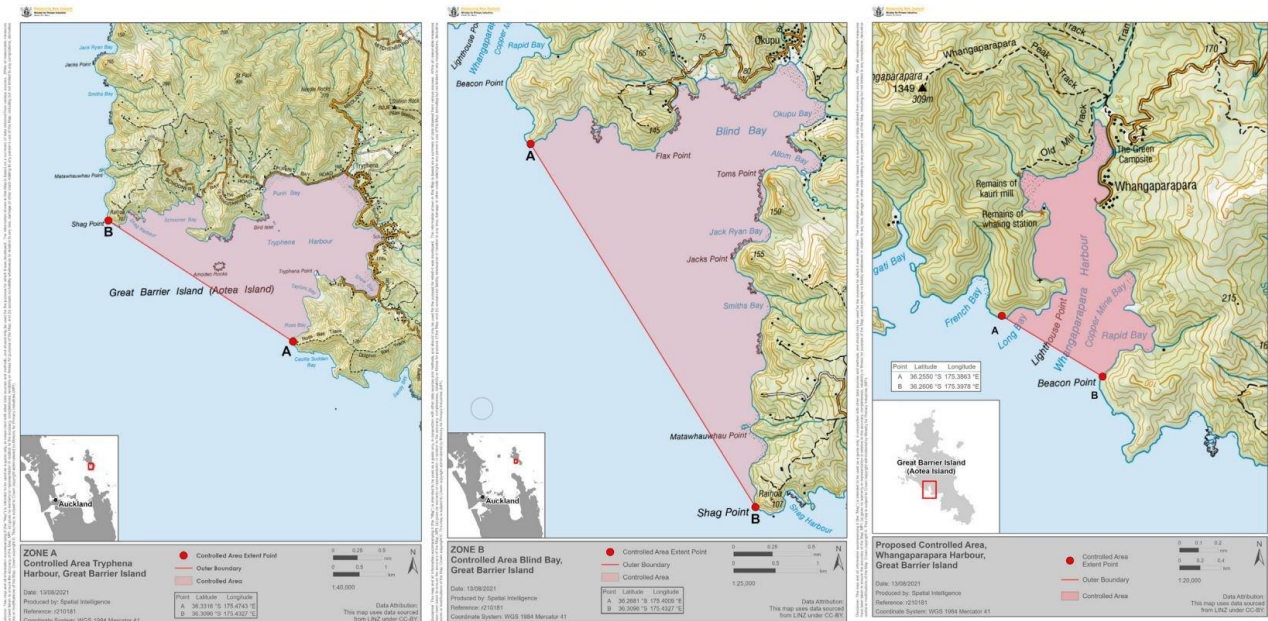
News from other agencies

Ministry for Primary Industries/BiosecurityNZ

You will need a permit to leave after anchoring in Tryphena Harbour, Whangaparapara Harbour, and Blind Bay, Great Barrier Island.

To halt the spread of an invasive seaweed species, a Controlled Area Notice and rāhui are in place until 30 June 2022. You will need a permit from Biosecurity NZ to leave these Great Barrier anchorages.

Maps of the Controlled Areas



Here are some of the relevant conditions:

- It will be illegal to remove any marine life (fish, seaweed, shellfish, or crayfish) from Blind Bay or Tryphena and Whangaparapara Harbours.
- Boats or equipment (like cray pots) cannot be taken into these areas for seafood gathering. Vessels can continue to move through the Controlled Areas but if they anchor, will need a permit from Biosecurity New Zealand to leave the Controlled Area. This will stipulate that the anchor and anchor chain must be thoroughly cleaned of any seaweed.
- All marine equipment used for water-based activities (footwear, wetsuits, boat trailers) cannot be removed from the Controlled Areas without first checking for seaweed and removing it.
- Any weed or plant matter found on gear must be placed back into the same waters in the Controlled Area.
- This equipment must be cleaned with freshwater and completely dried (inside and out) before being reused in the ocean. It must not be used in the ocean for 48 hours after cleaning.



- Any vessels that have anchored within the 3 affected locations cannot be moved out of the Controlled Area without a permit.

To apply for a permit, complete the application form and email it

to: Caulerpa2021.Liaison@mpi.govt.nz

[Apply for permit form](#) [PDF, 132 KB]

Ministry for Primary Industries/Oceans and Fisheries

The government has banned scallop, mussel, crayfish and pāua harvesting from Waiheke Island waters from December 1.

The decision by the Minister for Oceans and Fisheries, David Parker, follows a request from Ngāti Pāoa.

The iwi, which holds mana whenua status on the island in Auckland's Hauraki Gulf, placed a rāhui around the foreshore in January to allow taonga species to restore and replenish.

The temporary closure includes inshore waters around Waiheke Island, out to a distance of one nautical mile offshore. It applies to customary, commercial, and recreational fishing.

The closure will be legally enforceable from December 1 and Ministry for Primary Industries (MPI) fishery officers will patrol the coast.



Hounsell Accounting Ltd

Chartered Accountants

129 Onewa Road, Northcote 0629;

Phone 09 418 2729;

email office@hounsell.co.nz

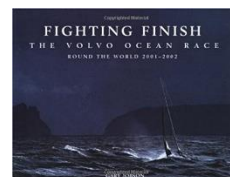


DEVONPORT YACHT CLUB LIBRARY

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

FIGHTING FINISH - THE VOLVO OCEAN RACE GARY JOBSON

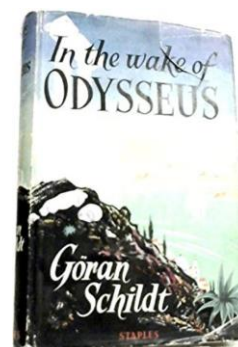
This book provides an inside look at the history of the race, the teams vying for the honour of winning the race and complete coverage of the race itself. The race that began as a challenge over a pint in a pub has evolved into the worlds most celebrated ocean race.



IN THE WAKE OF ODYSSEUS GORAN SCHILDT

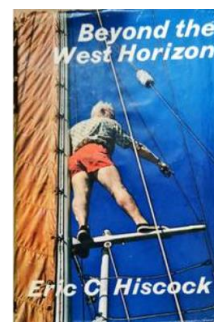
This book is far more than a chronicle of voyaging. It has those indescribable qualities of liveliness and charm that make the narrative live in the imagination.

There is also comedy, irony, and a light wit that flies airily to its mark.



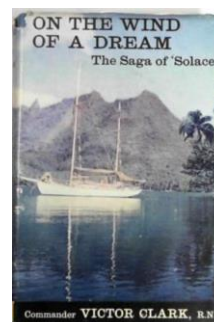
BEYOND THE WEST HORIZON ERIC HISCOCK

The author writes not only of the seafaring aspect of this great voyage around the world but of the places visited and the people met. The story vividly illustrated with the Hiscock's splendid colour photographs.



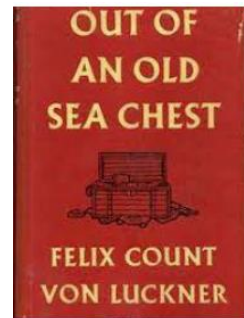
ON THE WIND OF A DREAM VICTOR CLARK R.N.

This is a book for lovers of the sea, for those who can never tire of the lonely ocean crossings and the peaceful anchorages, the changing beauty of storm and calm, the excitement and romance of man's co-operation with wind and wave to reach his goal.



OUT OF AN OLD SEA CHEST
FELIX COUNT VON LUCKNER

At the tender age of thirteen he ran away from home to go to sea and learnt the harsh reality of life in sailing ships. The author is an excellent raconteur and this book is full of amusing anecdotes.



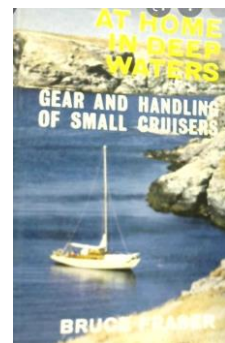
ISLAND OF THE GULF
SHIRLEY MADDOCK

In this survey of the Hauraki Gulf the author vividly recreates its colourful yesterdays and captures its varied life today. History comes alive as old people remember former times and house, landmarks, bays and wrecks bear witness to a rich and exciting past and the modern people live in these places too, individual, independent and resourceful.



AT HOME IN DEEP WATERS - GEAR AND HANDLING OF SMALL CRUISERS
BRUCE FRASER

This book is intended for the man or woman who has done quite a bit of dinghy or day sailing and wants to go farther, but is intimidated by books on navigation; for the person who has crewed off shore for others, but wants to learn enough to take charge of a boat himself; and for the person who just has a dream of a boat and a far horizon.



ROYAL STANDARD: RED DESIGN
SIR DAVID AITCHISON K.C.V.O.

The author tells in a charming and disarming way the story of his ship the Shore Saville liner S.S. Gothic, and the part she played during the memorable journey she undertook carrying the young Queen Elizabeth and her husband Prince Phillip on a tour of the Commonwealth 1953/54.



Book review from Boat Books



A PAINTED VOYAGE. THE ART OF SEAN GARWOOD

By Written & Edited by Grant Bezett, with contributions by the artist. Softback. 0.57 kgs, 107 pages, 210mm x 275mm. Colour & Black /White images and reproductions. Published 2021

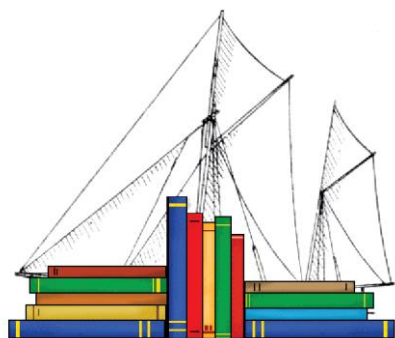
Depicting New Zealand's Maritime History. Nelson based artist Sean Garwood has gone from gaining his master's ticket at the age of 21 and then being in command of a deep-sea trawler at 25, to becoming one of our foremost marine artists.

The paintings featured in this exhibition; 'A Painted Voyage' represent the most comprehensive visual survey of New Zealand's rich and diverse maritime history ever assembled in a solo exhibition.

From the arrival of the first European explorers, on through the establishment of the port towns which grew with the arrival of immigrants looking for a new life in the promised land, a major part of New Zealand's history has been shaped by our maritime industry. It was the ports that determined early settlement around the whole country. Coastal and international shipping carried goods to and from the country. A vibrant boat building industry continually grew to meet the demand for both merchant and pleasure vessels.

All these facets of our maritime history are represented by the paintings featured in this Exhibition at Jonathan Grant Gallery - Parnell Road, Auckland. (November 20th to December 12th 2021.) I have seen this and it is absolutely amazing. I can really recommend it.

NZ\$40.00



Boat Books Ltd
22 Westhaven Drive
Westhaven
Auckland 1010
Ph: ++ 64 (0)9 358 5691
e: crew@boatbooks.co.nz
w: www.boatbooks.co.nz

