

## February 2022

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## FROM THE QUARTERDECK



### A Report from The President

Bill Jaques

*And more reminiscences  
on the joy of barge  
holidays in times BC*

Once again, this “From the Quarterdeck” contribution starts with a spiel about COVID and the effects the restrictions are having on the Club’s activities. Happily, the traffic light system has enabled the clubhouse to reopen, with the now familiar requirements for masks and vaccination certificates, and the racing programme to commence — albeit with Race 4. Sea Talks also resumed with Allan Wetherall’s “5 knot” talk, and a small intrepid group celebrated Christmas Carols al fresco.

Race 4: Peter Blake Memorial Race to Waiheke was well-supported with 19 boats competing in two divisions and 15 starting in the following day’s race (Race 5) home. (See results later in this newsletter – ed.) Clear evidence that the sailors were anxious to shuffle off the dust of lockdowns and refits and blow some wind into their sails.

The Christmas break was followed by the traditional Anniversary Weekend events starting with the night race to Mahurangi in conjunction with the Classic Yacht Association. There were the usual two DYC divisions, three separate divisions for Classic Yachts, and one for Mullet Boats

On Sunday, the Round the Islands race around Motuketekete Island with a prizegiving and BBQ on the beach after rounded off the weekend.

This year we had 11 Starters in the DYC divisions and a good turnout from the Classics. A couple of DYC boats joined the Anniversary Committee’s Mahurangi cruising race back home on the Monday.

Once upon a time, my own boat won the Mahurangi Night race but, in my last contribution, I excused my lack of current sailing stories and bumbled on about my seafaring adventures on the inland waterways of Europe. It turned out I wrote mainly about locks. But there is more to say! Locks are a daily reality of inland cruising and a preoccupation of most inland



boats. Unless you are on one of the major rivers you will pass through several locks on most days. The pounds between locks are level so there is usually no current. Locks are intended to change the canal level according to the surrounding terrain so the steeper the terrain the more frequent (or deeper) the locks. Many canals date back a way. (The canal du Midi in the south of France opened in 1682 and is essentially unmodified today.) Locks had to be manageable manually (and there were probably engineering limitations) so deep locks were not an option. Rise or fall was limited to about 3 metres. So the frequency of locks varied according to the steepness of the terrain

I described a day when we traversed 24 locks on the Canal du Bourgogne in Burgundy in France. The locks were very frequent and about half a kilometre apart. If the terrain is steeper a series of locks maybe combined into a "staircase" where one lock opens directly into the next. An example is a four lock staircase on the Midi near Castelnaudary seen here from the bottom of the staircase.



It shows the practice of emptying all four by simply opening all the gates creating a cascade from top to bottom. Fortunately, I had been warned of this practice and assured that the torrent lost most of its strength before it reached our little boat cowering at the entrance.

Also on the Midi is the staircase of Fonserannes, near Béziers. It is an interesting example of canal engineering. Now of 6 locks but originally of 7. The original canal actually traversed the river Orb, which was potentially problematic, and the first lock opened directly on to the river. In about

1858 a *pont d'eau* — an aqueduct — was built to cross the river and entered the staircase at lock 2.

Negotiating a series of locks was time-consuming, so in 1961 it was proposed to replace the staircase with a *pente d'eau* — a water slope. This was to consist of a big tank attached to a tracked tractor. A boat would enter the tank, the gate would close behind it and the tractor would haul it up the slope thus avoiding the 6 locks. It was complete in 1986. I never saw it in operation. By the time we got there in 1996 it had failed and the tractor was lying derelict beside the locks. Rumour had it the tractor had run amok with a boat on board!



Here we are going up with the gates open and our lock filling. Note that our boat, on left, is neatly secured alongside while the hire boat is flopping around behind us.

You will see that the locks here on the Midi are actually oval. This used the strength of the horizontal arch to support the lock walls. It meant that the lock could accommodate boats side by side at its widest part.

Also in the South of France, near Montech, on the Canal de la Garonne, there is a different water slope or inclined plane. A channel with sloping floor has a wedge shaped puddle of water at the downstream end. A boat enters this wedge and the doors close behind it. The wedge of water is then driven up the slope by a sort of a bulldozer blade driven by two large locomotives on either side of the channel I understand it failed about 2001. It all saved 5 locks.

So French!



It was reserved for commercial vessels when we went past. I made the mistake of asking for an exception at 7 in the morning and got a firm *non!* Our (lady) partner was more persuasive on their return voyage! However I have my favourite photo of our boat on the original canal below.



I have already strayed on to other aspects of canal engineering. They are fascinating and in front of you every day on the canals. There is plenty still to waffle about. The big locks on the rivers, ship lifts, tunnels not to mention bridges. Next time.

BJ

## DIRECTORY UPDATE

**A** warm welcome to our newest members.

New members approved in December:

Alex Wells and Christina Kersey, full family membership. Their boat is called Sam, a Pied Piper, currently sitting on the haul-out at DYC.



## News

### Greg Webster placed 6<sup>th</sup> overall in Laser Radial Nationals



DYC's Greg Webster sailed in the Laser Radial Nationals in Picton last weekend. He has never owned a Laser and the last time he sailed one was in the Worlds in Japan 13 years ago where he placed 19th.

He placed 6th overall, but was improving with three fourths and two thirds as he got fitter towards the end. His previous centreboard experience was in a Starling when he was about 14 — there's hope for us all!

# Sailing Notices




**WAITANGI**  
*Weekend*  
**on WAIHEKE**  
RACING & SOCIAL  
EVENTS 5-7 Feb

**WAITANGI DAY  
PASSAGE RACE**  
Saturday 5 February  
Start 1100hrs  
**TE KAWAU BAY, PONUI ISLAND**

SPONSORED BY  
**PARADOX BOOKS**

**ROUND THE ISLANDS  
PONUI**  
Sunday 6 February  
Start 1000hrs  
**WAIHEKE CHANNEL**

SPONSORED BY  
**Man O' War Winery**



Prize giving and BBQ on the beach at 1700hrs Sunday 6 Feb.





**Club visit to Man O' War winery, Man O' War Bay.**  
Everyone welcome. Bookings will need to be pre-arranged.  
Email [emmaaw@icloud.com](mailto:emmaaw@icloud.com)

For sailing instructions and notice of race visit [dyc.org.nz](http://dyc.org.nz)

NB The weekend weather is looking worrying. The social event at Man O'War winery has already been cancelled, so please look out for announcements from the Sailing Master.

## Photos — out and about with DYC



Ken Caldwell sorting out Matai's mast



Richard in control



John Duder's Spray



Renown, Calypso V and Northerner (Pic David Barker)



Renown



Ladybird



A Division Classics, Mahurangi Regatta 2022



Prize giving Scott's Landing last weekend.



# DYC Racing Results

Race	Peter Blake Memorial Race	C H'Cap	Start	Finish	Times	Corrd.	Places	Hcp.
	Saturday 4th Dec 2021		10:00:00		Elapsed		Line	
#	Division A Orange Flag							
6628	Calypso V	0.760	Y	12:04:33	2:04:33	1:34:39	4	1
3246	Kudos	0.770	Y	12:07:25	2:07:25	1:38:07	5	2
9776	Floki	0.815	Y	12:01:02	2:01:02	1:38:39	3	3
9645	Started With A Kiss	0.860	Y	11:55:33	1:55:33	1:39:22	2	4
43	Northerner	0.890	Y	11:54:10	1:54:10	1:41:37	1	5
5001	Renown	0.835	Y	12:07:54	2:07:54	1:46:48	6	6
6363	Sea Biscuit	0.830	Y				DNF	DNF
5448	Bella Vita	0.839	Y				DNF	DNF
32	Lufi of Guernsey	0.710					DNS	DNS
347	Waitoa	0.710					DNS	DNS
2011	Little Honey	0.755					DNS	DNS
3374	Zeppo	0.720					DNS	DNS
6121	Azure	0.810					DNS	DNS
6352	Wright Decision	0.725					DNS	DNS
7635	Kotuku	0.790					DNS	DNS
9708	Athena	0.795					DNS	DNS
4325	Angel	0.785					DNS	DNS
NZL	Explorer	0.850					DNS	DNS
5007	Kenzie	0.760					DNS	DNS
			Starts	8	Finishes	6		

Race	Sir Peter Blake Memorial Race	C H'Cap	Start	Finish	Times	Corrd.	Places	Hcp.
	Saturday 4th Dec 2021		10:05:00		Elapsed		Line	
#	Division B Green Flag							
3690	Tumua	0.710	Y	12:07:26	2:02:26	1:26:56	1	1
2441	Kristen	0.660	Y	12:24:40	2:19:40	1:32:11	5	2
8392	Tumbleweed	0.715	Y	12:15:19	2:10:19	1:33:11	2	3
334	Ladybird	0.618	Y	12:36:24	2:31:24	1:33:34	9	4
5609	Matai	0.735	Y	12:16:54	2:11:54	1:36:57	3	5
3790	U Choose	0.690	Y	12:27:56	2:22:56	1:38:37	6	6
5482	Lambretta	0.735	Y	12:20:40	2:15:40	1:39:43	4	7
624	Loose Unit	0.685	Y	12:34:46	2:29:46	1:42:35	7	8
941	Enchanter	0.735	Y	12:35:41	2:30:41	1:50:45	8	9
4555	Zilch	0.665	Y	13:05:17	3:00:17	1:59:53	10	10
725	Spray II	0.650	Y				DNF	DNF
362	Ebb Tide	0.600					DNS	DNS
666	Snifter	0.710					DNS	DNS
757	Maia	0.650					DNS	DNS
876	Finesse	0.710					DNS	DNS
1365	Reliant	0.675					DNS	DNS
1622	Pau Hana	0.720					DNS	DNS
2170	Hautere	0.715					DNS	DNS
3155	Lidar	0.670					DNS	DNS
3794	Masquerade	0.760					DNS	DNS
4351	Leading Edge	0.725					DNS	DNS
5125	Abracadabra	0.740					DNS	DNS
5235	Charleston	0.650					DNS	DNS
9384	Sereno	0.730					DNS	DNS
9526	Time	0.675					DNS	DNS
			Starts	11	Finishes	10		



Race	Home Again to Devonport	Mark Foy	Start
	Sunday the Dec 2021		10:00:00
#	One Division		
3690	TUMUA	1st	
5007	KENZIE	2nd	
6628	CALYPSO V	3rd	
5001	RENOWN	4th	
6363	SEA BISCUIT	5th	
5482	LAMBRETTA	6th	
2441	KRISTEN	7th	
334	LADYBIRD	8th	
3246	KUDOS	9th	
9645	STARTED WITH A KISS	10th	
5609	MATAI	11th	
3374	ZEPPO	12th	
3790	U CHOOSE	13th	
941	ENCHANTER	14th	
9776	FLOKI	DNF	

Mahurangi Night								
Race	Race	C H'Cap	Start	Finish	Times Elapsed	Corrd.	Places Line	Hcp.
	Friday, 28 January 2022		18:00:00					
6	Division A Orange Flag							
6628	Calypso V	0.780	Y	22:07:30	4:07:30	3:13:03	4	1
3246	Kudos	0.780	Y	22:10:00	4:10:00	3:15:00	5	2
NZL 442	Explorer	0.850	Y	21:52:00	3:52:00	3:17:12	1	3
5001	Renown	0.815	Y	22:05:00	4:05:00	3:19:40	3	4
43	Northerner	0.880	Y	22:00:00	4:00:00	3:31:12	2	5
			Starts	5	Finishes	5		

Mahurangi Night								
Race	Race	C H'Cap	Start	Finish	Times Elapsed	Corrd.	Places Line	Hcp.
	Friday, 28 January 2022		15:15:00					
6	Division B Green Flag							
6363	Sea Biscuit	0.830	Y	19:34:04	4:19:04	3:35:02	1	1
2170	Hautere	0.715	Y	20:33:30	5:18:30	3:47:44	5	2
5609	Matai	0.735	Y	20:26:00	5:11:00	3:48:35	2	3
9384	Sereno	0.730	Y	20:31:54	5:16:54	3:51:20	3	4
5482	Lambretta	0.735	Y	20:33:19	5:18:19	3:53:58	4	5
2441	Kristen	0.670	Y	21:12:00	5:57:00	3:59:11	6	6
			Start	6	Finishes	6		



# Mahurangi Regatta Results – Divisions with NYC Yachts

## A CLASS DIVISION

Yacht name	Sail no.	Handicap	Start time	Finish time	Elapsed time	Corrected time	Position on line	Position on handicap
Kailua	1823	0.796	13:00:00	15:16:26	02:16:26	01:48:36	3	1
Little Jim	A16	0.785	13:00:00	15:22:55	02:22:55	01:52:11	9	2
Rawhiti	A2	0.858	13:00:00	15:11:43	02:11:43	01:53:01	1	3
Prize	A15	0.821	13:00:00	15:20:21	02:20:21	01:55:14	8	4
Arohia	A27	0.839	13:00:00	15:17:40	02:17:40	01:55:30	5	5
Rawene	A5	0.798	13:00:00	15:26:42	02:26:42	01:57:04	12	6
Ariki	A3	0.873	13:00:00	15:14:54	02:14:54	01:57:46	2	7
Renown	5001	0.805	13:00:00	15:31:39	02:31:39	02:02:05	13	8
Advantage	3445	0.861	13:00:00	15:24:20	02:24:20	02:04:16	10	9
Northerner	43	0.92	13:00:00	15:16:34	02:16:34	02:05:38	4	10
Ida	A11	0.865	13:00:00	15:25:50	02:25:50	02:06:09	11	11
Rainbow	A7	0.944	13:00:00	15:20:01	02:20:01	02:12:11	7	12
Ta'Aroa	A50	0.957	13:00:00	15:19:40	02:19:40	02:13:40	6	13
Tamariki	4790	0.675	13:00:00	16:40:47	03:40:47	02:29:02	14	14

## MID-CENTURY CLASSIC DIVISION

Yacht name	Sail no.	Handicap	Start time	Finish time	Elapsed time	Corrected time	Position on line	Position on handicap
Memphis	6220	0.768	13:40:00	15:30:58	01:50:58	01:25:13	5	1
Arethusa	3591	0.838	13:40:00	15:27:15	01:47:15	01:29:53	1	2
Precedent	1880	0.835	13:40:00	15:28:46	01:48:46	01:30:49	3	3
Hotdogger	4812	0.794	13:40:00	15:35:05	01:55:05	01:31:23	6	4
Wasabi	278	0.71	13:40:00	15:49:22	02:09:22	01:31:51	16	5
Psyche	4642	0.855	13:40:00	15:27:42	01:47:42	01:32:05	2	6
Prince Hal	41	0.846	13:40:00	15:29:34	01:49:34	01:32:42	4	7
Taniwha	6361	0.771	13:40:00	15:41:54	02:01:54	01:33:59	13	8
Pastiche	3889	0.772	13:40:00	15:41:48	02:01:48	01:34:02	12	9
Motamouse	4731	0.71	13:40:00	15:53:13	02:13:13	01:34:35	19	10
Suspect Device	6109	0.71	13:40:00	15:55:53	02:15:53	01:36:29	23	11
Talent	3116	0.798	13:40:00	15:40:58	02:00:58	01:36:32	10	12
Oshun Oxta	2297	0.706	13:40:00	15:59:00	02:19:00	01:38:08	25	13
Prism	5333	0.853	13:40:00	15:35:16	01:55:16	01:38:19	7	14
Pia	9092	0.81	13:40:00	15:41:32	02:01:32	01:38:27	11	15
Patere	4760	0.845	13:40:00	15:36:40	01:56:40	01:38:35	8	16
Rum Go	2689	0.71	13:40:00	15:59:24	02:19:24	01:38:58	26	17
Chico Too	4994	0.736	13:40:00	15:55:36	02:15:36	01:39:48	22	18
Lazy Sunday	5248	0.766	13:40:00	15:52:23	02:12:23	01:41:24	17	19
Diablo	1342	0.752	13:40:00	15:55:10	02:15:10	01:41:39	21	20
Polaris	236	0.85	13:40:00	15:40:06	02:00:06	01:42:05	9	21
Hi Flyer	USA549	0.745	13:40:00	15:57:29	02:17:29	01:42:26	24	22
Strega	NZL4203	0.818	13:40:00	15:45:19	02:05:19	01:42:31	14	23
Kudos	3246	0.813	13:40:00	15:47:43	02:07:43	01:43:50	15	24
Maania	3958	0.795	13:40:00	15:52:56	02:12:56	01:45:41	18	25
Kristen	2441	0.731	13:40:00	16:04:54	02:24:54	01:45:55	27	26
Allons-y	635	0.675	13:40:00	16:17:41	02:37:41	01:46:26	28	27
Bluegrass	4477	0.82	13:40:00	15:54:46	02:14:46	01:50:31	20	28
Moocha	5804	0.698	13:40:00	16:23:22	02:43:22	01:54:02	30	29
Finesse	876	0.745	13:40:00	16:17:49	02:37:49	01:57:34	29	30



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Mahurangi Round the Islands Race		C H'Cap	Start	Finish	Times Elapsed	Corrd.	Places Line	Hcp.
Sunday, 30 January 2022			10:00:00					
<b>7</b>	<b>Division A Orange Flag</b>							
NZL 442	Explorer	0.850	Y	13:40:10	3:40:10	3:07:08	1	1
6363	Sea Biscuit	0.830	Y	13:50:31	3:50:31	3:11:20	3	2
43	Northerner	0.880	Y	13:47:30	3:47:30	3:20:12	2	3
6628	Calypso V	0.780	Y	14:28:56	4:28:56	3:29:46	4	4
5001	Renown	0.815	Y	14:30:27	4:30:27	3:40:25	5	5
3246	Kudos	0.780	Y	14:44:04	4:44:04	3:41:34	6	6
			<b>Starts</b>	<b>6</b>	<b>Finishes</b>	<b>6</b>		

Mahurangi Round the Islands Race		C H'Cap	Start	Finish	Times Elapsed	Corrd.	Places Line	Hcp.
Sunday, 30 January 2022			10:00:00					
<b>7</b>	<b>Division B Green Flag</b>							
5482	Lambretta	0.735	Y	13:56:51	3:56:51	2:54:05	1	1
5609	Matai	0.735	Y	14:06:14	4:06:14	3:00:59	2	2
2441	Kristen	0.670	Y	14:51:59	4:51:59	3:15:38	3	3
2170	Hautere	0.715	Y	15:08:44	5:08:44	3:40:45	4	4
334	Ladybird	0.618	Y	16:07:09	6:07:09	3:46:54	5	5
362	Ebb Tide	0.600	Y				DNF	DNF
			<b>Start</b>	<b>6</b>	<b>Finishes</b>	<b>5</b>		



## Mahurangi to Resolution Passage Race

Hosted By Classic Yacht Association New Zealand

Race 1 (2/1/2022) Ports of Auckland

Updated: 2/1/2022 5:24:07 PM

[Mahurango to Resolution Race](#)

[Div 1 PHS results Start : 09:00](#)

Place	Boat Name	Sail No	Class	Skipper	Fin Tim	Elapsd	AHC	Cor'd T	BCH	CHC	Score
1	CREST	8990	DivM1	E Klein	12:08:37	03:08:37	0.819	02:34:29	0.819	0.819	1.0
2	RENOWN	5001	DivM1	G Evans	12:11:30	03:11:30	0.817	02:36:27	0.807	0.814	2.0

[Div 2 PHS results Start : 09:05](#)

Place	Boat Name	Sail No	Class	Skipper	Fin Tim	Elapsd	AHC	Cor'd T	BCH	CHC	Score
1	CALYPSO V	6628	DivM2	B Gabites	12:19:52	03:14:52	0.715	02:19:20	0.836	0.729	1.0
2	LA CIGALLE 2	5934	DivM2	N Brewer	12:32:38	03:27:38	0.785	02:43:00	0.785	0.785	2.0
3	KUDOS	3246	DivM2	M Sigglekow	12:27:21	03:22:21	0.815	02:44:55	0.806	0.812	3.0
4	CINDERELLA	8768	DivM2	P Gazibara	12:53:49	03:48:49	0.752	02:52:04	0.712	0.742	4.0



# Race Report

## MAHURANGI WEEKEND — MIKE & JUNE HALL

Despite some Covid restrictions, both the DYC races went ahead as normal and also the Mahurangi regatta races. The usual things like on the beach activities and the big band for Saturday night were curtailed. The race up for B division & Sereno faced moderate NEs around 15-20 knots, it was more about the sea conditions which made it a hard slog on the wind the smaller yachts like Lambretta were well reefed down, their all lady crew working hard. We all finished before sunset and slept well that night.



A7 RAINBOW – A3 ARIKI

Saturday dawned a perfect day for both Classics and modern Classics with enough wind to keep their huge sails full. There were 2 club boats in the feature race: Renown & Northerner. I was fortunate to crew on Northerner, along with Mike & Bev, his son Haydon and family — you might say an intergenerational crew from granddaughters to grandad.

The crews of the Classics were immaculate in their matching uniforms along with their beautifully prepared yachts. We all got away to good start with only one Classic coming down on starboard, we arrived at Blanche channel together, off the wind the huge sails of the Classics took over, and on the last mark once again all bunched up which required nerves of steel from Haydon to hold our position around the mark with Classics rounding from all directions. Both club boats finished mid-field, which was good result on the day as we finished ahead of many larger yachts.





NORTHERNER - MIKE WEBSTER

For round the islands club races on Sunday we had very light conditions which was tricky yet most yachts finished, line honours taken by Lambretta & Explorer Scotts landing was where we had prizegiving and the BBQ all in our own bubble. Many thanks for the great spread provided by the social/sailing committee, all brought up by car, even birthday cake for the birthday girl, Lynn .



LADYBIRD – MIKE STRONG - KITI AS CREW – B DIVISION START





### TIRI ISLAND STOPOVER

On the way back some of the yachts stopped at Tiri Is., a splendid well sheltered bay, it looks like a tropical island with its crystal clear waters and golden sandy beaches. It had been ages since I had been there, the vegetation well advanced providing plenty of coverage from the sun on the many walking tracks. The visitor centre & cafe [ by the lighthouse ] was excellent, and the story boards around site gave us the history of the lighthouse and importance it was to Auckland. The bird feeding stations dotted around the tracks gave us an opportunity to see the birds close up.



LIGHTHOUSE –SIGNAL STATION – FOGHORN BUILDING



## Reports

In the spirit of boating education, Allan Wetherall provides the notes from his **DYC Sea Talks in December 2021**



### 5 KNOT RULES

**Definitions: KNOT is a unit of speed. Nautical Mile is a Distance Measurement**

- AT HM (Auckland Harbourmaster) Bylaws define speed as **Proper Speed** which they say means **speed through the water**
- WRC (Waikato Regional Council) however, define speed for the purpose of their bylaws as measured relative to **speed over ground** (and incorporates an allowance for any water current speeds where applicable) ...you tell me and we'll both know!!
- For NRC (Northland Regional Council) speed means **speed over the ground**.

### RULES

However the overarching rule of MNZ is that:

**You MUST operate at a speed that allows for the time and distance necessary to avoid a collision.**

You must not exceed a speed of **5 knots** (described as a fast-walking speed) if you are:

**Within 50m of:**

- another vessel;
- any person in the water; or
- in a designated mooring area/zone

(Definition: A Mooring zone means an area defined by the Auckland Council as a **Mooring Zone** under the Auckland Unitary Plan where vessel moorings are placed but does not include an anchorage e.g. Isslington Bay.) The mooring area in front of the Devonport Yacht Club is a **Defined Mooring Zone**.

(Definition: Mooring zone is an area identified as a mooring zone in the Waikato Regional Council Coastal Plan.)

**You must not exceed a speed of 5 Knots within: or less than 200m of:**

- **The shore**  
What is the shore?? High or Low Tide mark? Chart Datum?? In AT area, it refers to distance from shore, and SHORE is defined as the water's edge. Farewell Spit Reserve Boundaries to Low Tide mark which changes daily. So where does that leave the HM 200mtr special marks? (= Simply guidelines)
- **Any structure**  
(To Define structure) (= means: Any man-made building, equipment, device, or other facility which is fixed to land; and includes slipways, jetties, pontoons, pole moorings, swing moorings,





marinas, dry docking systems, rafts, wharves, bridges, marine farms, pylons, maimai (during duck hunting season) and other similar structures; but does not include navigation aids or weed booms.)

That is, NOT No.19 buoy. What about Bean Rock Light-house ..Is it a Structure or a Nav Aid or both?

- **Any vessel or swimmer displaying an Alpha Flag**  
(Definition is Flag A of the International Code of Signals (the diver's flag), being a swallow-tailed flag, or a rigid equivalent, coloured in white and blue, with white to the mast, and with dimensions not less than 600mm x 600 mm.)

Okay, now here's another good question...please visualise you're on our launch SueSea approaching the Auckland Harbour Bridge from the open speed zone between Bayswater Channel Entrance and the Bridge. Is the Bridge a man-made structure??? YES of course.

As you are approaching the Centre Span, under way, and making way, and as everyone knows... the distance between the two centre span main pylons is 243.8m. What is the max speed you may travel between them, assuming you can helm absolutely dead centre between those two centre pylons?? Well, given SueSea has a 3.8m beam, then each Gunwhale is 120m from each pylon structure. So what should your max speed be?

BTW, the Harbour Bridge is defined as an AT Precautionary Area where it is illegal to impede the path of a Ship, Warship or Fast Passenger Ferry.

BUT WAIT There's More!! Here are MORE situations when you may NOT exceed 5 knots but no min distance:

1. No skipper shall operate a powered vessel at a speed exceeding 5 knots while any person has any portion of his or her body extending over the bow, or side or rails of that vessel.

So boys and gals...just think before you overhang any of your body parts or appendages outboard when the vessel is exceeding 5 knots!! Boobs, buns or any other overhanging bits!! I'll let you all digest that thought and mental imagery!!

2. Maritime Rule 91.8 is clear. "No-one operating a boat is allowed to go faster than 5 knots and tow someone without having an adult on board to keep a look out." Adult or 10 year old...
3. In the same vein, "No person shall cause or allow him or herself to be towed by a vessel in any circumstances specified in MR 91.8"
4. When a special event 5 knot speed limit is in force e.g. as we saw for the recent 36th Americas Cup

#### Definition of TOWING

Towing for the purpose of AT & WRC bylaws means the towing of a person or object behind a vessel but does not include the towing of a vessel by another vessel.

BUT WAIT THERE'S MORE.....and Just when you thought it was safe to exceed 5kn.....



5. DOC rules <300 mtrs of a Marine Mammal (Note no specific speed but definition is no-wake, at idle) but <200 mtrs in AT area.
6. Any other area designated by a harbourmaster for a specified use

**Q:** Who can give me examples of local 5 knot speed zones in AT/HM AREA of OPERATION?

**A:** Bon Accord Hbr Kawau Is/North Cove Kawau?? /Hellyers Creek Beachaven (Transit only) Matiatia Harbour, Karaka Bay, Parts of the Tamaki River.

## Waikato Regional Council

You're now in Te Kouma Harbour. You are now in the Waikato Regional Council area of jurisdiction = Coromandel, Waikato, & WRC have some of their own bylaws which differ to Auckland Area.

Whitianga Waterways & Pauanui Waterways = Max 3Knots ...tell that to Rivs & Maritimos w/o gearbox trolling valves engaged.

Most Marinas in our area of operation do not have specific speed restrictions but have "NO WAKE ZONES".

## SPEED OF VESSELS IN INLAND WATERS

Max 5kn

- < 30 metres of the shore;
- **WDC RIVERS** which have areas designated as Max 5 Knot Zones
- Mokau, Awakino, Marokopa
- Parts of Waikato River...some are 15knots max during duck shooting
- Waipa River Open Speed limit except for <30 mtrs etc

## HARBOURS

Kawhia, Raglan, Aotea, Coromandel, Whangapoua, Tairua, All of Whangamata Hbr, Taharoa Terminal, Port Waikato

## LAKES

Karapiro, Arapuni, Waipapa, Maraitai, Whakamaru, Atiamuri, Ohakuri, Aratiatia

## Exceptions/Exemptions to 5 knot Rule:

### The 5 knot rule shall not apply to a:

- vessel over 500 gross tonnage, if the vessel cannot be safely navigated @ <5kn;
- large vessel, (>40mtrs) if the vessel cannot be safely navigated in compliance with 5kn limit;
- vessel powered by sail in relation to any other vessel powered by sail, while the vessels are participating in a yacht race or training administered by a club affiliated to Yachting New Zealand;
- non-profit organisation involved in sail training or yacht racing;



- craft (including the support vessel) training for or participating in competitive rowing or paddling;
- tug, harbour-pilot vessel, emergency response vessel such as a CG vessel, or support vessel for rowing or paddling, harbourmaster vessel, or police vessel, only if the vessel's duties cannot be performed in compliance with subclauses 2.4.1 a) or b);

**Or to a:**

- vessel operating in accordance with a speed uplifting: (HM Changed speed )
- vessel towing in a towing access lane = typically a ski lane
- windsurfer, kite boarder or other similar board rider
- vessel operating in an access lane or a reserved area for the purpose for which the access lane or reserved area was declared;
- fast passenger ferry using the Motuihe Channel fast passenger ferry lane or the Auckland Harbour Bridge precautionary area;
- Any board sport carried out with due regard for the safety of other water users, and in accordance with the accepted safe practices of the individual sport.
- Surf Life Saving RIB if necessary for safety in /surf/breaking waves

AT/WRC/NRC areas — If you plan to hold an event that will require speeds of powered craft in excess of max allowable speeds then this is possible by application to AT/WRC/NRC for exemption.

It is your responsibility to make yourself acquainted with all the rules applicable in the area or areas you are operating in.

**Remember**

IGNORANCE OF THE LAW IS NO EXCUSE ...Yes Your Honour

Or if it's a serious breach of 5 knot rule or other rules, and you are directly involved, then both parties directly involved must report it to Maritime NZ or HM through their incident/accident/near miss reporting system (or both).

This is mandatory. If you are a witness, and not directly involved, you do not have to report it but you may choose to.

...as I had to one day during AMCUP, January this year as Skipper of a Course Marshall vessel when a randy Rayglass Legend attempted to mount our Rayglass Protector. MNZ acted very quickly to my online Near Miss form and resolved the matter in a couple of days.

Who has jurisdiction? Maritime Police and HM's NOT CG. MNZ may prosecute under MNZ Rules or Worksafe Law if commercial.

Any questions/comments (Ed's note...lively discussion followed!)

Thank you for your patience, and your attention. I hope you've learned something new or refreshed your existing knowledge on the 5 kn rule

**Allan Wetherall**

MNZ ILM M6/ Coastguard Senior Master/Life member Auckland CG/

AC 36 Course Marshall Skipper/DYC Start Finish Team



## CLUB NEWS



### Off to the Chathams

Tumua (Jans Beydal), photographed, and Pau Hana (Robert Keyworth), both sailing single-handed, left Devonport on 13th of January for the Chatham Islands just after cyclone Cody passed through.

Both yachts are Pacific 38s so they will be keeping close together.

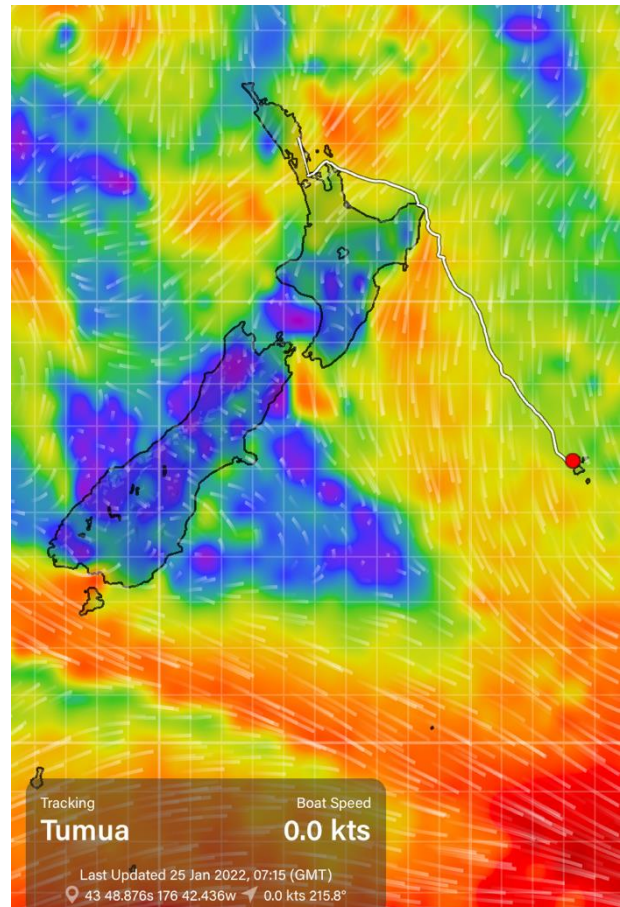
The voyage is expected to take 4 to 5 days from Great Barrier if they get a good South Westerly. This route is ocean sailing except without your passport.

Jan made full use of the lockdowns to prepare Tumua for the voyage. Of course, when they arrive, they will have to live on local food — fresh cod and crayfish, and I am sure they will receive a great welcome from the Chatham Islanders.

We look forward to their Sea Talk upon their return.

Bon Voyage – Mike & June Hall

**Update:** We gather that Robert turned back soon after East Cape so Jan continued alone and arrived on the 26 January safe and sound. Here's a snapshot of his track. – Ed.



# Waiheke Working Sail Charitable Trust

## — Raising Funds for an Engine for Kate

Many of you will have heard Bernard Rhodes talk about establishing a sail training, ship building, and youth development organisation on Waiheke at a DYC Sea Talks a couple of years ago. Waiheke Working Sail is now in operation ([NZ Charities Services Reg No. CC50233](#)) teaching and growing traditional skills in boat building and seamanship as well as preserving our sailing heritage in the Hauraki Gulf and beyond. You'll also know about artist David Barker, prints of whose painting of WWS's Kate are for sale to help raise funds for the Trust.

Here's an extract from their latest newsletter

(<https://www.waihekeworkingsail.org/2021/10/13/newsletter-october-2021/>):

*We managed 17 days of sailing [Kate] since New Year, for a total of 87 person-trips. 6 of us spent 3 days aboard on a voyage to the Mahurangi Regatta. We now have 9 competent crew including 2 skippers. We have compiled a draft Safe Operating Plan and were beginning to take selected young people out when Covid hit.*

*These numbers tell of the fun, challenges and satisfaction we've had learning the Kate's ways and capabilities in all weathers. In a calm we can row her at 1.2 knots, and the oars are useful to help tacking in light, baffling headwinds. The electric outboard on the gig alongside gives us 3 knots and good manoeuvrability. In headwinds gusting 35 knots we can make ground to windward, but she's tricky to tack in a seaway. Sailing can resume once we reach level 2 lockdown, meanwhile there's maintenance to be done which I (Bernard) can continue working alone.*

*The next step is fundraising for the engine, which will give us an extra measure of safety and enable us to keep to a schedule. Our target is \$23,000, including feathering propeller, installation labour and ancillary fittings.*

*The engine, a new Beta 30 hp, is ordered and the deposit paid, so the pressure is on.*

*The usual funding bodies are stressed by Covid, so we are inviting you to be part of our team with an individual donation, an investment in our future youth that is more relevant than ever in these **times**.*

### **A note from Bernard for DYC members:**

Attached is a shot of the painting by David Barker which he generously donated. High-quality prints, numbered and signed by the artist are still available for \$225. We originally aimed to sell 100 prints, but so far have managed only 57, so plan a final push before holding a draw of all purchasers, to win the original painting, at an event to be held when conditions allow.

Also is a shot of her under sail, the dream come true! The similarity to David's painting is remarkable. We have been out on 17 occasions, learning her ways and training crew, and enjoying her feel under way. However, we do need the engine so she can be registered as a sail training ship, and this is the focus of our appeal.

- For prints, members can contact me direct at [bernard.rhodes@gmail.com](mailto:bernard.rhodes@gmail.com)
- For donations, either via Give a Little on our website [waihekeworkingsail.org](http://waihekeworkingsail.org)
- Or by direct credit to our bank account 38-9014-0889139-00.

Let me know if you'd like any more info.

Kind regards, Bernard.





From the oil painting by David Becker 2018





# DYC – Seataalks



## **The state of the Hauraki Gulf – Shaun Lee**

Shaun Lee is a designer / photographer and illustrator who will be talking about his work to communicate the State of the Gulf, obstacles to change and the passive and active restoration projects he is involved in, including marine protection, mussel reef restoration and making decoys.

## **Devonport Yacht Club - SEATALKS**

**7.30pm Thursday 24 February 2022**

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



## CLUB NOTICES

### Good news on catering

As you may know we have been researching new caterers for the club to replace Platters. The good news is we have found one - Chateaubriant.

Chateaubriant will start on Friday 18 February. They will offer 4 meals —1 vegetarian, 2 meat, plus fish and chips. And some modest desert offerings.

Pricing will be the same as their shop — \$24.50 for meat meals and \$19.50 for vegetarian.

## STORIES FROM THE COCKPIT

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.

CR Leech ED\*

Past Commodore



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## DEVONPORT YACHT CLUB LIBRARY

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

### THE AMERICA'S CUP BILL CENTER, THE OFFICIAL RECORD

The cup is the ultimate symbol of excellence. A prize that celebrates national achievement on an international level. The race is a test-a challenge. The campaigns examine the mettle of nations and man's insatiable desire to succeed. Intelligence, courage, physical skill, technology and resolve all play a role. Fall short in one area and you fall short in all. This book covers the absorbing history of the cup and is matched by superb illustrations.

### DIGBY TAYLOR'S N.Z.I. ENTERPRISE STORY

In his own words Digby has provided an enthralling account of all undertakings that captured the hearts of many from the original concept for a New Zealand Maxi entry in the 1985/6 Whitbread around the world race, through the fundraising, the construction and campaign of a yacht that thrilled thousands with its spirited sailing.

### FAMOUS AMERICAN SHIPS, FRANK O. BRAYNARD

This book records the exciting lives and exploits of not only the important American ships of the past but the history making ships of today, from early Viking times to the economical container ships, tankers and bulk carriers of today, ships have played a significant role in the American story. The authors lively text and authentically detailed pen and ink drawings bring to life the unique stories of seventy four of the most notable ships in American history.

### THE MULTIHULL PRIMERS, D.H. CLARKE

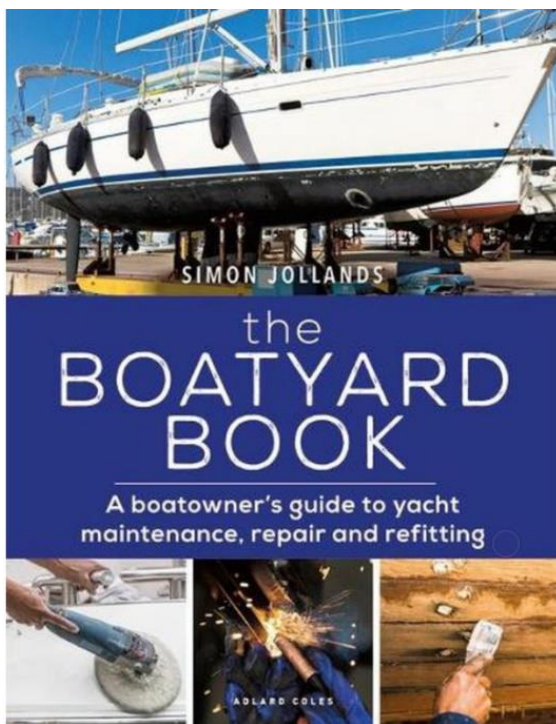
The author, an acknowledged expert, takes a long hard look at catamarans and trimarans analyzing the advantages and disadvantages of each type.

### THE NAKED POWER, ROB HAMILL

This is a swashbuckling story of high adventure, friendships placed under unbearable strain, terrible tragedy and the ultimate triumph of the New Zealand spirit. It is the story of one man's dream to win the world's first transatlantic rowing race.



## Book review from Boat Books



### THE BOATYARD BOOK

*By Simon Jollands. Softback, 0.74kg, 195mm x 250mm, 223 pages, Colour Photos & Line Drawings. Published 2021.*

A boatowner's guide to yacht maintenance, repair and refitting.

A practical, comprehensive reference manual that provides sensible, accessible advice for boatowners on planning and carrying out annual maintenance, repairs, upgrades and refits of sailing yachts and motorboats, up to 20 metres in length.

Beginning with all the information owners will need to care of their boat, including how to budget and plan tasks to be done through the year, this book provides essential how-to reference material and ideas for a comprehensive range of projects large and small to be carried out ashore.

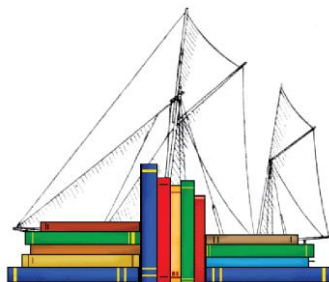
Advice and tips from highly respected boatyard owners, specialists and surveyors, as well as from the author's own

25 years' experience of boat ownership, all fully illustrated with step-by-step photos and illustrations.

Topics covered include:

- laying up
- hull and deck care
- mast and rigging
- sail care
- engines
- electrics
- maintenance of plumbing and gas systems
- more complex projects, including re-wiring a boat, overhauling an engine, how to treat osmosis and how to go about a complete refit.

**NZ\$50.00**



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