

July 2020

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 President
Peter Stratthdee

Azure's Christmas cruise

FROM THE QUARTERDECK

Well firstly, I hope that you all came through the Covid-19 lockdown unscathed, it is certainly something I had never experience before. As I work from home part time for the Ministry of Business and Innovation and Employment, as an Assessor getting carpenters licenced, it did not impact too much on my lifestyle, apart from not being able to go for a drive. I did manage to get some maintenance done around the house and

Raewyn and I were able to go for walks around the Gulf Harbour area, around the golf course and down to the marina to look longingly at the boat etc. It is amazing how you get a different perspective of your surroundings and we discover different paths and tacks we were not aware of. We were well looked after by Raewyn's daughter who did a regular trip to the supermarket for us.

A big vote of thanks must go out the Kirsty, the clubs Officers, the committee and the club members who attended to various tasks required to close down of the club facilities during the lockdown and then those involved in getting the club up and running again. The reopening of the club I am sure has been much appreciated by the membership.

As you will all appreciated the club's revenue, over the last months and weeks have taken a hit, it is unfortunate that some overhead costs continued during the lockdown. I would like to encourage all of our members to take advantage of the great facilities we have and I encourage you all to make use of the club, come down and enjoy the view, have a drink, or dinner on Friday night with friends and family.

I am also be a member of the Gulf Harbour Radio Yacht Club and we live close to the Regency Lake where we sail. As soon as we were allowed, under social gathering, almost daily there would be people sailing their DF65 or IOM yachts, on



the lake. Well you must get your sailing fix, somehow.

Azure had her first Gulf Harbour Yacht Club Winter Series Race on Sunday June the 14th the wind was from the Northeast at around 15 knots. In the series we do a windward- leeward, triangle, leeward run and then a beat back up to the top mark and finish boat. We had a good race, tactically going the right way, did not make any mistakes and finished 4th on line and 2nd on handicap sailing against mostly bigger boats. This was good start in the series, go the good ship Azure, probably bugged our handicap for the rest of the series now.

A bit of history

I first joined the Devonport Yacht Club in 1989, this being shortly after Raewyn and I were married and had bought Minika, an 28ft Alan Wright Marauder. Raewyn is a good sailor and helms person, she has had a long association with the club, commencing when she was sixteen, as her parents were members and owning the 32ft yacht Oreti.

Prior to this my sailing career had start when I built a Sunburst sailing dinghy in 1975, then it was Paper Tiger, I then had a 22ft Beachcomber, then upgraded Alan Smith 32ft Keeler. My first offshore race was 1997 Auckland - Fiji in 1997 in a friends Pacific 38. I did the Auckland-Noumea race in 1981 on a Herreshoff Mobjack a 45ft Ketch, in 1984 I did the Bay of Islands to Tahiti race on a Mull 40, we cruised back over three months via Niue island Rarotonga, Vavau Tonga, and Fiji. In 1988 I was in partnership in a Salthouse 48 and cruised up through Vanuatu and the Solomon Islands, then across to Cairns and we hopped our way down the coast as far as Brisbane over a ten-month period. My last offshore trip Vanuatu to Auckland on the Clough's Started with a Kiss in 2017.

I see from the trophy cabinet, Minika has had a many places in the DYC club races, including winning the Duder Cup in 1998 this continued through to 2001, when she was sold and I brought the Farr 1020 Azure. I have campaigned Azure extensively over the ensuring years with a

high degree of success, doing the Wednesday night racing out of Westhaven, SSANZ shorthand series, the 1020 Nationals, the Coastal Classic's and with some success DYC racing, winning the Duder Cup a further twice though to 2015. These successes are due in no small way to crews I have had over the years, especially Rhys Cole. It has been a real buzz to do this and it is something I will always cherish.

In 2014 Raewyn and I moved up to live in Gulf Harbour and we have not partaken in the clubs racing programme as much as we would like, however we have, on occasions, acted as start or finishing boat for races in the Mahurangi and Kawau area.

I become a committee member in the early nineties, serving on the sailing committee and taking over the role of Sailing Master, a position I held until 2003, at which time I became Vice Commodore. It was my pleasure to serve as Commodore for the term 2004-2005, this period included the club's centennial celebrations and the kicking off the extensions and additions of the clubrooms. In 2015 I was very proud to be asked to become the clubs President. Having held that position until now I have decided it is the time to step down and I have advise the Flag Officers accordingly. It has been a pleasure contributing to the running of the club over the years, it has been challenging at times but to balance that it has been very rewarding. Raewyn and I have made many good friends and acquaintances through the club over the years and it is our intention to continue our membership and take part in as many club activities as we can.

I believe the club is in very good position going forward, membership numbers have remained constant and with the strong guidance of the management by staff, the officers, committee members and other volunteers who help out with thing like haulage etc. I see no reason the club should not go forward from strength to strength. The next big project being the alteration and upgrading of the kitchen area and equipment. There have been grant applications lodged from various sources for some of the funds for this work. As ever going forward the committee is



always working hard looking for opportunities to provide events and functions of interest to the membership, they are always very happy to consider any suggestions which would encourage the increase the use of the club facilities.

Hope to see you all at the AGM in August

Peter Strathdee

DIRECTORY UPDATE



A warm welcome to our newest members.

| New Member | Member Type |
|-----------------------|----------------------|
| Antonio Regueiro Diaz | Associate Family |
| Jan Connell | Associate Individual |
| | |

Around the yard

The boss!



(Photo – Geoff Evans)



(Photo – Geoff Evans)

(Photo – Geoff Evans)

Men at work!



THE INTERVIEW - COLIN TUBBS



Colin had just returned to his Narrow Neck home after recuperating from a nasty infection that necessitated 10 days in North Shore hospital. He was recovering well and welcomed a visitor from DYC and a chance to talk boats and his involvement with the Devonport Yacht Club. But, as you can see from his smile, he has led a life full and varied life, has many times landed on his feet and has led a life of good fortune.

He was brought up in a two-story house in Hastings on the south coast of Sussex, England, and said that from the upstairs toilet he could see down to the coast with the net houses on the Stade, built to store the fishing nets.



Net houses on the Stade, Hastings, East Sussex, UK.

His would often go out on a boat with his dad fishing and when the fishing boats were winched up the beach at the end of the day the fisher folk would often toss them any non-commercial size fish to take home for tea!

In the second world war his dad was called up to serve in the Royal Air Force as a ground engineer and in 1940 and to get him out of harm's way Colin was evacuated to Harpenden, Herts. He had passed his 11+ examination and was sent to billeted with the family of the managing director of the Shredded Wheat Company (some of us remember eating those for breakfast as a kid!) in Welwyn Garden City and so commuted to St Albans Grammar School daily on the bus. Sometime later his host family needed his room for a wounded family member so he was billeted to another family, this time in St Albans, near the train station where he was fascinated watching movement related to the war effort, and managed to collect some memorabilia, including those from a crash site where two Flying Fortress bombers had collided.

After school days he had to do two years of compulsory military service, so he served in the army in Malaya. When he returned, the Brits were calling out for teachers, so he attended Goldsmiths College, London University and trained as a geography teacher, and then taught for a while in Bexhill near Hastings. In 1958 he decided to emigrate to New Zealand. He spent his time here teaching in the Maori teaching service firstly looking after the secondary school at Te Kau (just north of Houhora, Northland) then Motutau (just south of Kawakawa), then a school just south of Kaitia where he developed strong



bonds with the Waititi, the Prime and the Henare families.

In 1961 he returned to England, teaching some



more at Bexhill, and taken up sailing a Dabchick 14 in Rye harbour. Then in 1964 he went to Hanover, Germany to buy a VW combi van.

It was in the VW that he and friends embarked on a three month adventure. This was an overland journey through Europe, the Middle East down through Turkey, Syria, Lebanon, Jordan, through to the Gulf of Aqaba, then north again through Iraq, and onto Tehran in Iran to get the vehicle serviced. They had planned to cross the mountains north to the Caspian Sea, but the road was too dangerous, so instead headed SE through the desert to the beautiful city of Isfahan and then skirted Afghanistan up into Pakistan. They spent some time there, getting up into the Himalayas visiting the old colonial stations catching up with some Round Tablers (he had letters of introduction from his brothers-in-law, also members), and then down to Madras, India. They shipped out of Madras for Fremantle, West Australia where they spent 11 months in Perth; Colin teaching and the other chaps working out in the 'sticks'. He then drove across the Nullabor plain to NSW and shipped the VW to New Zealand in 1966.

Back in New Zealand he realised that teaching was not for him any longer, so decided on a change of career. Again, he landed on his feet! In the Herald he found a job working for the Auckland Harbour Board. This involved setting up a Hydrographic Unit. They'd already appointed an ex-RN hydrographer, so Colin was initially his under study. He liked the position so much that he ended up working there for 25 years! Neil

Hudson, their work's launch master, was a member of the Devonport Yacht Club, and his father in law, Barney Soljak was a member of the DYC committee. As his boat had been vandalised, they were searching for someone to become caretaker at the yacht club, so Colin was appointed DYC club custodian and took on residence in the flat (so his lounge was the same area of the clubhouse now occupied by the Sir Peter Blake lounge!). It was through Barney that Colin met his wife Thelma, an English lass whose marriage hadn't worked out. So he inherited a family including three ready-made children. In 1969 he moved into his house in Narrow Neck.

About this time, he built a Hartley 16 trailer sailer and kept it on a swing mooring off the naval base.



He and Thelma enjoyed years of joy, day sailing in the inner gulf and joining in with the DYC picnics.

He also sailed on other club boats including Ladybird with Brian and Joy Blake and

instigated Sea Rangers crewing on club boats. He joined the DYC management committee and became the editor of the club magazine and publicity officer and so started the DYC library. This was built up from donations from club members. He was also on the subcommittee that organised the first of the Round the North Island Race.

In the summer months he'd help crew DYC boats, including many trips up to the Bay of Islands with the Kevin and Sue Johnson on Marie Therese. He ventured offshore taking a fishing boat up to Tonga with Bill Cole.

Unfortunately his wife Thelma died just before he retired at 60, and having lost his crews also lost his engagement with sailing so he sold the Hartley and took an interest in mountain safety, becoming chairman of Auckland Mountain



Safety Council that, work with Westpac helicopter and Coastguard coordinate search and rescue missions in the greater Auckland region. Only last month, after 30 years' service, did he retire from the position! In recent years he's also been working with Wander Search that help rescue people with dementia and children with autism that are reported missing.

Over these years Colin has continued to make many notable contributions to Devonport Yacht Club. These have included: working with Martin Foster, Chris Leech and others on the Devonport Yacht Club Centennial Book (2005); establishing an exhibition at the club to display members and their boats; another exhibition called Devonport Water Front, Then and Now during Heritage Week; curating an exhibition of a number of New Zealand yacht designers including Jim Young (recently deceased), Des Townson, Alan Wright and others. He is also the club librarian curates the extensive collection of books and regularly provides reviews for the monthly newsletter.

Colin's most recent trip afloat was two or three years ago to fulfil a long-held dream of visiting the Marquesas. He and Evelyn flew up to Pape'ete and boarded a passenger cargo vessel that serviced the islands of the Marquesas and Tuamotu archipelagos and had an amazing time. Another dream that he was to fulfil (about now) was to travel over to Europe and be with his middle stepdaughter Susan McBride and her husband Alan Wetherall (also DYC members) on their motorboat to cruise the European canals; though the Covid-19 pandemic and his recent illness has made this impossible.

Prompted by the interviewer, Colin's advice to our yacht club skippers and crew is; to be thoroughly prepared, and in terms of stowage, have a place for everything and everything in its place! And don't forget to keep up the maintenance. And for those of us who help run the club; look after the members. What he loves most about the club is, that everyone turns to, pulls their weight, it is a lovely community of folk with a common interest in sailing. The club is for boating.

Words from Geoff Evans



Moana – a true classic!



(Photo – Geoff Evans)

First up on the yard this year was Moana, now stripped of her rig for a major overhaul. Her owner, Chris Smith and family have very generously provided us with tanks of water (seen in the fore ground above), thus enabling our water blast activities to proceed through the water restrictions. Many thanks Chris!

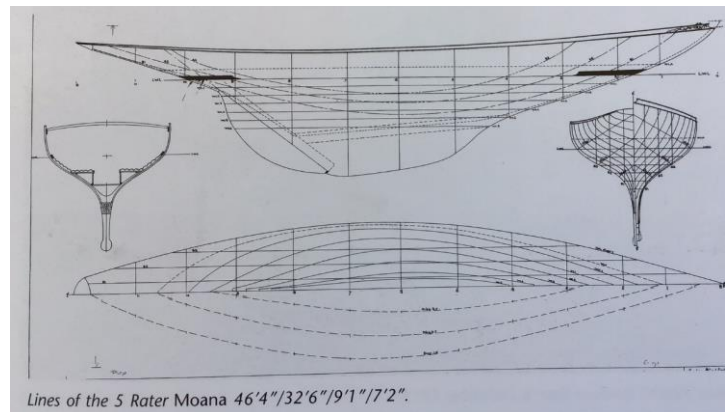
Here are some details of Moana gleaned from several beautiful books kindly lent by Chad Thompson from the Classic Yachts Association New Zealand, and DYC member.

Firstly, some words from an article by Chris Smith in NZ Classic yacht Quarterly March 1999

She was designed and built by Logan in 1895 as an A class racer. She must have been miserable to race with a huge gaff rig and with her original freeboard 225mm lower than present with a reputation of being a submarine...other than being converted to Bermudan cutter rig.

Moana was classified as a 'five rater' whose record must certainly be seriously ranked as one of the most outstanding of any yacht build anywhere in the world'... (Noel Holmes)

She was purchased by the Smith family in 1967 and other than some minor concessions to comfort below she is much as original. DYC members, Chris and Jenny Smith are the current primary care givers.



(Plans – The Logans, Robin Elliott & Harold Kidd)



(Photos – Winkelmann's Waitemata, Robin Elliott, Harold Kidd, TL Rodney Wilson)

Welcoming Aoteroa to New Zealand



(Photo – Geoff Evans)

Pictured above are DYC club members Veronique Cornille and Tony McNeight aboard Renown to welcome Aotearoa into Auckland harbour 26 June 2020. Veronique is an accomplished wildlife photographer and Tony is an artist who teaches Travel Sketching locally.



(Sketch – Tony McNeight)

From Tony's Facebook post:
 'This morning sailed out to welcome our new navy ship `Aoteroa` to Auckland. She is a beautiful looking piece of naval architecture, sporting the old fashioned 'Dreadnought' bow from 1900`s and a modern 'skiff' stern. Couldn't resist capturing her lines....'



(Sketch – Tony McNeight)



(Photo – Geoff Evans)



(Photo – Veronique Cornille)

IT'S A LONG SAGA

This page comes to us from an email from Lynn Burson to Devonport Yacht Club News. 'Neil Burson one of your older members who has been living in Kerikeri for the last 30 years, Neil Colman's nephew & Rob Burson's younger brother thought you might be interested in his latest adventure attempt. I have copied and pasted Neil's Saga plus a photo of the boat he has waiting for in Mexico'.

It's the 20th Feb 2020 and I'm repacking my bags again- reducing the amount of cloths to come within the two-bag weight limit. Let me explain- 18 months previous I'd bought a 46ft motor-sailor in Mexico with the idea of a Pacific adventure & now it is finally coming together. A sailing friend & I are getting ready to recommission the boat in Guaymas a small city on the west coast of Mexico in the Sea of Cortez.

The 25th Feb is fly day, I'm excited, my bags are chock a block full of boat gear, Chart Plotter, AIS, Bosuns Chair, Safety lines etc, but no room for clothes. We're on our way, Kerikeri, Auck, LAX, Phoenix, Hermosillo, & finally a two-hour bus ride into Guaymas. It's still the 25th when we arrive at midnight, what a marathon, but all has gone well. After a sleep in followed by a late breakfast it's a taxi ride to the boat yard and "Shoot the Breeze". She is filthy both inside and out, where to start on all that fine, fine penetrating desert dust. I'd thought it would take Howard & I a week to recommission the boat, install the electronics, the mechanic had already been organized but that planned week stretched into three. Endless cleaning, progressing so many bits and pieces, antifouling, prop speed on our 26-inch 3 blade maxi prop, new clears in the spray dodger. Finally, we are in the water and have moved out of the hotel, OH JOY. But there are big clouds looming on the horizon (COVID 19) The rest of our crew are locked back in NZ. Despite this we motor up the coast to San Carlos, a lovely little town having 2 marines and good shelter. Shoot the Breeze motors beautifully, no wake, 7.5 knots at 1400 revs. Just what I'd hoped for, smooth as and quiet.

Although we witnessed no sign of Covid 19 and victims are few, Mexico is beginning to close down. Calls from NZ were "come home" so bookings were made & Shoot the Breeze was once again back on the hard & put in storage, then the LONG JOURNEY home began. The bus back to Hermosillo, the booked flights cancelled, others rebooked, fingers crossed, breaths held, & yes we've made it to Phoenix, now we're at LAX, but not permitted to leave the airport for the next 48hrs of misery. It was hell trying to sleep upright with all the dropouts of LA shuffling around, us having to guard our bags none stop, frequent inspection of papers at ungodly hours of the night & day, air conditioning turned down & bitterly cold, inter com endlessly bearing 24/7, not an experience I want to go through again. At last we along with about 50 others board the Air NZ jet, OH BOY the relief, and we slept all the way to Auckland. Howards daughter Angela had organized a car



drop off loaded with a mountain of food. We had got back just in time to avoid a small hotel rooms & were able to Quarantine at Howards home in Whangaparoa for the next 2 weeks. How we avoided the dreaded virus I don't know; however, we did take an endless supply of Vit C. Perhaps that saved us.

So, to the future----it's unknown! Will the world clean-up and allow travel again, will borders start opening again & when??? In the meantime, Shoot the Breeze awaits safely in San Carlos ready for the next adventure. Hopefully, next April will see her at the start line for next seasons "Milk Run" through the Pacific & back to New Zealand.

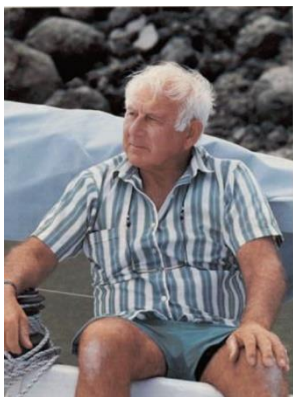
Cheers,

Neil Burson

PS There may be a space for an able-bodied crew member next April 2021.



From the Boating New Zealand team



"So sad to hear of the passing last night of Jim Young - one of New Zealand's most iconic yacht designers. He leaves a powerful legacy - scores of boats and countless innovations that have enriched this country's nautical landscape - and always in the inimitable Jim Young way. Irascible, controversial, unbending - but above all, always an entertaining man to engage in conversation. Farewell old sailor - and fair winds."

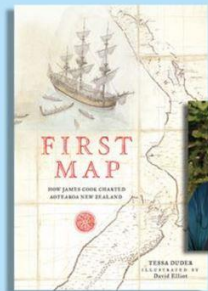
From the Boating New Zealand team.

(Photo from <https://www.sail-world.com/news/229589/Top-designer-builder-and-sailor-Jim-Young-dies>)

For your diaries



DYC – Seataalks



**MEET
TESSA DUDER**

**AND HEAR THE STORY
OF HOW JAMES COOK
CHARTED THE FIRST MAP
OF AOTEAROA
NEW ZEALAND**

Tessa Duder – First Map

Tessa Duder has been long fascinated by James Cook's iconic 'New Zealand' chart, and the challenges he overcame to create it. With some experience of sailing on a modern square-rigger, she set out to write a straightforward account of Lieutenant James Cook's circumnavigation over the summer of 1769-70. The focus was to be on how the famous chart was created during those six months, and at what cost to him, his crew and ship. During the two years this book has been in preparation, she says there has been increasing debate around James Cook's place in New Zealand history.

7.30pm Thursday 30 July 2020

All welcome. The club bar will be open



Notice of Meeting Devonport Yacht Club Annual General Meeting 2020

Venue: Devonport Yacht Club 25 King Edward Parade, Devonport

Date: Tuesday 18th August 2020

Time: 1930

Agenda

- President's welcome
- Apologies
- Minutes of 2019 meeting
- Commodore's report
- Treasurers Report
- Election of officers
 - President
 - Commodore
 - Vice Commodore
 - Rear Commodore
 - Treasurer
 - Sailing Master
 - Clubhouse Captain
 - Haulage Master
 - Site Manager
 - Bar Manager
- Election of Committee members
- Other Business

Note:

- Nominations for President and Flag Officers must be with the Secretary one calendar month before the meeting
- Other positions can be nominated at the meeting
- Up to four committee members can be elected
- Only Full Members may vote





King Edward Parade, Devonport. PO Box 32-036 Devonport
Telephone 445 0048

THE DEVONPORT YACHT CLUB (INC). NOMINATION FORM

We, the undersigned nominate.....for the
office of:

PATRON
PRESIDENT
COMMODORE
VICE COMMODORE
REAR COMMODORE]

(Strike out the offices not nominated for)

Of the Devonport Yacht Club Incorporated for the 2019-2020 year.

Name of Proposer:

Signature of Proposer:

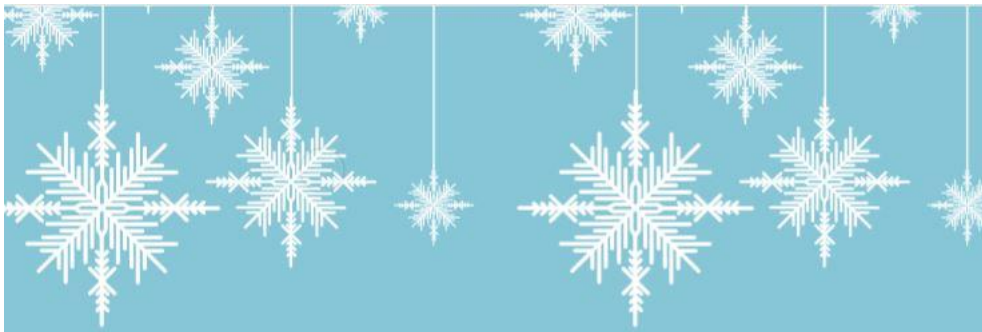
Name of Seconder:

Signature of Seconder:

I agree to the Nomination:

(signature of Nominee)

All of the above must be financial members of the Devonport Yacht Club. All nominations must be in the hands of the Secretary no later than one calendar month prior to the Annual General Meeting.



DYC presents...

A MID-WINTER XMAS DINNER

*7pm, Saturday 25th July
Join us for dinner, carol singing,
games & a catch up.*



Devonport Yacht Club

Tickets \$30 each at the DYC bar.



Book reviews from DYC Library

Many thanks to our club librarian, Colin Tubbs.

| | |
|--|--|
| <p>ISLAND OF THE LOST JOAN DREUETT</p> <p>Two ships are wrecked within three months of each other but separated by impenetrable terrain on the same isolated island 300 miles south of New Zealand. This is a story of leadership that results in one crew's survival and anarchy that pervades the other.</p> | |
| <p>BORN TO WIN JOHN BERTRAND</p> <p>This is the breath-taking account of one man's struggle to capture the American Cup from the United States of America. It was a task that no one had ever come remotely close to achieving in the 132-year history of the international yachting contest.</p> | |
| <p>THE TOTORORE VOYAGE GERRY CLARK</p> <p>In his sailing research vessel Gerry covered 24,531 nautical miles on ocean passages and logged 38,413 nautical miles on his three years, eight months and sixteen days expedition. It was his fascination with sea birds that prompted his research.</p> | |

Colin Tubbs



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.

Chock - Sudden and usually unpleasant surprise suffered by Spanish seaman.

Circuit Breaker - An electromechanical switching unit intended to prevent the flow of electricity under normal operating conditions and, in the case of a short circuit, to permit the electrification of all conductive metal fittings throughout the boat. Available at most novelty shops.

Clew - an indication from the skipper as to what he might do next.

Companionway - a double berth.

Course - The direction in which a skipper wishes to steer his boat and from which the wind is blowing. Also, the language that results by not being able to.

Crew - Heavy, stationary objects used on shipboard to hold down charts, anchor cushions in place and dampen sudden movements of the boom.

Cruising - Fixing your boat in exotic locations.

CR Leech ED*
Past Commodore

A business card for Platter Cafe Restaurant, pinned to the page with a red pushpin. The card has a white left side with the logo 'Platter CAFE | BAR | RESTAURANT' and a blue right side with contact information.

Platter
CAFE | BAR | RESTAURANT

www.plattercafe.co.nz

PH: 446 6626

Address: 33 KING EDWARD PARADE, DEVONPORT

HOURS: 7 DAY BREAKFAST / LUNCH 7:00AM - 4PM
DINNER: WED - SUN 5PM - LATE

bookings@plattercafe.co.nz

www.facebook.com/platter.cafe

Classified Ads



Explore the Gulf on Lion NZ and Steinlager 2

The chance to go on a multi-day adventure on Steinlager 2 or Lion New Zealand is rarely open to the general public but that's what the **NZ Sailing Trust** are offering right now. [Keep Reading](#)

Climb on-board one of NZ's iconic yachts, Lion New Zealand or Steinlager 2. These magnificent vessels founded the careers of many successful Kiwi Sailors who overcame adversity, skepticism, and fear to win the hearts not only of New Zealand but of the world. It is essential to our cultural fabric and New Zealand's nautical history that these yachts are retained and used to help inspire the next generation of young people in New Zealand. We invite you to experience the magic of these vessels as we work to continue the legacy left behind by our beloved sailing greats and their contribution to the national pride of our country and to the continuation of sailing as sport and passion for many in New Zealand.

This kind of experience could be on your bucket list or someone you knows bucket list to experience these yachts or it could be an opportunity to create new memories for your family.

For more information, availability and bookings visit <https://www.nzsailingtrust.com/nztravel>



MAKE US AN OFFER
RELOCATION
CLEARANCE
SALE

SATURDAY AUGUST 1ST FROM 8AM-1PM,
END OF LINE AND CLEARANCE STOCK ONLY.
ALL THIS STOCK MUST GO!
CASH OR EFTPOS SALES ONLY. NO RETURNS.
NO ON ACCOUNT OR CREDIT CARD SALES.

FOSTERS
SINCE 1907
CHANDLERY
A HARKEN® COMPANY

Name: Jay Riechelmann

Email: jay.riechelmann@gmail.com

Message: Hi there, was wondering if you knew of a swing mooring located in the bay which someone would be happy to rent?

Just looking for a location for our pied piper yacht.

Regards,
Jay

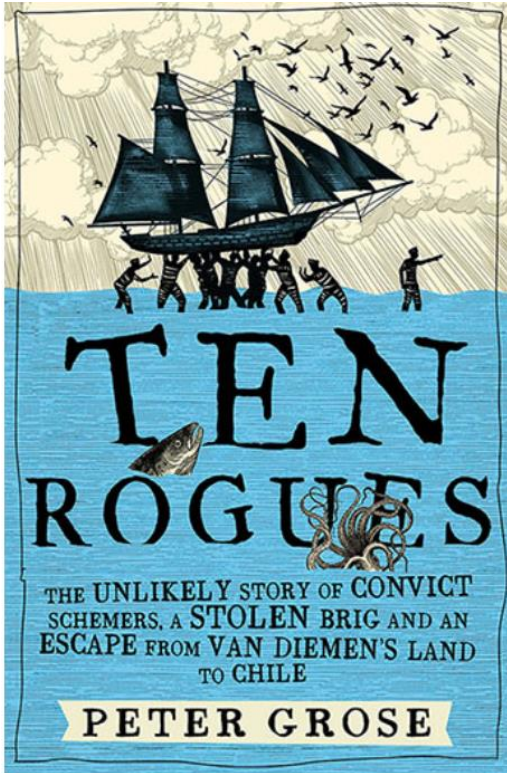


What is moorings4u.com?

Well, one night a couple of us complained about how annoying it was to motor into a bay at dusk and see all the empty, but unavailable moorings. We then proceeded to search for a safe spot with enough swing space to avoid all the empty moorings in the extremely unlikely event that all the mooring owners turned up during the night and tied their boat to their mooring. Following that discussion, we thought about how great it would be if there was a website like Airbnb where you could identify and pre-book moorings in less than a minute. So, we started researching various sites and apps and identified a gap in the market, something that was centred on NZ not Europe and Moorings4u.com was born.

Now the website is live we want to tell all the boaties and mooring/jetty owners out there. So please forward this email to your club members and if possible print out the attachment and post it on your notice board and let's get new moorings/jettys signed up and available to all like-minded boaties out there. Any feedback, we'd love to hear about it.

Thanks, Dan Cooney, 027 707 1133, www.moorings4u.com



TEN ROGUES

By Peter Grose. 229 pages. Published 2020. Paperback

A band of convicts, a scoundrel by the name of Jimmy Porter, a stolen brig and a daring plan for escape.

From the grim docks of nineteenth-century London to the even grimmer shores of the brutal penal colony of Norfolk Island, this is a roller-coaster tale. It has everything: defiance of authority, treachery, piracy and mutiny, escape from the hangman's noose and even love.

Peopled with good men, buffoons, incompetents and larrikin convicts of the highest order, **Ten Rogues** is an unexpected and wickedly entertaining story.

This story of a small band of convicts who managed to escape the living hell of the

Tasmanian penal colony of Sarah Island also depicts their getaway by stealing the leaky and untested brig they had helped to build, and then sailing it across the Pacific from Tasmania to Chile with neither a map nor a chronometer.

Ten Rogues shines a light into some dark and previously well-hidden corners of colonial history...

\$35.00 (In Stock)

