

June 2021

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FROM THE QUARTERDECK



**A Report from
The
Commodore
Hugh Pollock**

One of my constant fears while sailing, particularly on my own, is that something dramatic will go wrong and I'll be in some considerable difficulty. As I have spent more time on the water I've come to meet various emergencies, none of which have turned into catastrophes, and my confidence has grown somewhat although cautiously. For example, early in my boat ownership while motoring home from Waiheke on one occasion the

overheating alarm sounded shrilly and sure enough there was limited cooling water exiting the exhaust. The usual inspections failed to solve the problem and finally I disconnected the inlet hose from its valve, turned the valve on and found a long thin reed jammed in the intake. This was removed and all went well thereafter. I've learned that steps involved in surviving such incidents are: suppress panic, identify the problem then work on a solution.

The latest incident of this type happened after the Easter Cruise to Kawau Island. I'd finished the race, anchored up and tidied up as you do. I decided to row over to another club boat for a bit of the usual post-race banter when, three strokes into the exercise, I broke the starboard oar clean into two bits. Panic was delt with a single expletive. Assessment of the situation was multi-faceted, how to get back to Kristen, how to retrieve the oar and at a less immediate level how to get to the post-match function and how to get from the mooring to the club on my return. The most urgent of these was accomplished by firstly attempting to hail the club member I'd intended to visit. He had his head down solving a problem of his own and didn't hear me. Fortunately, I attracted the attention of a near-by boatie who jumped into his tender and,



collecting the oar end, towed me back to Kristen. It was easy to hitch a ride to the function and back and, since I'm a paid-up member of Coast Guard, no doubt I could call them for a ride back to Torpedo Bay shore. It's funny though how, although I had a solution, in the back of my mind I was disturbed and came to see my Coastguard call as plan B (or even C) rather than ideal. Saturday was the race to Mahurangi which would not be impinged by my problem, so it was left to simmer on the back burner. Over a reviving beer after anchoring, I began to muse over the possibility of repairing the oar and considered the idea of applying splints in a similar way I had been taught to do for a broken arm way back in my scouting days (but had never needed to put into practice). I began an inventory of materials I had on board: plenty of cordage to secure splints, also a roll of duct tape that would be even better but splints themselves were not so easily acquired. The best I could think of was to use my boat hooks which were both too long and required during the mooring process. Nothing for it then but to search through the whole boat to see if there was a solution. Lo and behold I found an all-round light I had picked up, buried in sand while walking my dog. I'd kept it on board because it still worked but was no longer used. Its relevant feature was its telescopic stem which produced two lengths of strong aluminum pipe just the right length. These were taped to the broken oar on each side then bound with cord as further insurance. A cautious but increasingly bold test row confirmed the solution to be perfect and my disturbed mind relaxed.

Once back from the trip the issue became how to make a permanent repair. I concluded that the temporary repair was so effective that an elegant one could become part of winter maintenance and, as a precaution, I put splints on the other oar. I have happily used the dinghy since

and am now puzzling over the sort of emergency gear I should carry and balancing volume and weight against a solution for every eventuality.

Winter, 2021, is beginning to make itself felt with almost nightly fires and comfort food making a comeback. And, of course, the club is starting the winter haul out having completed the working bee cleaning the site and performing the usual essential maintenance on the equipment. Those of us with our boats out of the water are planning various maintenance tasks looking forward (or not) to hard and sometimes dirty work with scrappers, paint brushes and glues in the hope our efforts will make a difference. This year I plan to remove the anti-foul and I'm not particularly raring to go.

Other, mostly social, activities continue during the winter. By the time you read this our prize-giving event will have happened and I'm anticipating it to be another excellent occasion. The very popular Sea Talks continue and other events to watch out for are the Laying Up Supper and the Quiz Night. Participation in our Friday Night meals has picked up noticeably recently and all members are welcome and encouraged to come and enjoy these convivial occasions.

All these events are possible of course because of our very active members who organize various activities: Sailing, Haulage and Social all coordinated by the General Committee. Committee activities in recent years have seen considerable upgrades to the Clubhouse and Haulage equipment all enhancing our member experience. It is that time of year where we start planning for the Club AGM held on the 3rd Tuesday in August. If you would like the opportunity to contribute keep an eye out for formal notices, talk to current committee members and if feeling comfortable have a go.





Ron Child's 100th Birthday 'Bash'

Ron the centenarian written about in last month's newsletter celebrated his birthday on the fourth of May with a party like no other at the Clubhouse.

The DYC was packed with friends and relatives of which there were many. There was an introduction from his cardiologist who happened to be his son in law and then the party began with music videos. A rousing rendition of Poi e by the Patea Maori Club progressed through to his favourite opera. Then Ron divulged his philosophy of life which was to retain the positive and reject the negative. To illustrate this he placed his hand on his right hip and the gap beside his elbow created a gap where negativity could be consigned. He remarked that he had completed one century and was starting another and would see how far he could get through that. The cake was cut and

the dancers enthusiastically took to the floor to the music of Abba and Queen.



There were fireworks from the jetty to end a great party for an incredible man.

We wish Ron many happy returns.



Opinion: The Hauraki Gulf needs more marine protection, now.



Shaun Lee



Hauraki Gulf Forum

Tīkapa Moana

Te Moananui-ā-Toi

By Nicola MacDonald and Pippa Coom

How lucky are we to have the Hauraki Gulf on our doorstep?

Our big blue playground on the east coast of the Auckland and Waikato regions is home to gorgeous beaches, pest-free islands, Bryde's whales, and is the seabird capital of the world. The Gulf, also known as Tīkapa Moana or Te Moananui-ā-Toi, has been internationally recognised as one of the great ecosystems on earth.

To top it off, we have now had the most incredible America's Cup yachts whizzing over its surface at close to 100km/h. But look below that surface and a different story emerges. A great ecosystem is collapsing. We are extracting too much

from the Gulf and putting too much harmful stuff back into it.

When we do that, we start to see things like kina barrens: areas of rock coated with scrawny kina that have eaten all the kelp. They go on a rampage because their predators like crayfish are no longer around to keep them in check.

The good news is that we understand the problems, and we know what the solutions are.

One of the most important solutions for improving the health of the Gulf is more marine protection. Here in the Hauraki Gulf, we protect just 0.3 per cent in marine reserves, with some additional protection coming from rāhui and fishery closures. Increasing marine protection has proven incredibly hard. For example, just one tiny marine reserve (Te Matuku – Waiheke) has been created in the Gulf the past 20 years.

Contrast that with the whenua, where around one third of Aotearoa's land area is in the conservation estate – i.e. National Parks. We treasure those National Parks as places where nature can thrive. But we don't seem to treasure the Hauraki Gulf Marine Park quite as much.

The Hauraki Gulf Forum which we co-lead is clear that we need to see at least 30 per cent marine protection in the Gulf. Protection can come through traditional practices, such as the two rāhui recently put in place by Ngāti Paoa around Waiheke and Ngāti Hei on the Eastern Coromandel, and regulatory tools like marine reserves. We can also protect specific parts of the marine environment through changes to fishing regulations:



for example, the Forum has called for the complete removal from the Marine Park of all fishing methods that damage the seafloor.

Who is responsible for putting in place increased marine protection? Primarily, central government. The Minister for Oceans and Fisheries has the power to alter fisheries policy, while the Minister of Conservation has responsibility for the creation of new marine reserves.

If central government had its policy settings right, mana whenua would not be having to lay down rāhui to protect what little kaimoana we have left, and passionate sailors Peter Burling and Blair Tuke would not be having to take out full pages in local papers to call attention to the Gulf's collapse.

Local government also has a key role to play. There is little point protecting marine areas if we are then deluging them with sediment and pollution.

At the Hauraki Gulf Forum, we have found broad support in the community and among our mana whenua, local and central government members for our 30

per cent protection goal. It also aligns with international best practice.

Central government has recently announced in Parliament that it is very close to releasing its long-awaited Response Strategy to the Sea Change Tai Timu Tai Pari Marine Spatial Plan for the Hauraki Gulf. This is good news. Now is the time to make it happen.

Alex Rogers, Executive Officer of the Hauraki Gulf Forum, has kindly allowed us to republish the article above. The link to the original article is here: (<https://ouraukland.aucklandcouncil.govt.nz/articles/news/2021/03/opinion-the-hauraki-gulf-needs-more-marine-protection-now/>)

Alex also suggests we liaise with our local MP Simon Watts, who is also a DYC member, on the matter of protection for the Hauraki Gulf. Incidentally, next month's DYC Seatalks features Dr Andrew Jeffs from University of Auckland. He will be discussing what can be done to restore the Gulf.





John and Heather Lidgard celebrate another win. © RNZYS

Heather Lidgard, top offshore navigator and shorthanded sailor passes away

by Richard Gladwell/Sail-World NZ 24 May 11:26 NZST 24 May 2021

Heather Lidgard who passed away last Saturday was one of New Zealand's foremost navigators, and shorthanded offshore sailor. In conjunction with her husband John - a noted designer, builder and sailor - they competed in most races in the SW Pacific - usually with an outstanding performance.

Perhaps the most memorable of those was the Southern Cross win 1971, when three New Zealand yachts Waianiwa, Pathfinder and Runaway, took the top three places in the offshore classic, giving the New Zealand team an outstanding win against a crack British team and others from the states of Australia. On individual points Waianiwa was first overall, in the Southern Cross Cup, Runaway second, Prospect of Whitby (GBR) third and Pathfinder fourth. The latter was DSQ'd from one race early in the series for using her motor to get off a reef.

After navigating through the final night in stormy conditions, the wind died for the always tricky passage across Storm Bay. Heather, as the best light air helm on Runaway took the tiller for the final stage, extending their lead over Waianiwa, with Pathfinder ahead. The record of three boats from the same country (outside Australia) taking the top three places in the Sydney Hobart has stood for almost 50 years and will never be equalled.

While navigation is now done primarily on a computer hooked up to an internet connection, Heather Lidgard was from the pre-electronic era of paper charts, sextants, dividers, sun and star sights, chronometers and the ability to take sights from the deck of a racing yacht, combined with the ability to work accurately with the navigation calculations in a cramped below decks nav station. Add in obtaining weather information without a computer or fax, and being able to use dead-reckoning when the weather prevented accurate sights, is another part of the required skill set. Of course, having a top racing navigator on board was probably the most crucial role in any racing yacht, and Heather Lidgard was part of that very elite and highly respected group.

Between them John and Heather Lidgard sailed over 100,000nm together around the Pacific Rim, mostly two-handed, including the Melbourne Osaka race. Ivor Wilkins provides an excellent insight [on the RNZYS website](#). John Lidgard has a more detailed account in his book ["It's in the Blood"](#)

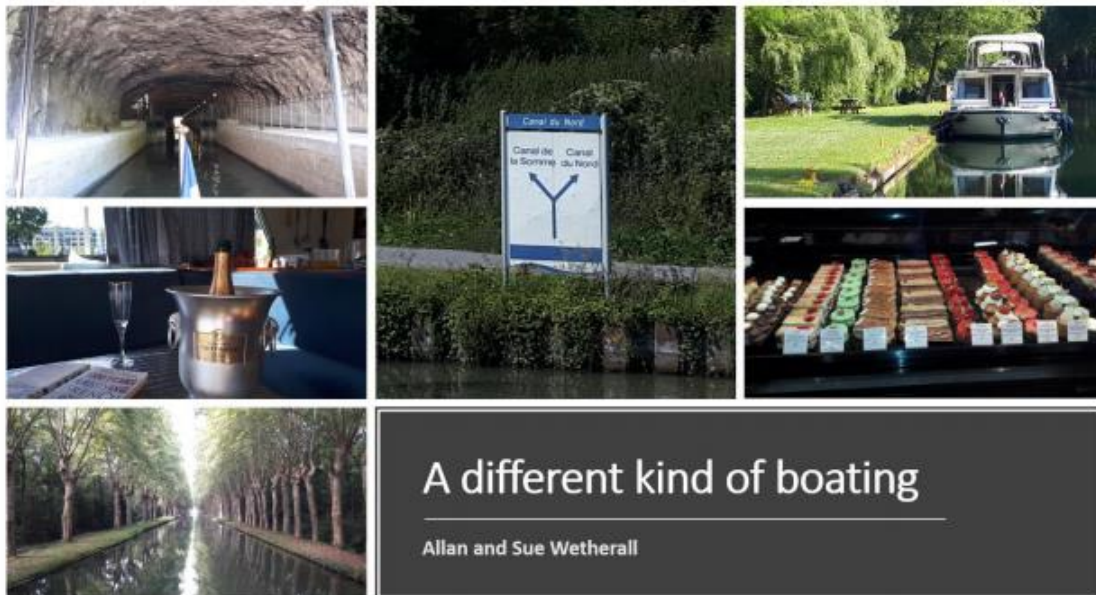
Richard Gladwell has kindly allowed us to re-publish the article featured above.

<https://www.sail-world.com/news/237840/Top-offshore-navigator-and-sailor-passes-away>





DYC – Seataalks



A different kind of boating

Allan and Sue Wetherall

Allan and Sue Wetherall - A Different Kind of Boating

A fun, and informative presentation on “Brown Water” boating in Europe. Not a travelogue. There are significant differences between cruising in NZ and on the 8500km of Navigable Inland Waterways of Europe. So come along and find out about: the Canal and River systems and a brief history; the boats; the regulations; the navigation; the enforcement; engineering solutions, amazing aqueducts, locks, tunnels, boat lifts etc.; the communications; the typical costs; and some memorable moments...

7.30pm Thursday 24 June 2021

All welcome. The club bar will be open





ELECTRICS AFLOAT

1. Open forum/ workshop on learning how to use an Electrical Multi – Meter tester
2. This will be a hands-on workshop selecting and using the basic functions of a multi meter. The idea will be to keep it simple as possible as a first look at a multi meter can be quite daunting with all the settings however for our purpose we only need a few.
3. Everyone will have a turn at using the meters and taking the various measurements relevant to the boats.
4. Various boat layout electrics will be discussed as well as trouble shooting.
5. You can bring your own Meter if you do make sure it has a fresh battery.
6. We can also revisit extracts from last sea talk “Diesels Afloat “boat batteries and voltage tables, as well as calculating loads
7. General discussion will be encouraged.
8. The workshop will be held outside bar hours as I intend to venture into 240 V TESTING.
9. Please register your interest in attending by emailing me and I will arrange a time at DYC: mikeandjunehall@gmail.com

Diary dates

SATURDAY 3RD JULY: Save the date for the annual DYC 'Laying Up Supper'. This will be a mid-winter dinner & dance event and should be a great night See poster below.

SATURDAY 28TH AUGUST: Get a team together for the annual DYC quiz night - always a popular event!

Attention all DYC boat owners,

Vice commodore Blair Cliffe has undertaken an update of our boat details for the next Handbook and want to start in plenty of time. Your help would be much appreciated! The format to use is

Owner/s name; Boat name; Boat type: Boat make; Sail Number

For example; Blair and Emma Cliffe, Hautere, Keeler, Cavalier 39, 2170

Please send your updated boat details to blaircliffe@xtra.co.nz or text to 027 295 4426



HounsellAccountingLtd

Chartered Accountants

129 Onewa Road, Northcote 0629;
Phone 09 418 2729;
email office@hounsell.co.nz



VIVA LA FIESTA!

SPANISH/LATIN AMERICAN DINNER & DANCE

* SATURDAY 3RD JULY, 6.30 FOR 7PM *

TICKETS **\$40** PP INCLUDES DINNER & LIVE ENTERTAINMENT * DRESS-UP OPTIONAL WITH PRIZES FOR BEST DRESSED * TICKETS FROM DYC BAR OR EMAIL EMMAAW@ME.COM

From the Publicity Officer

We're looking for some help with the monthly newsletter, the weekly Latest News emails and the DYC website. This is currently run as a one-man band but working as part of a team would be much more fun and productive. If you are interested, have some skills that you could share then please contact Geoff Evans on 021 777251 or email newsletter@dyc.org.nz .

Flag hoist team

We currently have a team of six members that are rostered on weekly to fly the flags at the Club flagstaff. If you're interested in joining the team then please contact Geoff Evans on 021 777251.



(Photo – Geoff Evans)

Wharf demolition

You may notice work being carried out on the wharf in front of the clubhouse. Much of the structure is being demolished. The smaller area to the flag staff is being retained. Please take care around the work (construction) area.

No more cheques

Please note that the Club will no longer accept payments by cheque as our bank, ANZ, will no longer be accepting them for deposit. Payments can still be made by internet banking or at the club bar using cash, EFTPOS or credit card.

2021-2022 subscriptions

The treasurer will be emailing out 2021-2022 subscriptions. Please pay promptly.

DYC Apparel on website...

Choose from two stylish and practical ranges of DYC-branded apparel. Every purchase you make earns DYC a modest commission. Follow this link to the website: <https://dyc.org.nz/store>

DYC embroidered hats

We have a small number of hats IN STOCK, and no ability to order more. The fleece and woolly ones will be particularly great for Autumn/Winter sailing. Anyone who is interested in buying (or trying) them can contact me apparel@dyc.org.nz. First come, first served.

See photo below. From left to right:

- fleece beanies — \$20
- cotton caps — \$15
- woollen peaked caps — \$20



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.

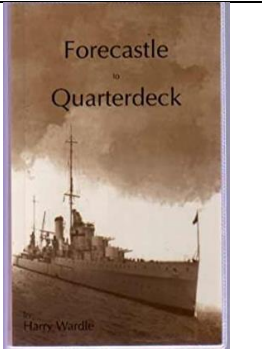
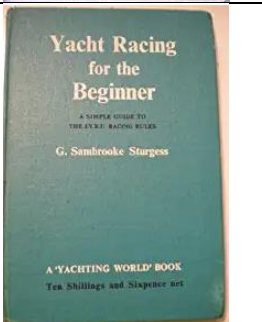

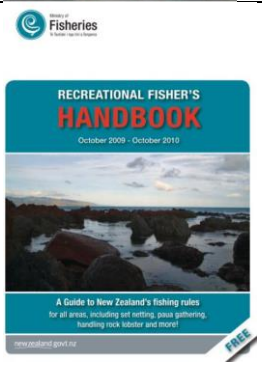
Privileged Vessel - The vessel which in a collision was “in the right”. If there were witnesses, the owner could bring an admiralty court case - known as a “wet suit” or a “leisure suit” - against the owner of the other boat, and if he proves “shiplash”, he could collect a tidy sum.

Propeller - Underwater winch designed to wind up at high speed any lines or painters left hanging over the stern.


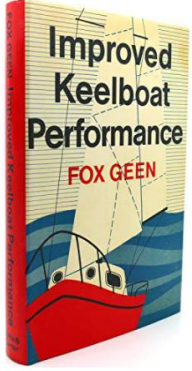
CR Leech ED*

Past Commodore

Devonport Yacht Club Library

<p>FORECASTLE TO QUARTERDECK HARRY WARDLE</p> <p>MEMOIRS 1935 – 1945</p> <p>This is a true-life tale of an ordinary seaman, his life and career above and below decks, through one of the Royal Navy's most glorious and desperate periods.</p>	
<p>YACHT RACING G. SAMBROOKE STURGESS</p> <p>This is a complete exposition of the I.Y.R.U. and R.Y.A. rules illustrated by leading cases.</p>	
<p>HANDLING SMALL BOATS IN HEAVY WEATHER FRANK ROBB</p> <p>This is a classic survival manual for those who venture onto great waters.</p>	
<p>RECREATIONAL FISHERS HANDBOOK MINISTRY OF FISHERIES</p> <p>This book emphasises the importance of sustainable fishing in New Zealand waters. It looks at our resources and implores both recreational and commercial fishers to help conserve the resource so that generations to come will also be able to enjoy a day's fishing.</p>	



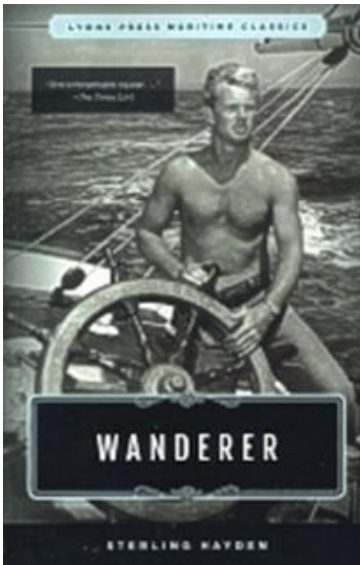
<p>SAILING TIPS WILLIAM M BURR jnr</p> <p>This book offers easy solutions to a variety of everyday difficulties, such as hoisting a spinnaker, single handed manoeuvring, preserving night vision, changing engine oil, preventing foresail chafe, recovering flying halyards, rough weather cooking, preventing radio interference, and predicting weather.</p>	
<p>IMPROVED KEEL BOAT PERFORMANCE FOX GREEN</p> <p>The author offers a comprehensive range of practical hints on improving keel boat performance by attention to and modifications to sails and rigging, hull trim, rudder, keel and propellers. It is sound advice for the self-reliant yachtsman coupled with illustrations and diagrams as well as appendices for the deeper inquirer.</p>	
<p>GOOD FOOD ON THE MOVE MARY MARION</p> <p>The author has developed special techniques using innovative methods, basic, sometimes unconventional, equipment and ingredients commonly available. This book is a must for everyone who enjoys a nomadic life but still loves to eat well.</p>	

Many thanks to our club librarian, Colin Tubbs.



Book review from Boat Books

This is an oldie but reissued..



WANDERER

By Sterling Hayden. Softback.

Since its publication in 1963, Sterling Hayden's autobiography, **Wanderer**, has been surrounded by controversy.

The author was at the peak of his earning power as a movie star when he suddenly quit. He walked out on Hollywood, walked out of a shattered marriage, defied the courts, broke as an outlaw, set sail with his four children in the schooner Wanderer--bound for the South Seas.

His attempt to escape launched his autobiography. It is the candid, sometimes painfully revealing confession of a man who scrutinized his every self-defeat and self-betrayal in the unblinking light of conscience.

\$50.00

