



June 2022



**FROM THE
QUARTERDECK**

A Report from
the President

Bill Jaques

Greetings .. this is something at a valedictory. I have informed the management Committee that I will be standing down as President at the forthcoming AGM in August. It has been suggested that, for this month, I should write a little about my background on the water and particularly my roles on the Committee in recent years

Firstly please indulge me as I go back to that light-bulb moment 75 years ago when I first met boats and the sea. It was on a family holiday at Te Mara guest house on Kenepuru sound. I found a clinker dinghy loosely moored alongside a stone pier. I was somehow drawn to it. I clambered aboard and eventually plucked up courage to pick up the oars and taught myself to row to the limit of its mooring lines. My memory of it is so clear. Was my future predicated from that experience?

I was also intrigued by simple old sailors trick used at Te Mara. It was not really feasible to haul heavy dinghies up the stony beach so they were moored off. This was done very cunningly by hanging a fisherman's anchor on the dinghy's stem by its fluke with a long line attached to the crown and secured to the shore. The dinghy was pushed off the beach and when it reached the desired position a gentle tug on the line dropped the anchor and they boat was securely moored. To recover the dinghy just pull on the rope. The anchor is dragged upside down to the beach and with it the dinghy. I've never seen it done since. I guess the idea is redundant today when a couple of kids can pick up an inflatable and carry it up the beach. But it is a fond memory of an example of simple practical seamanship

In the years that followed I learned to sail, joined the Navy, specialised in hydrographic surveying and spent a good deal of my working life mucking around in boats (and ships). When I finally came ashore permanently I had a couple of not very satisfactory keelboats and ended up in 1988 with Corner Bar Cruiser. A Whiting 29 so-called "cruiser racer" a style much derided as being not much use for cruising and no good

for racing. True enough I guess. She was a slightly difficult little boat for cruising and not very speedy for racing but she gave me a lot of fun over 31 years and managed to get her name on a few of the Club's trophies (probably for good attendance!).

I raced with Ponsonby and Richmond for several years and around 2002 discovered the Devonport Yacht Club. One day I ran into Graeme Pettersen (who I knew from surveying days) and the rest is history. Another light-bulb moment? It turned out that the style of the club, both on the race track and socially, was a good fit for me .. and it was close to my then home!

After a couple of years I was shoulder tapped to take over as Sailing Master. I declined as I was relatively new at the club. I was happy to do be involved but under the direction of someone of more experience. This turned out to be Mike Webster who became the committee member whilst I did the leg work. Much same arrangement as Mike has again today - history repeating itself! After a year I took full responsibility. At the time there were a few controversies but with, help and guidance from Graham, I like to think we smoothed these out created a convivial atmosphere that continues to this day. I remember that I pretty much re wrote the sailing instructions in the yearbook and I wrote a (fairly clunky!) spreadsheet to score and record the race results. It's pleasing to see that both are still in use.

I relinquished the Sailing role after 3 years and took over as Clubhouse Captain This role was rather more hands on in those days. The Clubhouse Captain (again willingly assisted by

Graham and Val!) arranged the furniture as required and was the first point of contact for function bookings. I was very fortunate that we had an outstanding caterer in Gay Lerner who personally ran the kitchen for Club events and functions. I don't know if she made any profit for her hard work but she certainly made my life easier. One of the things I enjoyed most was meeting function clients.

After a couple of year the Treasurer (Matt Kemp) had become Rear Commodore and was looking for a relief. I was fully retired now, sort of numerate and vaguely computer literate so thought this might be an interesting challenge – with a bit of help! So I put my hand up. Warwick Squire (who did an excellent job) took over the Clubhouse and I became Treasurer for the next 5 years. It is an interesting, if demanding, role that has an insight into everything that happens in the Club. I worked closely with three Commodores .. Sue Johnson (who gave me great help in the first year), John Ford and Matt Kemp. Very different characters but all an absolute a pleasure to work with. Naturally Graham re-emerged to help - this time chasing up annual sub defaulters. I believe he still does! Finally I must commend my successor Grant. I am in awe that he maintains a demanding job and yet keeps all aspects of the club's finances on track.

I was recruited as President a few years later. The President takes a back seat role at Committee meetings. I have been intrigued that so many issues of concern are the very same that we agonised over years back. *Plus ça change, plus c'est la même chose*. But also I have been impressed that there is the same (or better) competence and common sense



amongst the diverse characters on the Committee each of whom contributes in their own way to the benefit of the whole. Your Club is in good hands.

I was very pleased to be asked to serve as President and to have the prospect of renewing my involvement with the club. Unfortunately my circumstances are such that

I've been unable to fulfil the role as I would have wished so I have reluctantly stood down. Maybe, if the situation changes, I may be able to participate in the life of the Club again and perhaps help with some chore or other.

BJ



An overview of DYC racing season



We had a successful sailing season despite the cancellation of the first three races because of covid restrictions.

Devonport Yacht Club has a long history of yacht racing as can be evidenced by the number of trophies on display in the Trophy cabinet.

Recent years have seen smaller fleet numbers but just the same competitive spirit. I remember helping to run a Duder Cup Regatta in the early 1970s when we had 120 starters from Buccaneer, Infidel and Ranger in A division down to the smallest yachts in E division. We had a Mark Foy race this season. This event has yachts starting at times calculated on their handicaps to finish at the same time. All yachts finished within 15 minutes which shows that the system worked on the day.

Our social committee lead by Emma Cliffe provided lovely salads for our barbecues ashore at or after race the prize givings. Many thanks.

We also owe a vote of thanks to our sailing administrator Hugh Maguire for putting the program together, running the racing through the season and for organising the end of season prizegiving.

Thanks also go to our starting team lead by Bill Cole, to Brian Schlaadt who did our handicapping and to our start and finish boats.

To those of you who own yachts but do not participate. Can I invite you join in, and add an extra dimension to your membership? To our launch owners, the same invitation to join in our barbecues ashore after yacht races.

Mike Webster



Here's an image from Mike Hall's drone video footage of Te Kouma harbour, Three Handed Gulf Rally, 2022



DYC Prize Giving 2022



The DYC Sailing Committee and Social Committees organised a very successful Annual Prize giving at the clubhouse on 28 May. Particular thanks to MC Hugh Maguire and from Steve Madden from Team Lambretta for the pics. Here are some highlights:



Here's DYC's Sally Garrett who gave the welcoming address. She's 2022 National Women's keelboat champion, speaker at our August DYC Seataks and Frank Warnock's stepdaughter!



Pictured is Bill Cole with a special tribute to Fran and Nelson Webster of the start team





Team Lambretta, who won the Duder's Cup



Here are the Duders and Websters keeping it in the family



And Team Kudos, best looking winners!

DYC Working Bee

Last month DYC Works Manager Ken Smith organised a successful working bee before haulage got underway. Club members volunteered to clear the site, set up the haulage trolleys and complete maintenance and cleaning of the clubhouse. Here is a selection of images (and corny captions) from Ken.



John and Chris discuss the state of the sea wall



Mucky Work (Kiti and Ken C)



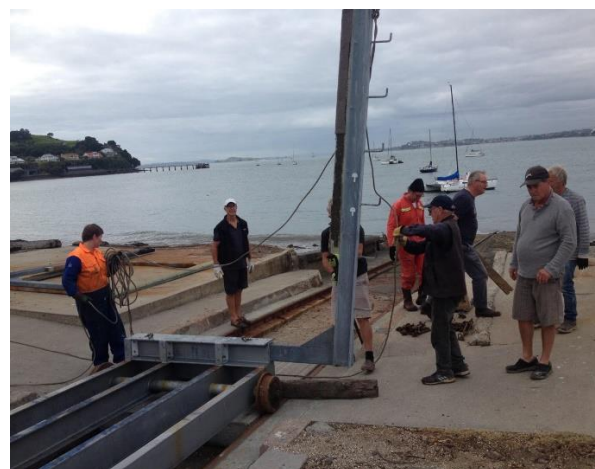
Charlie and Janet go way back



Little garden gets a new lease of life.



The most important team



Heavy lifters (deconstructing the universal)





Bob reacts to an intrusion of his privacy, Blair doesn't mind at all.



Tony looks on top of the world



Grant mucks in (the DYC treasurer)



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A Summer Cruise 1959

After not very successfully racing Frostbites for a couple of seasons, I decided that they didn't go far enough for me. So, by dint of selling the Frostie and much money juggling (an apprentice electrical fitters wages were not very generous) I was able to buy an old eighteen-foot fin keeler called "CYONE ". I did her up a bit over the winter, and then went cruising, sometimes two of us sometimes on my own. On one occasion, two of us had sailed up to Kawau, but had to leave her on the anchor in Schoolhouse Bay, so that we could get a bus back to Auckland in time for work on Monday. We went back and brought her down the next weekend.

Over Christmas, Cyone and I went out to Great Barrier for a few days, we spent all the time exploring Port Fitzroy, which I loved and still do, beautiful and peaceful. At that period of time, not many yachts or launches made the trip out, and of course, no tinnies or fizz boats other than locals in dinghies. Devonport Yacht Club always had a strong representation in the visitors.

One photograph shows a group of Club boats, including, Aorewa, Blithe Spirit, and Cyone in the foreground, all moored stern-to in the little cove opposite the wharf. The cove is now the entrance to the park.



When I was passage-making, I usually got underway about 0400 – 0430, just quietly ghosting out of the anchorage, to try and ensure a daylight arrival at the destination.

On the return leg to Kawau, we were about halfway across, when a light northerly changed to a brisk westerly. I was soon quite disheartened, one tack --- Coromandel, the other tack Leigh or Whangarei! Plod on! At one stage I had to just lay with everything flapping, whilst I bailed Cyone out. No such thing as a self-draining cockpit. We finally reached Mansion House that evening. Another of the photographs shows me promptly hanging out everything to try and dry a bit. As the bilges were so shallow, the water had reached everywhere.





The next day the lads from the “cruising eighteens” (V class Mulleties) in the bay , decided they wanted to know how many of them could be fitted on an eighteen foot keeler , and invaded us. As a still timid, non-drinking “Pommie B “, I was more than a little nervous, but all went well.



CYONE was able to go further than a Frostbite, and I enjoyed my time with her, but she was still too small.

That winter “Elizabeth “came up for sale on the hard at the Club and was too good to miss (being 27 feet), so by borrowing and more juggling I bought her. I sold CYONE to a young naval rating called Tony Brewer on a drip payment of 7 Pound 10 per fortnight; he was broke, like me!

I have heard that in later years Tony had a larger boat and went on to do a circumnavigation but don’t know for certain.

Bill Cole



PICTURES FROM THE PAST

This is the first in a new series of articles in which I intend to highlight some of the early historical photographs from the Archives of the Devonport Yacht Club. Whilst some of these will have already been published in – The Devonport Yacht Club – A Centennial History Edited by Harold Kidd, the remainder is from the balance of over 1500 photographs collected and catalogued as part of the Centennial Book project. All photographs published in these articles remain the property of the original owners; they are included on the condition that they are not reproduced in any other form without prior permission of the owner, or their representative.



Can you identify the main features and location of these photos? All answers to the author. However, the answers will be in the next newsletter.

Chris Leech ED*



Maritime New Zealand wants boaties to think about their responsibilities every time they go out

May 30, 2022

Press Release – Maritime New Zealand

A Maritime New Zealand prosecution is a timely reminder about how quickly a trip out on the water can turn disastrous.

Jae-Ho Huh was sentenced on 27 May in the Auckland District Court after earlier pleading guilty to one charge under the Maritime Transport Act.

He was prosecuted after his 11-metre launch, with three people aboard, collided with the schooner SV Arcturus.

The collision occurred between Rangitoto Island and St Heliers in Auckland in March 2020. At the time, the launch was travelling under auto-pilot at between 15 and 20 knots (28-37 km/h).

Northern Compliance Manager Neil Rowarth says the incident was entirely avoidable.

“It doesn’t matter whether you have been on the water for decades, or have just recently purchased a water craft. Knowing the rules and safety advice protects you, those you care about and others in and on the water,” he says.

Those on the SV Arcturus yelled and waved at the launch as it approached from behind, but it continued without slowing.

Mr Huh did not see the 18.3-metre long SV Arcturus until it was only 15-20 metres in front of him. He did not have time to disengage the autopilot or slow down before the collision.

Of the ten people on board the SV Arcturus, the skipper’s 13-year-old son was thrown into the harbour by the force of the collision and two passengers (a man and 12-year-old boy) jumped in for fear of injury. The skipper pulled the two boys back on board but could not reach the man who had drifted away.

Mr Huh then turned his launch to try to rescue the man but almost ran him over before colliding with SV Arcturus a second time.

“This incident could have had tragic consequences and been easily avoided if the skipper of the launch had been keeping proper lookout, had taken the appropriate action when overtaking the sailing vessel, and had been travelling more slowly.

“I urge everyone who has a boat to know about sailing and the rules of the sea – join a boat club, take Coastguard boating education lessons, and keep safe,” he says.



“Comprehensive advice is available at [Saferboating.org.nz](https://www.saferboating.org.nz). We recommend anyone planning on heading out know the five ways to be safe on the water.”

Content Sourced from [scoop.co.nz](https://www.scoop.co.nz)

Editor’s Note:

- Mr Huh has been fined \$ \$3,900 and ordered to pay reparations for consequential loss totalling \$18,537.94, and additional reparation for emotional harm of \$500 per victim.



CHRISTEL YARDLEY/STUFF

Maritime New Zealand is calling for boaties to stay cautious at all times after a crash that could have had “tragic consequences”. (File photo)

<https://www.stuff.co.nz/national/crime/300600937/auckland-skipper-fined-after-crash-that-threw-13yearold-boy-into-water>





A RANGE OF COURSES

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Auckland - Devonport Yacht Club

Boatmaster

Monday and Wednesday evenings 7pm-10pm, Starting Monday 4 July for the following dates - 6th, 11th, 13th, 18th, 20th, 25th, 27th July and 1, 3 and 8 August 2022

Enrolments now open

Visit www.boatingeducation.org.nz or call one of our team on **0800 40 80 90** to book a course



Classifieds

Steel cradle for sale



Hi.

My name is Peter Restall and we have recently sold our Townson 32 yacht. As a consequence we no longer have use for our boat cradle.

As you can see from the attached photos, this cradle is of solid steel construction, the cradle arms are very adjustable to suit yachts of differing beam and it features a bow prop. It measures approximately 2.5 metres long and 3.2 metres wide.

We have been advised that to have the same cradle built today it would cost a minimum of \$6000. Our asking price is \$2000 ono.

I would be prepared to assist any buyer of the cradle to assemble it for the first time.

My contact details are: Phone 021727590. Email : pandarestall@gmail.com.





DYC – Seatalks

Reviving and Revitalising the Hauraki Gulf
Thursday June 23rd, 7:00pm
With presentations and Q&A panel discussion

Alex Rogers
Hauraki Gulf Forum

Grant Crawford
Waiheke Marine Project

Peter Miles
Revive Our Gulf

Alex Rogers, Grant Crawford and Peter Miles – Reviving and revitalising the Hauraki Gulf

Join us for a special evening of Hauraki Gulf updates. Alex Rogers, Executive Officer of the Hauraki Gulf Forum, will talk about the Central Government's 'Revitalising the Gulf' strategy and the current and future work of the Forum. Grant Crawford from the Waiheke Marine Project will talk about the journey and vision behind this community / mana whenua partnership, and what it is achieving in and around the Waiheke marine environment. Peter Miles from the Mussel Reef Restoration Trust will give an update on the Revive Our Gulf project to 're-mussel the Gulf'.

Devonport Yacht Club - SEATALKS

7.30pm Thursday 23 June 2022

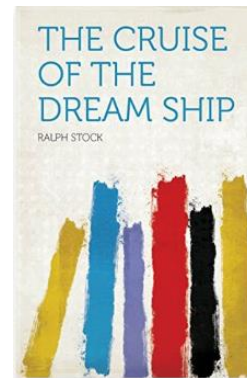
All welcome. The club bar will be open



Book reviews supplied by our librarian, Colin Tubbs.

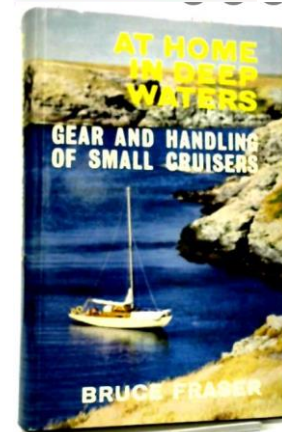
CRUISE OF THE DREAM SHIP
RALPH STOCK

It seemed an impossible dream for the author has a ship to be bought, fitted out and provisioned on a bleak bank balance. Then there was the matter of cramming sufficient knowledge of navigation to steer a ship across the ocean and of finding a crew that would work her without hope of monetary reward.



AT HOME IN DEEP WATERS
BRUCE FRASER

GEAR AND HANDLING OF SMALL CRUISERS

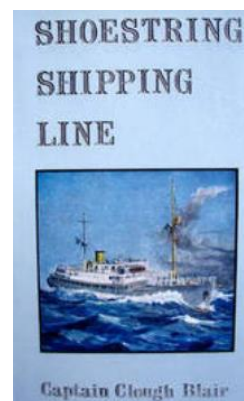


THE NEW ZEALAND BOAT COOKBOOK
ROBYN WEBB

This book is full of easy, interesting, delicious food ideas with an emphasis on fish and shellfish and fresh ingredients that store easily onboard as well as recipes using canned, dried and frozen foods to best advantage.

SHOESTRING SHIPPING LINE
CAPTAIN CLOUGH BLAIR

What the author writes in this book is the gay, adventurous story of a handful of tough kiwi mariners who laughed in the face of the experts who said, 'it couldn't be done', and proved them wrong.



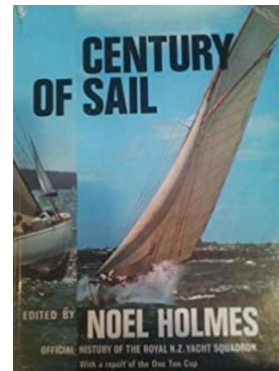
LOG OF THE HUIA
CLIFFORD W HAWKINS

The author has indefatigably compiled the story from many sources; he has even sailed a voyage or two as crew and his fascination with the sea and sail comes through strongly in the narrative which makes good reading for everyone interested in sail.



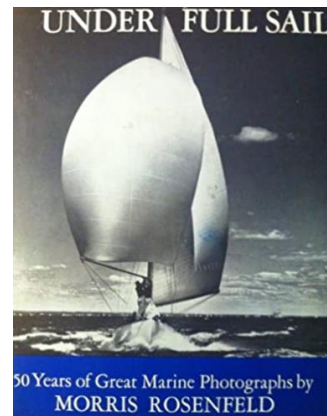
CENTURY OF SAIL
NOEL HOLMES
OFFICIAL HISTORY OF THE NEW ZEALAND YACHT SQUADRON

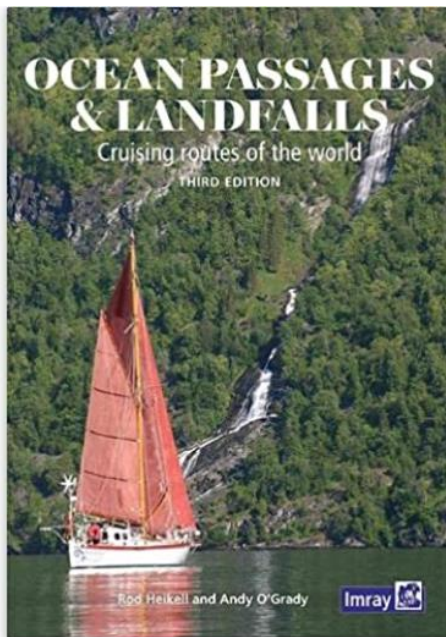
The aim of this book is to put on record the advances or retrogressions of the technique to making a boat go towards a given point using the wind as horsepower, during the period 1871-1971. Meantime, here is the initial instalment of a saga that should never cease while there is sea to sail out of Auckland and while the wind remains free.



UNDER FULL SAIL
MORRIS ROSENFELD
FIFTY YEARS OF GREAT MARINE PHOTOGRAPHS

In this book the author has selected 200 of his best studies. They express not only the exhilaration and challenge of sailing but record the evolution from the heavy, lumbering offshore vessels of the past to the thin, aluminium and one piece glass fibre shells of today.





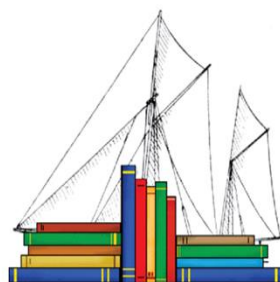
OCEAN PASSAGES & LANDFALLS

By Rod Heikell and Andy O'Grady. Hardback, 1.64 kgs, 215mm x 305mm, 411 pages, Colour photos and Line Drawings/ Charts. 3rd Edition. Published 2022

This cruising guide for ocean voyagers provides invaluable passage-planning information for tried and tested routes around the world. Climates and weather patterns, currents, seasons and timings are key to selecting routes, but just as important is knowing something about the countries that you will arrive in. Details of the expected formalities and regulations are followed by essential information on key landfalls, accompanied by the first-hand observations.

Text and plans have been updated for this third edition which is illustrated with a number of new photographs to inspire both dreamers and passage makers.

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