

**May 2020**

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36° 49' .87 S

## FROM THE QUARTERDECK



### **A Report from The Vice Commodore Hugh Pollock**

What a difference twelve months make. My Quarter Deck article this time last year was full of the joys of the race season and anticipation of social events – laying up super and prize giving to come – and winter haulage. The tragic events in Christchurch on the 15<sup>th</sup> March also featured which gives perspective to the timeline.

This year, by the start of the three handed race, the racing season was in full swing with just some shadowy clouds on the

horizon in the form of disturbing reports of what we now know as Covid-19 and the country at level two. The race itself was memorable. The first solid rain for some months soaked everything not protected just as the first leg started which, after some great sailing' turned into a drifting match for most of the stretch across the Firth of Thames to Te Kouma. There was no barbecue that night as the finish boat had to pull out and the next day saw one of the longest drifting matches, I have ever experienced. During that day we listened to the first of many updates on our nations approach to defeating the virus and finished the race in the dark assisted by a steady sea breeze. The much-appreciated barbecue that night, hosted once again by John Duder, was somewhat subdued featuring practical efforts at social distancing, bumping elbows rather than handshakes for example and working on our two meter



estimation skills. The final leg from Kawau to Devonport was sailed in a strong friendly breeze. By the following Thursday we were in covid-19 Alert Level four lockdown and you, dear reader, surely know the rest.

The level four lockdown has, obviously, had a considerable effect on Devonport Yacht Club activities. All races were cancelled almost immediately. All social activities likewise have stopped while we, and the nation, wait and see. I'd like to say thank you to Kirsty who proactively took the opportunity to lay up the Bar and associated equipment for the duration removing perishable items and disconnecting beer lines etc. A number of club members on their walks check the clubhouse and surrounds. So far all is well.

There are glimpses of possible action on the horizon, however. Winter haulage is a season long activity and, while the start will be delayed, there will still be an opportunity for boat maintenance. Applications are open in the usual way with the deadline extended to May 24<sup>th</sup>. (See weekly news for details). Actual haulage will commence when we are at an appropriate covid-19 Alert Level.

The Social Committee, ever inventive, are working on a virtual Quiz Night via the now ubiquitous Zoom platform. It could be fun and a chance to catch up so look out for details.

Keep the home flags flying! Our flag hoisting team have done us proud over the years but decided it a risk too far for

some of its more senior members to continue through the lockdown. DYC Flag officers agreed to take over these duties, actioned as part of daily exercise, and surely taking some of the abandoned look out of the club premises. From general public comments it is appreciated in our community.



*(Photo – Geoff Evans)*

The General Committee continues to manage club affairs holding monthly meetings by Zoom and using email chains where appropriate. A major concern we have is for the welfare of our members and we encourage each member to look out for each other with a friendly word, offers of help and acknowledgement and we look forward to the time we can recommence our club activities.



**PLAY IN YOUR BUBBLE -  
BE IN TO WIN PRIZES!**

**THE DYC  
VIRTUAL  
QUIZ NIGHT  
SAT 9 MAY**

**THANKS TO QUIZMASTER:  
MURRAY FORBES**

**Saturday May 9, 2020  
1900 hrs for 1930 start  
Email [emmaaw@me.com](mailto:emmaaw@me.com) for  
details and an online link**



(Photo – Geoff Evans)

## DYC Winter Haulage 2020

In normal circumstances the 'cutoff date' for haulage applications would be 30<sup>th</sup> April 2020 but with the current pandemic situation things have to be a little different this year. The current Lockdown strategy being vigorously implemented in NZ is showing positive signs that the Covid-19 virus in NZ is being contained and as a consequence it is reasonable to expect some relaxation in the Alert Level in the days ahead.

There is still considerable uncertainty as to when we will be given approval to proceed with haulage at DYC. Notwithstanding the above it is still the intention to progress the Winter Haulage program once approval has been granted.

Accepting that the start date for haulage is likely to be later than normal it is proposed that the 'cutoff date' for haulage applications be extended to 24<sup>th</sup> May 2020. In order to plan for this years 'Winter Haulage' would all boat owners who intend to haul out please email the Haulage Master (Nigel Wilson: [-nmwconsult@gmail.com](mailto:-nmwconsult@gmail.com)) to confirm their intention to haul out.

# Long read: The Duder Cup, a spectacular classic regatta before New Zealand went into lockdown



Thelma (A10) overtakes Waiting (A6) at the start of Duder Cup 2020 (photo John Cadd)

**By John Cadd**

*(Please understand this article was written for a Classic Boat audience that are especially interested in CYA NZ type boats. <https://www.classicboat.co.uk/articles/long-read-the-duder-cup-a-spectacular-classic-regatta-before-new-zealand-went-into-lockdown/>)*

On the day of the Duder Cup, 23<sup>rd</sup> February 2020, it had not rained in Auckland New Zealand for 47 days. Many were praying for rain. They got their wish. During the course of the race the rain was phenomenal. It was so heavy that a helmsman on a 6m (19ft 6ins) classic would not have been able to see the bow of his boat, never mind where he was sailing on the course or see other boats. Fortunately for the sailors in the Duder Cup it did not rain all the time. Those of us from the UK know what rain is like this year, the New Zealanders had

forgotten. About 15 mm of rain fell (3/4 inch) on Auckland Harbour over that day. This did not deter a fleet of twenty six yachts, starting in five divisional starts.

The race was first run as recently as 1881 initially known as the North Shore Regatta Cup and then re-named in 1923 in honour of Thomas John Duder, a significant benefactor of the Devonport Yacht Club. The handicap race is run by the Club in association with the Classic Yacht Association of New Zealand (CYA NZ for short). The race is open to all yachts including traditionally inspired boats and classic yacht members of the CYA NZ.



Devonport YC, North Auckland Harbour (photo John Cadd)

Devonport Yacht Club was formed in 1905. The traditional, large wood shuttered Club was once the Auckland ferry passenger terminal expertly adapted for its present use. The Devonport YC is based on North shore of Auckland Harbour overlooking Auckland City to the South West. The club is set on Devonport village foreshore alongside a row of distinct pohutukawa trees which are hung with natural 'baggy winkle' like anti-chafe tackle (see photo above). These pohutukawa are native to New Zealand, the wood of which was highly regarded for making yacht knees in the past. The endangered trees are now strictly protected.

Sir Peter Blake was a life member, patron and long time supporter of Devonport Yacht Club.

The handicap for such a varied fleet competing in is organised under PHRF rating, which was an unknown rating system to me. PHRF stands for Performance Handicapping Racing Fleet. This is calculated based on the normal boat and sail dimensions combined with input of the boat's past performance in racing. It is a bit like a golf handicap and is designed for on water equality. It gave a good average of results for the fleet comprising all ages of boat built since 1894 to the present day. I don't think the handicap results could have been calculated without the use of computer in time for the prize giving on the day of the race, but that is usual these days on any system.



Thelma (photo John Cadd)

The first start was a 10 am with starts at five minute intervals for each of the five divisions or classes afterwards. The Open Class started first with boats equipped 'with extras', (in other words spinnakers and other additional sails). This included two of the finest of the CYA NZ fleet Thelma sail number A10 and Waitangi sail number A6. Four other yachts from the CYA NZ 'A' class fleet were registered to sail but they bowed out, it is thought, because of the accurate rain forecast. This was their loss. Thelma and Waitangi had a good race, even enjoying some short bursts of sunshine. More about Waitangi and Thelma later.



Mullet Boats racing in Duder Cup 2020 (photo John Cadd)

The Mullet Boat class started third at 10 minutes past 10. These very distinctive open boats are unique to Auckland Harbour. As the name suggests the original boats were used for catching mullets and raced back to Auckland to sell their catch. They now are a class of racing yacht based on the traditional hull with an extended foredeck aft of the mast and sail plan of their working forebears. They are crewed by up to six and have a range of extra sails and spars (sadly not on display to this photographer during the race!). The nearest comparison to a UK racing fleet would be the Falmouth Working Boats.





Tucana – rain approaching (photo John Cadd)

Next to start were the smaller B Division classics. Two competed Tucana (see photo 05) and Songbird. Tucana was built in 1905 and was designed by Cullen of New Zealand and built by Jack McPherson in Dunedin, South Island, NZ. Jack used local kauri wood to construct the carvel hull. The boat is now owned and beautifully maintained by the Tino Rawa Trust which have a stable of fine New Zealand yachts and motor vessels in Auckland.

The other B Division classic yacht was Songbird a light displacement Townson 32 built and designed by local Aucklander Des Townson in 1968. Of the two Tucana won by just under 19 minutes on handicap or about 20 minutes elapsed time.



Waitangi (photo John Cadd)

Classic A Division Duder Cup competitors Waitangi, built in 1894 and Thelma, built in 1897, are both prime examples of the design and build of New Zealand based Logan Brothers. These famous Antipodean yacht builders are often compared with their Scottish counterparts, the Fife yachts. The Scots and Kiwis might passionately dispute which family designed and built the better and fastest yacht.



Waka war canoe celebrates Waitangi day 2020 (photo John Cadd)

The name Waitangi means ‘resounding water’ in Maori. Every 6<sup>th</sup> February New Zealand celebrates Waitangi Day as a public holiday. This remembers the land treaty signed in 1840 between the Maori people and the then British Government at the Waitangi settlement by the Bay of Islands in Northland New Zealand. The yacht is named after the place and this historic event.

The gaff rigged cutter Waitangi is 22.55 metres (74ft) overall from bowsprit to end of the boom but only 10.36 metres (34 feet) on the waterline, which may be described as extreme.

Then Thelma has similar measurements of 22.55 metres (74ft) overall from bowsprit to end of the boom but is 12.19 metres (40 feet) on the waterline. Both yachts share a history of many owners from around the western world and have been treated in the past to a range of often misplaced and inappropriate sail plans and alterations to their accommodation. They have now both been fully restored to their original condition, as the Logan Brothers and their original New Zealand owners intended. Both boats are now owned by the New Zealand Classic Yacht Charitable Trust. They are both enviably protected under the New Zealand ‘Protected Objects Act’ of 1975, which means they may never again be legally sold to foreigners. (Oh! for such a law to protect UK vessels).

The CYA NZ 'A' Class yachts in Division 2 started with the Open Division 1 (modern yachts equipped with spinnakers) at ten o'clock precisely. Waitangi crossed the start line of Devonport YC ahead of Thelma. Thelma, the larger yacht with the greater sail area quickly overtook her older 'sister' (see photo at top).

Each division had its own course around Auckland Harbour and Hauraki Gulf. The Gulf became alive with maelstrom of yachts sailing in every compass direction. This was complicated by the passage of Auckland and island ferries and the arrival of a cruise liner. The cruise liner, bound for Auckland, gave the fleet five long blasts of its horn demanding to know "What are your intentions?" (otherwise known as a signal meaning politely "Get Out Of My Way").

I was the only on-water spectator of the Duder Cup, in a fast modern (did I say ugly?), rented motorboat, which was a zoom lens extension of my camera. I survived the day during which was in the heaviest rain I have ever encountered in a lifetime of boating.

This time next year in these waters of Hauraki Gulf there will be hundreds, if not thousands of spectators plus a worldwide TV audience witnessing the Americas Cup Yachts match racing until victory. I wish them enjoyment of it and hope they don't get rained on.



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## The Glenfiddich Cup

This was a race within a race during the 1960s and 70s between two DYC yachts, Ebb Tide owned and skippered by Phil Warring and Shimmer owned and skippered by Keith Douglas and was sailed as part of the Woollacott Cup race during the Devonport regatta. Both yachts were designed by Bert Woollacott and had similar performances.

The loser gave the winner of the two boats a bottle of Glenfiddich and as no one knew what the result would be both skippers had to carry a bottle on board for after the race.

My earliest memory of the after-race function took place in the club custodians' home which is now the Sir Peter Blake lounge, at the time Fred Lytollis was the club custodian and lived there, Mike Garrett rudely nicknamed him Fred Clitoris.

The skippers had no trouble getting crew for this race and Ray Shaw snr. and Jnr. Were regular crew which explains why Offshore never won the Duder cup as all these guys were my regular racing crew.

They all gathered in Fred's flat and the loser presented the winner with a bottle of scotch whisky with due ceremony which was immediately consumed. The wives produced some food but did not attend the function, (I wonder why?)

Once the first bottle had been drunk the winner produced his bottle and the party continued until both bottles had been consumed by which time loud noises and much laughter could be heard coming from Fred's flat.

Finally, a group of drunken yachties would head home happy and contented and looking forward to next years race.

Eventually age caught up and Phil moved to Warkworth and sold Ebb Tide to Geoff Cook who still owns her and Keith sold Shimmer out of the club. Both died some years ago and very few current yacht club members will have known about the Glenfiddich Cup race and its importance to those involved.

Frank Warnock.

## Updating the boat register for the Yearbook

"The club would like to update its records of the Boats owned by members and gain some extra information which will be printed in the yearbook and which we hope will make it a much better reference source. An online survey is being put together and once ready we will be asking members to complete it. The information requested will be along the lines of the following:

1. Do you still own a boat?
2. What type of boat is it:
  - centreboarder
  - classic launch
  - classic yacht



- keeler
- launch
- motor sailer
- multihull
- runabout
- trailer yacht

3. Boat name
4. Boat designer
5. Boat LOA
6. Sail number
7. VHF call sign

## 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.

**Burdened Vessel** - The boat which, in a collision, did not have the right-of-way.

**Calm** - Sea condition characterized by the simultaneous disappearance of the wind and the last cold beverage.

**Chart** - a type of map which tells you exactly where you are aground.

**Canvas** - An abrasive sailcloth used to remove excess skin from knuckles

**Captain** - See FIGUREHEAD

**Caulk** - Any one of a number of substances introduced into the spaces between planks in the hull and decking of a boat that give a smooth, finished appearance while still permitting the passage of a significant amount of seawater.

CR Leech ED\*

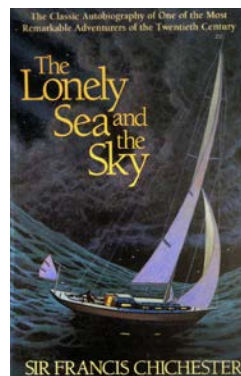
Past Commodore

## DYC library

The books reviews below have been supplied by our club librarian, Colin Tubbs. We hope to be back in business as soon as possible!

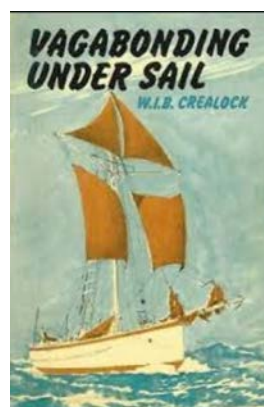
### THE LONELY SEA AND THE SKY SIR FRANCIS CHICHESTER

This book is an acclaimed account of the authors travels, a tale of intrepid endeavours on land the sea and the air, and of the physical and mental challenges he faced.



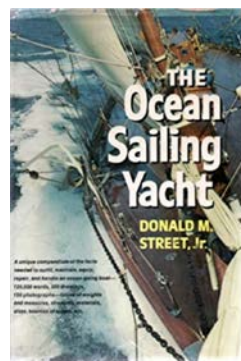
### VAGABONDING UNDER SAIL W.I.B. CREALOCK

This is the story of a dream that came true, simply because three young men had the faith and the gumption to make it so. The tale of their odyssey is told with never flagging suspense and a fine feeling for the serenity and quick action which are the lot of every true sailor.



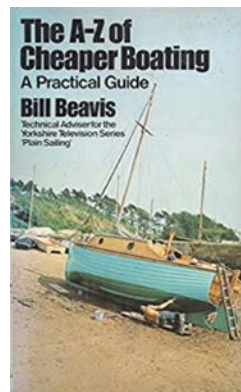
### THE OCEAN SAILING YACHT VOLUMES 1 AND 2 DONALD STREET

These books are dedicated to men and women that go down to the sea in a tall ship, to do what they have to do and to die once, while most men die many times in the boredom of conformity.



### THE A-Z OF CHEAPER BOATING BILL BEAVIS

This is a complete and imaginative survey of the economies that can be made by all boat owners. Savings can be made by following the advice of where and what to buy, but for anyone practical there are detailed plans for a hundred and one simple gadgets that can be easily constructed rather than bought.



## FISHING

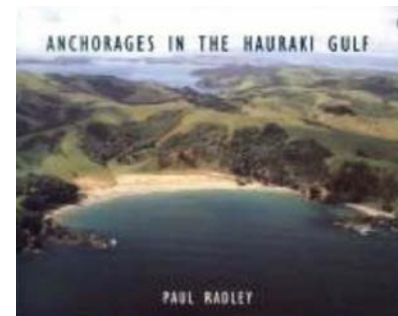
HENRY BEARD AND ROY MCKIE

This is a delightful dictionary of amusing tales for constant anglers, weekend waders and artful robbers, concerning the art of casting, trolling, jigging or spinning while freezing, sweating, swatting or swearing.



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PAUL RADLEY

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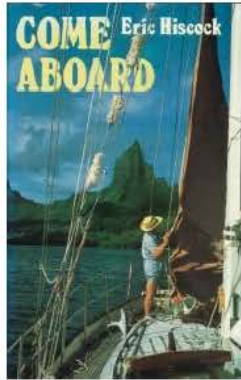
HOURS: 7 DAY BREAKFAST / LUNCH 7:00AM - 4PM  
DINNER: WED - SUN 5PM - LATE

[bookings@plattercafe.co.nz](mailto:bookings@plattercafe.co.nz)

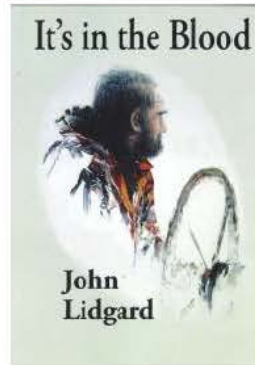
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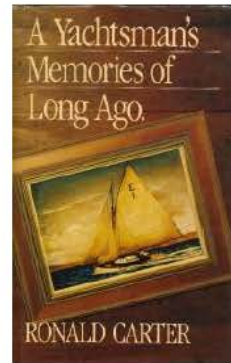
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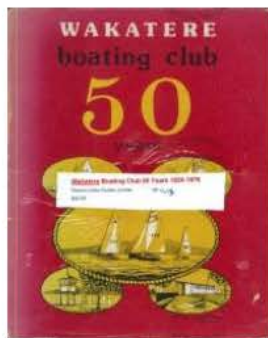
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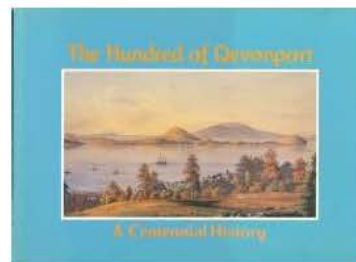
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This offer runs from Tuesday April 28th until Monday May 11th. (Online only)

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## Book review

### ISLAND OF THE LOST.

By Joan Druett. Paperback,

Hundreds of miles from civilisation, two ships wreck on opposite ends of the same bleak deserted island in a true story of human nature at its best - and at its worst.

In January 1864, five seamen from the wrecked schooner Grafton are stranded on an isolated speck of land some 300 miles south of New Zealand. Battling ferocious winds, relentless freezing rain and an impenetrable coastal forest, their chances of survival are slim. But under the leadership of Captain Thomas Musgrave, they miraculously cling to life for nearly two years before building a vessel and setting off on one of the most courageous sea voyages ever.

Meanwhile, in May 1864, on the same island but twenty miles of impassable cliffs and chasms away, another ship is wrecked and nineteen men struggle ashore. This crew, however, succumbs to utter anarchy and only three remain to be rescued a year later.

Using the survivors' journals, Joan Druett tells a gripping tale about leadership, endurance, and the fine line between order and chaos.

**\$40.00 + Delivery**

