

November 2020

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36° 49'.87 S

FROM THE QUARTERDECK



A Report from the Rear Commodore

Tony Bullard

Happy days - lockdown is over, the club is fully open (including a brand spanking new kitchen serving fish n chips!), summer is upon us and the sailing season has begun. I'm sure you are all looking forward to the upcoming months including Christmas festivities, the America's Cup and club racing as much as I am.

We finally got a chance to hold our AGM on 29 September. Geoff Evans passed on his Commodore duties to our new

Commodore Hugh Pollock. Geoff retains his positions on the committee running the club's communication and the brilliant Sea Talks. If you're not attending these, you're missing out. Blair Cliffe is our new Vice Commodore, and I am the new Rear Commodore. The rest of the committee remains largely unchanged except Hugh McGuire has stepped down from the committee and Brian Schlaadt has stepped in as the new Clubhouse Captain. Thanks heaps Geoff for your leadership as Commodore and Hugh for your important contribution on the committee. Good luck and thank you for taking on my old role Brian as our new Clubhouse Captain.

As the new Rear Commodore, you are probably wondering what significant sailing skills I have to hold such a position. Well, what a great question! Probably not such a great answer, however. I started sailing with my father on a sunburst on Muri Beach in Rarotonga (where we were living) when I was 3 years old. When I returned to NZ, my sailing including a P class, frost ply, various small beach cats and trailer sailors. In between was a lot of time on plastic and aluminium fishing boats. It wasn't until Mandy and I moved to Auckland in 2011 that we bought our first keeler (a Salthouse 25) and joined the Devonport Yacht Club. We now sail a



Davidson 28 called U Choose. We've even won a cup or two.

When I joined the DYC committee 2 years ago as Clubhouse Captain, the committee told me they wanted a new kitchen. As I was club house captain "that is your job and chop chop get it done" the committee said. Well after 2 years of the planning and design, and 3 weeks of construction, we have our new kitchen. There are so many people to thank including all of you who have already committed time and/or money to the project. In particular a huge thanks to our club members - architect Donn Roberts and project manager Mark Sigglekow. It's been a massive commitment from you and a really rewarding experience for me working with you both. A huge thanks too to Karen Webster, our fundraiser, who put so much effort into making multiple funding bids only to have the rug pulled out when Covid-19 hit earlier this year. Karen did achieve obtaining \$3k from the Devonport Takapuna Local Board which is much appreciated. Thank you, Local Board. With limited grant funding, we have approached our members for donations. If you have contributed, thank you. If you haven't and would like to, that would be much appreciated.



Donn Roberts and Tony Bullard

Last weekend was Labour weekend and what a fantastic weekend it was. Mandy and I sailed to Woody Bay, Rakino and stayed there for 3 days. It has got to be one of the best little bays in the Gulf. Unfortunately, we missed the orca swimming in Woody Bay on Saturday morning but no doubt we'll see them some other time out on the boat. We have an amazing backyard for boaties. If you don't already own a boat – well what are you waiting for?

This weekend I'll be on the water ready for our first race of the season – the "Ice Breaker". This will be the start of another great sailing season organised by our Sailing Master Andy Mason. If you don't have a boat and want to help as crew there are opportunities. We will be back in touch to let you know some of the ways you can get aboard. Remember, the worst day boating is still better than the best day working.



The Kitchen Upgrade

Friday 30 October the kitchen renovation was completed, and full service has resumed. We are very grateful for those who have helped with donations but please read the following appeal.

**THE KITCHEN IS
NEARLY COMPLETE
BUT THE
FUNDING ISN'T**

Dear members,

The kitchen renovation will be completed by the end of next week. Thanks sincerely to those of you that have already generously shown your support of the upgrade!

**WE ARE NOW IN EXCESS OF \$15,000 BUT
THE TARGET IS \$35,000, SO WE NEED**

**ADDITIONAL
SUPPORT.**



**There are still over 300 members out of a
total of 360 who are yet to contribute, so
we're looking forward to what's coming!**

For those of you that would like more information on the kitchen upgrade, we have recently posted larger format plans up at the club. Feel free also, to make additional enquiry with any of your committee members.

**SO COME ON MEMBERS,
PLEASE GET IN BEHIND THIS INITIATIVE
AND SUPPORT THE KITCHEN UPGRADE!
EVERY CONTRIBUTION HELPS.**

Donations can be made directly into the club bank account **01-0137-0026279-000**, or directly **over the bar**.

WITH THANKS FROM YOUR COMMITTEE

Around the Yard

There has been much interest in a small yacht called Moomin which has been hauled up on the Western slip during early October.



Her hull design follows that of the Colin Archer Rescue Ships that were 14 metres overall, flush decked and gaff rigged. These boats were stationed in fjords on the Norwegian coast and were called out for maritime rescues. They had superb sea keeping qualities and were only retired from service when motorboats were developed.



In 1931, Erling Tambs and his family, in Teddy, one of these same craft, stopped at Auckland and was hauled out at



Devonport for a refit and while here won the first Trans-Tasman Yacht Race against the Australian yacht Oimara and the New Zealand yacht Rangī.



Moomin is a scaled down version of the Rescue Ship design and is owned by Kiti Suomalainen. Her first sailing experiences are from her childhood in Finland, but she learned to sail years later over various sailing courses taken in Lisbon, Boston and Terceira (Azores), and dreamed that one day she might own a Nordic folkboat. Kiti came to New Zealand seven years ago and bought a campervan when she moved from Auckland to Dunedin in 2016. When she came back to Auckland, she found home in Devonport, to be close to the water for stand-up paddling. When it was time to sell the campervan, she found Moomin on Trade Me and thought that would be the logical next chapter. Her mooring has been laid near the Torpedo Wharf. On weekdays Kiti commutes to Auckland University where she has a research fellowship in sustainable energy and intends to cruise the Hauraki Gulf this

summer with help from her cat Maija who is in training to become her 'deckpaws' and adventure buddy.



The previous owners Rob and Maren Prince bought the boat in 2014 from Mana near Wellington where she had been on the hard for several years. They called her Blondie after Herbert "Blondie" Hasler. They converted her to Junk rig at the time and moved her to the Bay of Islands where she sailed for the next five years. Kiti bought her in December 2019 and called her Moomin, after the Finnish Moomin characters - the Moomins are white, huggable-looking creatures that love to go on adventures with their friends.



Former owner Ross Fenton wrote of Moomin in 2011;
"The cutter rigged yacht "Saoirse"(Gaelic for FREEDOM) originally called "Pennyroyal" was built by Reg Barry, a professional shipwright in Auckland in 1951-52 using the lines of Erling Tambs "Teddy". Original registered number F62 in the Auckland Register and used extensively for racing and sailing in the Auckland area, including a voyage to the Kermadec Islands. She was exceptionally heavily built of hardwoods with kauri planking and steam bent ribs over a massive stem, keel, stern backbone. The

yacht has always been Wellington based since then and sailed in and around Wellington, Cook Strait and the Marlborough Sounds.

The yacht had a major refit done by Theo Hoedemakers, a well known local boatbuilder in 1970 after being purchased by Dr Tom Ongley and Peter Bush (the All Blacks official photographer for the last 40 years) who owned her for many years and was the first yacht to get a marina berth at Evans Bay, Berth A1, when the marina was built.

The yacht's restoration was started in 2002 by the previous owner. After languishing for some time in a storage shed and under threat of demolition to recover the lead ballast as partial payment of rent owed I purchased the yacht and took on the job of new caretaker and rebuilder of this yacht that I had admired for many years."

If you are interested in the junk rig aspect of Moomin, here is a concise pdf presentation by the Junk Rig Association

<https://junkrigassociation.org/Resources/Documents/junk%20rig%20pdf%20presentation.pdf>

Yacht report – Spray

John Duder



Our family yacht *Spray* was built in 1938 by Len Coulhard of Onehunga to Arch. Logan's design. She was shipped to Napier for Mr Alexander who sailed her through the war years until my Dad bought her on our return from England in 1949. He'd campaigned *Kotiri* [currently under restoration] in the 1920s with Ross Maclean, Mick Noakes, **Doull** Caughey et al, so his wartime dreams in England had been of Kawau and sailing in the Gulf. *Spray* was sailed to Auckland by a hard-bitten Akarana trio under Clive Power for the start of an initial twenty-five years of family racing and cruising.

She was all-natural material: cotton sails from Sails & Covers which had to be taken home and dried and manila halliards which had to be left slack in case they got wet and broke. The standing rigging was steel wire with spliced eyes and special thimbles for Stockholm-tarred Europe lanyards [special chain plates still in place], all served and painted with aluminium paint. Some ancients might recall Victor Clark rebuilding his world -girdling ketch *Solace* after a Pacific wrecking; she was rerigged with *Spray*'s old rigging when our mast was lengthened by two metres. We moored by the Cable Wharf off Queens Parade in Devonport in company with *Ariki* and *Moana*. What excitement watching *Ariki* shooting her

moorings under sail with a low tide flood and a man on the bobstay to grab the buoy! After a spell of southerlies our hands got burnt from the soot embedded in the halyards from the coal-burning passenger ferries

With a solid mast 6 ft shorter than at present and 3/4 cutter rig Dad would drive *Spray* hard with "something on a pole" at any opportunity. On a flat kite reach to the Beacon the solid wooden pole exploded in compression. "Quick, lash it up with marlin for the run to the Haystack." We took off with the fished pole square and full kite. Bryan Taylor, currently dedicated to Squadron race management, was eating his lunch on the quarter deck when she was pooped by her stern wave and his sandwiches disappeared along the lee scuppers.

The engine was a stubborn petrol Ford Fisherboy, hand cranked. Navigation lights were Colza oil, mounted on wooden brackets; I recall lighting up down below when someone called, "Look at *Ariki*!" Silhouetted black against the city lights she roared past with a bone in her teeth. (See my memory sketch.) Hugh Littler told me later they were too sacred to try getting the kite off, but the issue was solved when the end of the pole broke off as they squared-up in the passage. Perhaps our best memory was winning the gold cup for the RNZYS Hodgson Memorial Boxing Day race to the Bay of Islands in 1957. With Con Thode's help, Ross and I trimmed all night to a light westerly and caught up the A class at dawn off the Wide Berths - with 6 hours handicap.

When Dad became a Squadron Flag Officer in the early 1960s, it was time for a taller Jack Brooke rig and new-fangled terylene [dacron] sails with a blue and lavender kite to please Mum, stainless rigging and, wait for it, synthetic halyards and sheets. Even a head in the foc'sle,



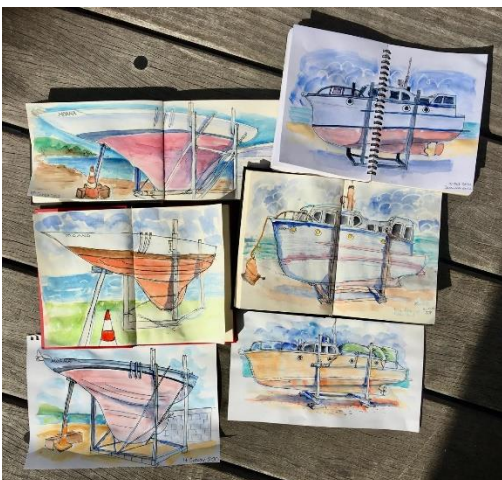
not to mention a raised and extended coach roof so the boys could sit up in their pipe cots!

As previously noted, she was sold in 1973 as family commitments intervened, with Howard Patterson significantly upgrading her to do, among other races, the North Island race. We brought her back into our family in 1993 to replace the venerable *Undine* but that's another story.

John Duder

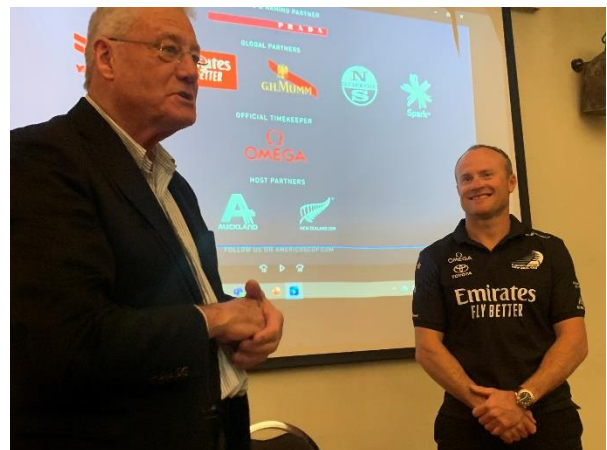
Photo gallery - October Travel Sketching Class

Here are some shots send by NYC's Tony McKnight. He took his Travel Sketching class down to sketch the boats up for winter haulage earlier this month. Thanks Tony!



From NYC Seatalks

A brilliant NYC Seatalks



Peter Montgomery and Glenn Ashby





Peter Montgomery, Glenn Ashby and Leon Sefton.

From the Icebreaker Race



Sea Biscuit

From the Coastal Classic



Zeppo at the start of this year's Coastal Classic. On board were Hugh Pollock, Brett Daniel and owner/skipper Grant Daniel (DYC Treasurer).



Kotuku



Renown



THE INTERVIEW

Frank Warnock



Frank was born 1934, Father born in NZ, mother was English (came out to NZ in the 1920s)

Raised in Devonport, first recollections 21 Cambria Rd Devonport, then 32 Stanley Bay Rd, started school at Stanley Bay School, then in 1942 Franks father was drafted into the air force and the family moved to a flat in Takapuna Beach, 19 William St. Grew up there and left when he was 14. He went to Belmont Primary.

In 1948 the family moved to 15 Westwell Road and Frank went to TGS, 1 year in the manual class because he wanted to be a boat builder. Unfortunately, TGS was not set up as a manual school, so in 1949 he went to Seddon Memorial. He got the ferry every morning, then the tram up Queen St and Wellesley St. At 15 he left school and worked at a place called HE Ramsey and Sons they made wooden toys (including Buzzy Bees) while he was waiting for an apprenticeship. Meanwhile. His dad had bought him a P class sailing dinghy that had a home-made sail. Armed with his first few pay packets; Frank ordered a sail for his dinghy from Sail Specialties, then run by Sandy Harold which was from just across the road from his work. He wasn't having any luck getting a boatbuilding apprenticeship, and from watching Sandy at work became more interested in sail making, so asked Sandy, but he turned him down, but suggested Leo Bouzaid at Sails and Covers,

which he did. He did his apprenticeship and spend six years with the firm and aged 21 set up his own sail making business, called North Shore Sails and Canvas in Enock Avenue, and there for 8 years, then in 1963 the business moved into what used to be the dance hall at Takapuna Boating Club at Bayswater. These premises became available because the opening of the Auckland Harbour bridge meant the ferry service to Bayswater was cut and the crowds coming over from the city for the dancing fizzled out. And they occupied that site until the marina was built.



(NZH pic)

Frank got into boating as a young lad, canoeing up and down Takapuna Beach which was covered in barbed wire because it was in WW2. Then got his P class which he also sailed up and down Takapuna Beach, and then for a couple of years sailed a Y class, square bilged, gaff rigged 14 footer, designed by Arch Logan.



Then he got the Ivy, a 14 foot T class, really a little Mullet Boat with a small cabin, a couple of bunks, ballast again gaff rigged.



He and his mate Stewart Andrew went cruising to Islington Bay, Matiatia, Oneroa (for the dancing!), and even did a trip to Kawau and once to Ponui. Then to impress the ladies he sold the Ivy and bought a motor bike, a BSA 650cc Gold Slash, joined the North Shore Motor Bike Club that he later became the president of, and did extensive touring and racing. He sold the bike to get his first car, a 1936 Ford Ten.

Frank had joined DYC back in 1958. He had visited Col Wild's yard and spotted a couple of 28 foot Val class under construction that really appealed so he ordered one from John Salthouse for 525 pounds, part finished and over the next three years finished her off at the Westwell Road

house. She was named La Mouette and launched from the eastern slipway in 1962 at DYC. Lincoln Wood who was the launch master at the time had her right at the top of the slip and he threw it out of gear so that La Mouette hurtled down the slip (a lifeboat launch!). Luckily, she survived and was she moored just off the club. She raced successfully with DYC and won numerous prizes, cups and trophies.



About this time Frank wanted to go flying, so he got his private pilot's licence. In those days, the training was on Tiger Moths and Piper Cubs and the instructors were ex air force (and real bullies). Ten years into his flying Frank decided to go for his commercial pilot's licence. This was pretty challenging as he had to study the university level material in the evenings. He was still running his business and having left school at the end of the fourth form had missed out on the background science and maths. He passed and completed the flight training and became an airline pilot! He used to fly trips to Fiji, Numea, Sydney, Auckland, and found he could mix his flying and selling his wares from his sail making business in each of these. On one of the Fiji trips he was making spinnaker for Neil Ganley the operations manager for Fiji Airways and Frank asked him about getting a job as a pilot. Many of the staff had yachts so they thought it was a very good idea to have someone on the flying staff that was also a sailmaker! So he was offered a job as first officer on a DC3 at \$7300 pa, and this was good money



in those days! He had good staff running the sail making business back here in Auckland, so he worked as an airline pilot flying DC3s for 2 years, 1970 -71! He said that on some days he'd go into work only find someone else had been rostered on because captain so...and...so had ripped his jib, or someone else needed an alteration to his mains'l, etc. So he was needed for his sail making skills. They send him down to Auckland once a month to sort out the business, and he had some opportunities to practice flying the BAC111 jets.



In 1972 he sold La Mouette to Archie Davidson and his wife Fiona (now Fiona Robbins, who still comes along to club events) and ordered Offshore, a Lidgard 38, designed by John Lidgard and built by Snow Waters. Frank's owned her ever since. He and Rona's first born, Clair was born December 1973 and Offshore was launched a month later from the eastern slip at NYC in January 1974.



Offshore raced successfully with NYC and with RNZYS and in 1975 entered the Whangarei to Numea race. Offshore has sailed three times up to Numea and twice to Fiji, round North Island.



Nowadays Frank & Rona Warnock

Frank and Janet enjoy Offshore as an easily handled cruising boat. There's a button to press to hoist the mains'l up and down because it's Leisure Furl, pull an string and the heads'l disappears, and press another button and the anchor throws itself off the bow, and yet another for the anchor to pull itself up. So they don't have to get out of the cockpit for anything! They keep her up in West Park/Hobsonville marina. Janet and he go away for two months of the year, January – February.

There were many Devonport Yacht Club couples; the Bursons, the Warnocks, the Garretts, the Graham Pettersens who were all close friends and spent a lot of time together on and off the water. Frank was best man at Janet's wedding when she married a good mate of his, Mike Garrett, and coincidentally at the wedding he announced his engagement to Rona. Frank and Rona were married for 36 years, and brought up Claire and Bruce. Janet and Mike brought up Sally. Rona died in 2007 and Mike died in 2008. So, a few years later Frank and Janet met up again and have now been married for 7 years, now living comfortably in Henderson.

Frank has had years of involvement at Devonport Yacht Club. He joined the committee in the 1960s. He became President while Wayne



Paterson was commodore. Then he was appointed vice commodore when Chris Leech was commodore and worked in closely with Graham Pettersen who was sailing master. He then went onto commodore, but that was when he had his heart attack in the year 2000. Bob McNaughton took over while Frank was in hospital. Frank chaired the Centennial committee, was on the protest committee and was made a life member in 2003. When asked what his biggest contribution to the club was, Frank said it was the Centennial committee, which involved publishing the Centennial book, various functions and exhibitions.



Asked what was his most memorable trip, Frank described numerous voyages, twice circumnavigating NZ, firstly with Sir Gordon Tait on Viking and then with Royce and Adrian Cox on Magic Express. Most memorable was coming back from the Pacific on Offshore. A tropical

cyclone came down. They were ambling along under spinnaker up and debating whether to get the spinnaker down for the night, so he went below to get the weather forecast. He quickly emerged to say, not only were they getting the spinnaker down but also the main and jib, as the cyclone was heading right for them. They were bare poles heading south towards NZ at six knots, the B&G gear jammed up at 60+ knots. The eye of the storm passed over them with no wind and masses of sea birds milling around until the winds came through from the opposite direction, though not as bad. And asked about his favourite anchorage, Frank said without hesitation Otehei Bay, Urapukapuka Island. In his capacity as a senior club member, he was asked what advice he would give to his fellow DYC skippers, he said, 'be kind!'. Sounds advice and certainly on trend in our Covid-19 world! He mentioned that some can get quite aggressive when racing, and he said that he loves his boat and doesn't want anyone to hit him! Frank and Janet don't race any more, been there done that. They're still in business producing items for Hutchwilco, Burnsco, Kiwi Yachting, Alfresco, and a couple of other customers. Asked about their hopes for the future, Frank and Janet say they just want to carry on as they are. Good on them!





UPCOMING EVENTS

Please add these events to your diaries / calendar:

- Kitchen renovations are now complete, weekly Friday meals continue better than ever!
- Race 2 Cruising Series to Motuhie 7 November
- Race 3 Non-Series Race Round Tiritiri Matangi Race 21 November and overnight at Gulf Harbour
- DYC Seatalks –Fire Afloat! – Alan Weatherall 26 November
- DYC Seatalks / One Outstanding movie screening 3 December (\$15 fundraiser for NZ Sailing Trust)
- Race 4 Shorthanded Series 2 Handed Round Waiheke 5 December
- Race 5 Cruising Series Peter Blake Memorial race to Oneroa 12 December
- Race 6 Non-Series Race Home again to Devonport 13 December
- DYC Seatalks Ocean Express circumnavigates NZ, Warwick Spedding 17 December
- DYC Christmas Dinner and Carols 18 December



DYC – Seataalks

**FIRE
DOWN
BELOW**



FIRE DOWN BELOW!!

Devonport Yacht Club's Allan Weatherall will be talking about three separate incidents of boat fires he has personally been involved in or in one case been close by.

- A. Explosion on Yacht Hurihi Bay, Waiheke Is. Very serious burnt victim. Ended up with Westpac Medivac Transportation. Received SAR Council of NZ Award Year 2019. Pics to accompany.
- B. Explosion and fire on boat France 2018. Destroyed boat plus 4 adjacent vessels at Marine St Jean de Losne. 1 person seriously burned. Pics and dialogue.
- C. Boat Fire. As Senior Master Skipper of Auckland Coastguard vessel LION FOUNDATION RESCUE we had an engine room fire pre-dawn whilst on a rescue mission Waitangi weekend 2019. Very difficult situation, Pics, videos, and dialogue.

7.30pm Thursday 26 November 2020

All welcome. The club bar will be open





ONE OUTSTANDING

BY FILM MAKER LARRY KEATING

NEW DATE - THURSDAY 3RD DECEMBER! DYC and NZ Sailing Trust present a limited screening of 'One Outstanding' - a documentary about the fierce battle between Steinlager II and Fisher & Paykel in the 1989/90 Whitbread Round the World Race - created by film maker, Larry Keating, who will be joining us on the evening.

Join us at DYC from 7pm for 7.30pm on Thursday 3rd December - tickets \$15 per person from the DYC bar or [email emmaaw@me.com](mailto:emmaaw@me.com) - all funds going to NZ Sailing Trust <https://www.facebook.com/nzsailingtrust>

CLUB NOTICES



Devonport Yacht Club 2021



DYC CALENDARS - GREAT FOR XMAS GIFTS!

These beautiful DYC calendars are essential for DYC members - plus they make wonderful Christmas gifts. Designed by Jane & Geoff Evans (thank you!), they're full of photos of club boats, members and events as well as dates for 2019/2020 sailing fixtures and events. \$20 each from the DYC bar or email emmaaw@me.com to reserve yours. All proceeds will go towards supporting the Club's after a tough year with lockdowns, so please order a few as Xmas gifts and support the Club!



From the Publicity Officer

We're looking for volunteers to 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 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 five members that are rostered on weekly to fly the flags at the Club flagstaff. As some of us head off on our sailing cruises over the summer it would be handy to add to the team. If you're interested contact Geoff Evans on 021 777251

Flag Halyard Hoist Block

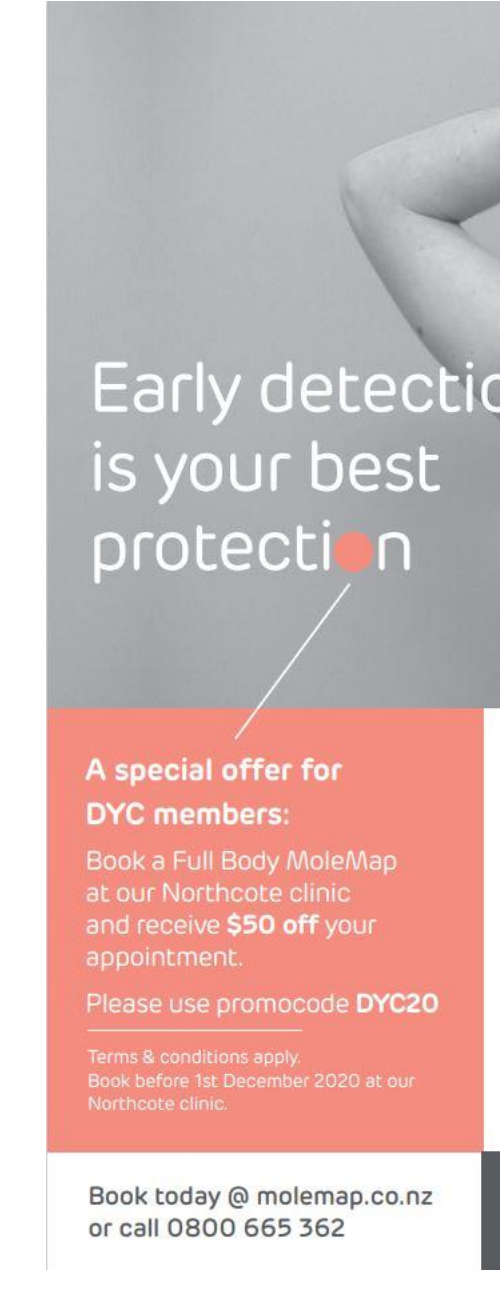
This piece of hardware gets a hard life being constantly jiggled about by the elements. The flag officers feel the current block is only just coping. I would be interested to hear from any members with experience of what works well here so we can get a reliable system. Then the heroic scaffold team can do it all again but with the proper stuff!

Ken (Site Master)



(Photo – Geoff Evans)





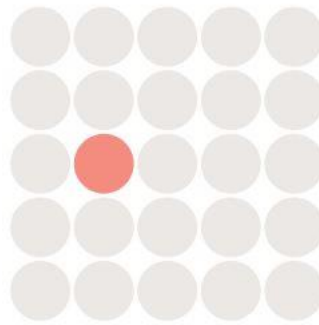
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DYC members:**

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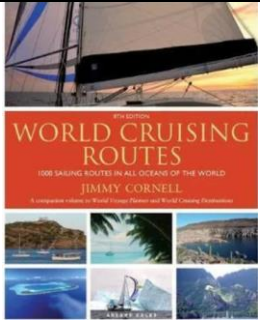
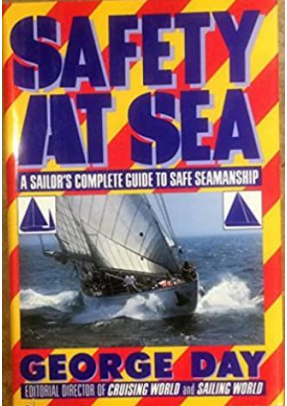
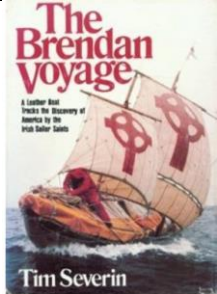
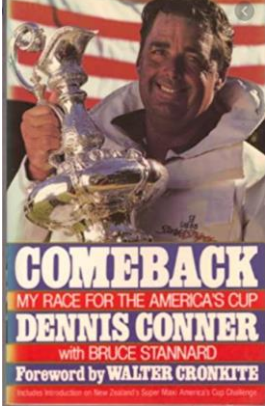


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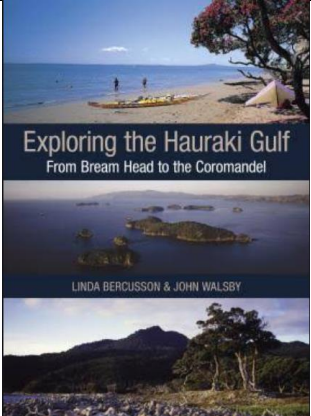
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WE SPOT CHANGE

DEVONPORT YACHT CLUB LIBRARY

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

<p>WORLD CRUISING ROUTES, JIMMY CORNELL</p> <p>This is a comprehensive guide to nearly 500 sailing routes throughout the world, geared pacifically to the needs of cruising sailors. It contains essential information on winds, currents, regional and seasonal weather as well as valuable suggestions concerning optimum times for individual routes.</p>	
<p>SAFETY AT SEA GEORGE DAY</p> <p>This indispensable guide focusing on family style cruising and provides detailed and authoritative information on every imaginable aspect of safe boating. The book details: The latest man over board procedures; Rules for choosing a safe boat; Important steps of planning and preparation; The latest techniques for handling a boat in bad weather; International regulations and requirements from the coastguard and off shore racing council; Abandoned ship practices; Lifeboat survival; Invaluable items of safety gear.</p>	
<p>THE BRENDAN VOYAGE, TIM SEVERIN</p> <p>This is an extraordinary story of adventure, how a small crew sailed a medieval boat, made of leather, across the Atlantic in the most uncomfortable and dangerous conditions one can imagine. In addition it is a story of absorbing historical and archeological interest</p>	
<p>COME BACK, DENNIS CONNOR</p> <p>This is the inside story of the first man to lose the America's Cup and the first to win it back. The author not only drives the boat but also raises the funds, calls the shots, hires and fires and manages what is essentially a full scaled military operation.</p>	



<p>EXPLORING THE HAURAKI GULF, LINDA BERCUSSON AND JOHN WALSBY</p> <p>This is an informative and handy guide for visitors and locals alike. It contains concise and richly illustrated stories about the Gulf's plants, animal, bird and marine life, geology and human history. Information on the Gulf's islands, regional parks, marine reserves and mainland beaches. Need to know pointers on protecting and respecting the Gulf's environment</p>	
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PUBLIC NOTICES – FYI



Local Notice to Mariners

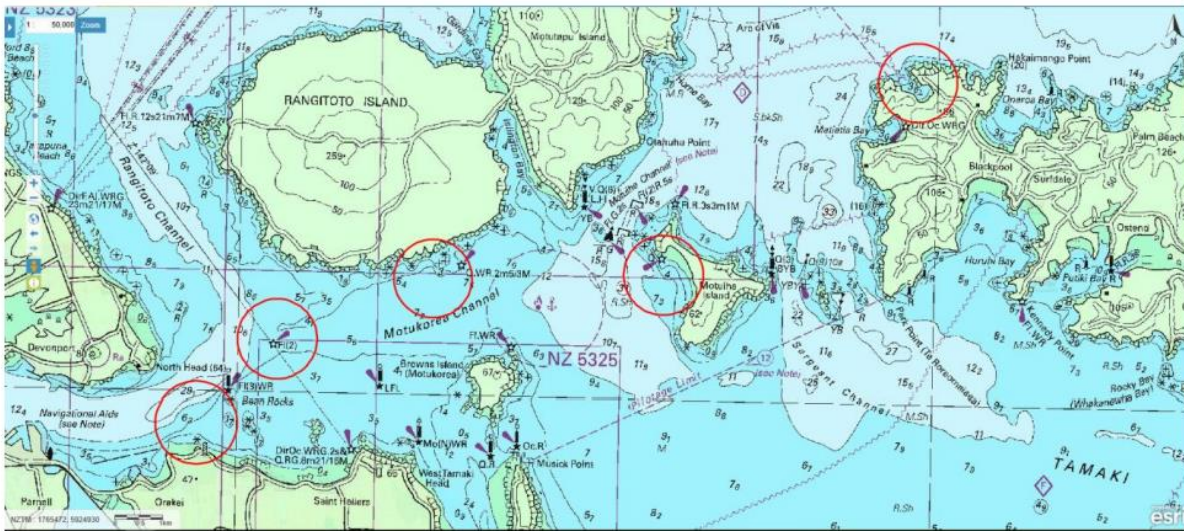
Notice: 49 – 20 Coastguard Distress Signal Training

All mariners are advised that the Coastguard will be undertaking Distress Signal Training in the locations of: Takaparawha Point, Northern Leading Light, Iliomama Rock, Wharf Bay, Owhanake Bay

Between the times of 1930 hrs and 2030 hrs local time on Tuesday 17 November 2020

<u>Number</u>	<u>Description</u>
06	Parachute fired red distress flares
06	Handheld red distress flares
06	Orange handheld smoke distress flares
06	Orange floating smoke distress flares





Not to be used for navigation

This notice expires: 07:00, Wednesday, 18 November 2020

Gareth Williams
Maritime Officer
Harbourmaster's Office



NRC Marine Pest Resources



The dive spots, idyllic bays and pristine coastlines we know and love as boaties could change for the worse if marine pests get to them. Here is what to look out for... and why.

MEDITERRANEAN FANWORM

With an ability to pack in 1,000 individuals per square meter, Mediterranean fanworm makes it difficult for other species in the vicinity to survive. Imagine it doing that in some of our pristine dive spots. It filters large volumes of water, feeding on nutrients and plankton, including the larvae of our much loved recreational fish species. Large numbers attached to your hull could be costing you a whole heap more in fuel too.

JAPANESE MANTIS SHRIMP

An aggressive competitor with a dangerous but impressive 'karate chop' ability to stun prey. It lives in burrows in the sand and mud, causing damage and making it hard to trap. In large numbers it leaves no space or food for other native crab and shrimp species.

WAKAME

A fast grower that forms dense colonies on any hard surface - including your boat, shells, reefs, wharf piles and mooring lines. Wakame crowds out native species and steals their light and space. This could mean our favourite dive spots are never to be the same again.

ASIAN PADDLE CRAB

If you see an Asian paddle crab on your travels, you are unlikely to see many other species close by. It is aggressive and quickly out competes our native paddle crabs for space and food. With a vicious bite when disturbed, the adults are strong swimmers and can spread attached to fouling on a boats hull, or as larvae in sea chests or ballast water where they can live for up to a month.

PYURA SEA SQUIRT

Do your kids love exploring rock pools? Then be cautious about this aggressive competitor that has the potential, in the right conditions, to alter our precious intertidal communities in a significant way - it could even suffocate our beloved green-lipped mussel beds. Currently only found on the West Coast of the Far North. We don't want it spreading further.

AUSTRALIAN DROPLET TUNICATE

With a slimy snot-like appearance this species can form big colonies on rocks, aquaculture equipment and marine structures. In its a free-swimming larval stage it can spread far and wide. It dies-back over winter but in summer it leaves no space for native species and changes the beautiful sights of our local beaches.

CLUBBED TUNICATE

The clubbed tunicate prefers to grow on marine structures and boat hulls, affecting your boat's performance and hitchhiking to other places. It is disliked by the aquaculture industry because it grows in large densities on oyster and mussel lines, suffocating their shellfish, competing for space and food and adding to processing costs.

In New Zealand most regions have marine biosecurity rules and requirements for all visiting boats. Protect the coastlines we love... clean your boat and check it for marine pests.

Also check out www.marinepests.nz for ideas, advice and rules about marine biosecurity for boaties.

marinepests.nz

**Sabella is a setifable organism. If you spot Sabella, or anything else unusual, take a sample or photo and report it to the Marine Biosecurity Hotline 0800 809 966.

Thank you to Auckland Council, NIWA Department of Conservation and Bay of Plenty Council for use of these images.

A Facebook page (www.facebook.com/cleanbelow) - we hope you will follow the page and share content

An email newsletter subscribe at www.marinepests.nz



A **website for boaties**, www.marinepests.nz which includes a new online haulout directory, videos and practical info for yachties, cruisers and trailerboats

Stories from the Cockpit

Etiquette - Marine custom establishes a code of social behavior and nautical courtesy for every conceivable occasion. Thus, for example, a boat belonging to another boatman is always referred to as a “scow”, a “tub”, or a “pig-boat”. When one skipper goes aboard another’s boat, he does not hesitate to tell him frankly about any drawbacks or disadvantages he finds in comparison to his own craft. Sailors welcome every opportunity to improve their vessels, and so he knows that his remarks will be greatly appreciated. When one sailboat passes another, it is customary for the captain of the passing boat to make a bladderlike sound with his lips and tongue, and for the captain of the passed boat to return the courtesy by offering a smart salute consisting of a quick upward movement of the right hand with the second digit extended.

Figurehead - Decorative dummy found on sailboats. See CAPTAIN.

First Mate - crew member necessary for skippers to practice shouting instructions at.

Flag - Any of a number of signalling pennants or ensigns, designed to be flown upside down, in the wrong place, in the wrong order, or at an inappropriate time.

CR Leech ED* Past Commodore

A business card for Platter Cafe Restaurant. The card is blue with white text and features a red pushpin in the top left corner. The logo on the left reads 'Platter CAFE | BAR | RESTAURANT'. The main text on the right provides contact information: website (www.plattercafe.co.nz), phone number (446 6626), address (33 King Edward Parade, Devonport), hours (7 Day Breakfast / Lunch 7:00AM - 4PM, Dinner Wed - Sun 5pm - late), email (bookings@plattercafe.co.nz), and Facebook page (www.facebook.com/platter.cafe).

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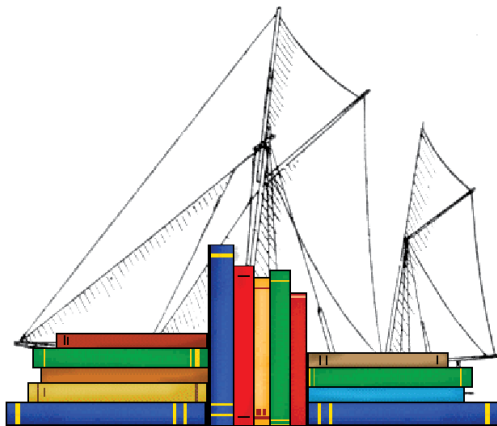
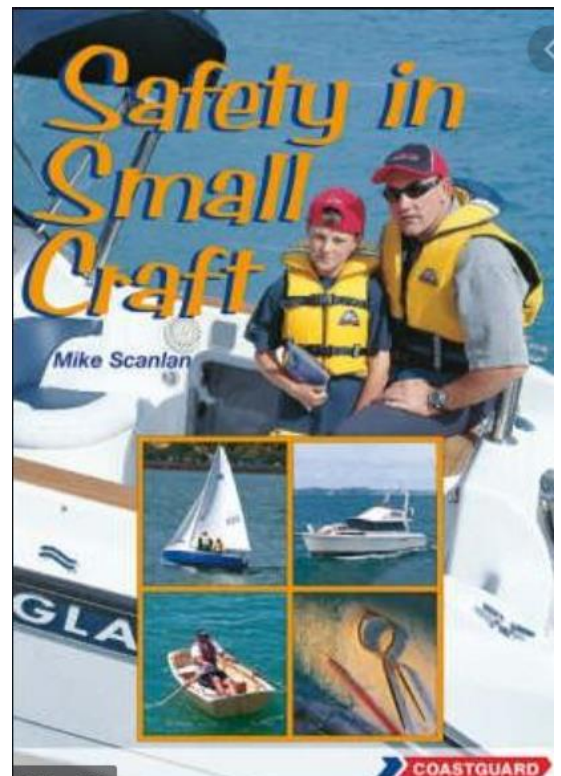
Revised and expanded edition.

With enhanced images, diagrams, and text, this edition is designed as an essential guide for both the recreational and domestic commercial Skipper and is a core resource for those working towards Boatmaster or Skipper Restricted Limits Ticket.

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