

The Devonport Yacht Club News

Auckland New Zealand
(Established 1905)

November 2021

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Location:
174° 48'.18 E
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On a more positive note we held our AGM via Zoom (a first for DYC) and I was impressed at how

smoothly the meeting proceeded. All the standard issues were passed, with personnel being returned to their positions. The more contentious issue of doing away with the percentage of Associate Members allowed was postponed until everyone who wanted to was able to attend a meeting in person to discuss the matter. We are still looking for some more volunteers for the General Committee so if you are interested, please speak to one of the Flags and put your hand up.

FROM THE QUARTERDECK



A Report from the Vice Commodore Blair Cliffe

So, as Hugh prophesied last month, both our Icebreaker and the Coastal Classic have become victims to the ongoing situation. Advice from the government via YNZ was that there could be no events held. Sailing is allowed as an individual boat, in its own bubble, with no overnight stays. We have therefore postponed our sailing calendar until further notice. As I write our PM is describing the latest changes to alert levels; we will keep in touch with YNZ; find out what Level 3.2 means for us; and let everyone know as soon as we are able to start our sailing programme.

During the lockdown I have been working on my John Welsford-designed sailing dinghy and she is almost ready to go into the water with just a few more bits to tidy up. I know a few years back Bill Rimmer organised some dinghy racing off Narrow Neck in two matched boats, which was great fun and well attended. After reading Bill Cole's recollections about dinghies at the club, I wonder if there are any other small boat sailors out there who would be interested in a club dinghy event of some sort? It could be a race, a gathering, or a sail in company followed by a picnic lunch perhaps in McKenzie Bay behind Rangitoto Light? Let me know if you are interested and once we have a clear way ahead we will see where we can fit it in.

Meanwhile at the club all is silent other than Haulage which has seen boat owners getting stuck back into the maintenance and now the number of boats on the hard are diminishing as the launching season arrives. Well done to the new Haulage master Paul Walter and his predecessor Nigel Wilson for all your efforts.



Whilst I am giving out thanks...Thank you to our Commodore for all his efforts and time working on the Year Book again this year. I hope you will all agree it is looking very good. If you have not received your copy yet, plans are afoot to get them out to you all. Thank you to Libby Loseby for doing a sterling job collating sponsors and advertisers. She has managed to not only come up with new companies, but also to encourage a few to take out full page colour adverts.

I had been wanting to get the Boat Register up-to-date for some time and made a small start this year before heading off to the UK, meaning I left it in the hands of Emma. Sue and Allan Wetherell very kindly gave a great deal of their time and help to Emma ringing around and although there are still some errors, it is a lot more accurate than it used to be. We will aim for 100% correct next year! Emma has also collated a gallery of photos of club boat owners which will be on display in the club when we open up. Please let us know if you spot any errors or if you sell or change your boats. Thank you for your time and effort.

There might be no organised club sailing, but Emma and I brushed the cobwebs off Hautere and had a lovely, if chilly, sail around Rangitoto a few weeks back. It was a motor sail to Rangi Light and then pretty much a sail to Rakino Channel. All the bays on the South side of Rakino were full and it did not appear that many of them were planning on heading home that evening. I have heard of some big fines being handed out for not following the govt rules so it is definitely 'buyer beware' if you choose to ignore them.

Anyway we headed home with a filling breeze finishing up with a lovely reach up the harbour. The boat speed has me hopeful that the hull is not too grubby but a snorkel to have a look is on the cards soon.

Anyway everyone, hopefully we will soon be able to start our season in earnest and I look forward to post race discussions around the barbeque. Take care everyone.

Blair Cliffe



Feature article

Q & A with Alex Rogers, Executive Officer of the Hauraki Gulf Forum — Geoff Evans

Originally published on the DYC Blog on October 19, 2021

It's now been over two years since Alex spoke on the Hauraki Gulf Forum at DYC SeaTalks. Geoff Evans reached out to him recently for an update on all things HGF.

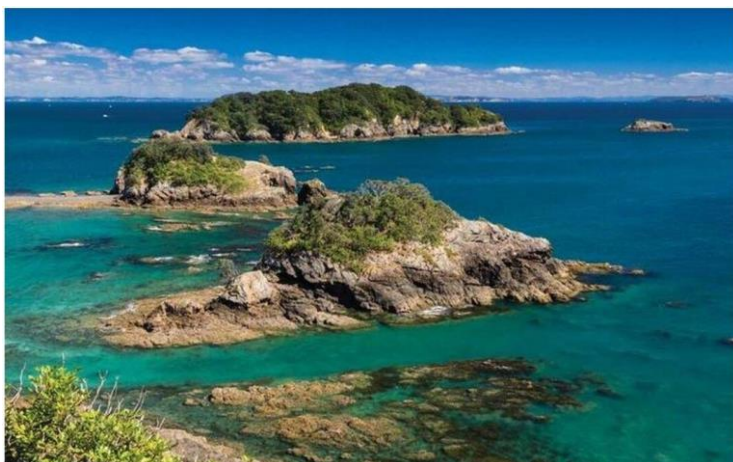
GEOFF: What are the main goals of the Hauraki Gulf Forum (HGF) and how is the HGF communicating its message?

ALEX: The Forum is working to restore and replenish the Hauraki Gulf. We want beaches our kids can swim at all year round without threat of sewage closures. Abundant sea and bird life, with plenty of fish and kaimoana to enjoy. But to achieve that, we all need to do our bit to stop so much pollution washing into the water and also to change how and how much we extract from the water.

The Forum would like to see 30% of the Gulf in some form of marine protection, the restoration of our once great shellfish-beds and reefs, planting of all waterways leading into the Gulf, an end to all bottom-impact fishing such as dredging and trawling, and an end to marine dumping out past Aotea and Cuvier.

GEOFF: What are the main problems for the HGF in achieving those aims? How can we get more action in banning bottom trawling, dredging, Danish seining, sand mining, marine dumping, or reducing sedimentation etc?

ALEX: The main problem is that many have a stake in retaining the status quo and they are willing to fight hard to maintain it. While smaller in number than those that want to see positive change, they have in the past been able to out-manoeuvre those pushing for change.



GEOFF: Can you explain how co-governance has improved the effectiveness of HGF?

ALEX: Co-Governance is simply the sort of partnership envisaged in the Treaty of Waitangi: where the Crown and Māori work together in pursuit of a common goal. The Forum's shift to co-governance has enabled us to have a broader set of tools in the toolbox, and to be more supportive of the use of rāhui and other customary practices such as we've seen around Waiheke recently.

GEOFF: How can HGF further strengthen its governance?

ALEX: The Forum has committed to seeking an upgrade to the 21-year-old Hauraki Gulf Marine Park Act, to ensure that the Marine Park itself has more influence in Council and Crown decision making, and ensure that the Forum's composition meets current best practice.

GEOFF: What is the HGF response to the government's Revitalise the Gulf report?

ALEX: We think it is a good first step. It is great to have political commitment to new marine and seafloor protected areas — these are long overdue. But *Revitalising the Gulf* mainly focuses on issues at sea. We still



need much more action on land by councils and government to stem the flow of pollutants, like sediment, washing off developments and coating the seafloor.

GEOFF: How can DYC members help, i.e. specific actions we can take to help further the work of the HGF?

ALEX: Be loud and vocal in your support for the restoration and protection of the Hauraki Gulf. You know it better than most, and you will have witnessed its decline from the abundance you first saw when you set sail on the Gulf. Let your local MP, your fellow DYC members and your neighbours all know that it is time for action.

One other request — please share with us what you’re seeing out there. We have new invasive seaweed which just arrived at Great Barrier, big purple kina multiplying at the Mokehinau Islands, and scallop populations faltering just about everywhere.

“If you’re seeing things that are concerning, please do feed that back.”

GEOFF: We have heard about restoring the mussel beds. Is there any way that we can help?

ALEX: Yes! There is a restored mussel bed going in right now at Ōkahu Bay thanks to wonderful work by Ngāti Whātua in partnership with Revive our Gulf, Auckland University and The Nature Conservancy. How about the DYC looks to establish its own restored bed? Get in touch with the good folk at Revive our Gulf to discuss further.



GEOFF: Are there ways we sailors can further reduce our impact on the environment of the Hauraki Gulf?

ALEX: As much as possible please prevent pollutants going from yachts and boats into the water, be that waste or plastics.

GEOFF: And, could you present at DYC SeaTalks in 2022?

ALEX: Sure, maybe a bit later in the year so COVID has calmed and also I have a lot of commitments first quarter.

More on this topic...

[LISTEN TO ALEX ON SPOTIFY](#)

Alex Rogers shares his kōrero about the politics of protecting and restoring the Hauraki Gulf, the successes and frustrations of the Hauraki Gulf Forum model, and how an upgraded Hauraki Gulf Marine Park Act could lead to a healthier future for Tīkapa Moana, Te Moananui-ā-Toi.

Sailing Notices

Amendment to Sailing Calendar – Race Cancellation

Further to our plans to host races in the coming weeks as part of the 2021/22 sailing season we have been informed by Yachting New Zealand that there is a government directive stating that no organised sailing events should occur during the current Covid-19 level 3.1 restrictions. As a result of this directive the sailing committee have decided to cancel all races for the foreseeable future and will review the situation when we move to revised levels sometime in the near future.

While this is extremely disappointing from racing perspective, there was a wide and varied set of responses into what our next step should be. It has been deemed that the reputation of the club was paramount to how we proceed and we could not be seen to encourage any events that were contrary to the understanding of the current Covid-19 restrictions.

The sailing committee will continue to review the ongoing situation and will communicate to all yachts wanting to race when it is feasible to do so. Whether it is feasible to rearrange any of the cancelled races will be made at a suitable time in the future.

Amended rules for clean boat hulls

Auckland Council have amended the rules in relation to the cleanliness of boat hulls earlier this year. Please take a read and ensure you are up to date.

<https://www.aucklandcouncil.govt.nz/environment/plants-animals/pests-weeds/Documents/biofouling-and-invasive-marine-pest-species.pdf>

[Navigating the rules: doing your best to stop invasive marine pest species - Auckland Council](#)

You can find the full details on the Auckland Council website under Unitary Plan sections F2.13, F2.19.7 and F2.21.8 and the new Regional Pest Management Plan. Clean hulls mean clean waters

www.aucklandcouncil.govt.nz

Racing Fees

With the cancellation of the Skippers briefing, it was not possible to collect race entries in the traditional manner. As such can skippers wanting to participate in this season's racing calendar click here to download the race entry form and complete and pay the appropriate fee via bank transfer at your earliest convenience. Entry forms can then be emailed to sailing@dyc.org.nz

Remote Starts

Covid Due to Covid the first two races of the sailing calendar will now have remote starts as the start team are unable to congregate at the club. Please see the relevant Amendment to sailing instructions on the website. In addition to this the sailing committee felt it was prudent to cancel post-race prize giving's and BBQs until further notice.

Please check the website regularly for any amendments to the sailing instructions.



Sailors' Corner

By Hugh McGuire, Commodore

New Sailing Season

The new sailing season is upon us again. With little else to do during lockdown it would be a fabulous opportunity for any newcomers or old boaties who have dropped out of sailing with us over the past couple of years, to rejoin and participate in this enjoyable pastime. Our aim is more on a family fun activity than serious America Cup style racing. Saying that, there are one or two competitive members who might disagree! We even give out trophies if you are lucky enough to win a race!

Activities available as part of the racing include beach BBQ's, Christmas events, winery visits, Easter breakfasts etc.

End of season prize giving is the highlight in the club calendar. All boats who are placed in a race will receive engraved plaques with the winners of each race receiving a trophy, some of which have significant historic backgrounds.

The sailing season runs from the end of October to April each year. Click [here](#) to download an overview of the racing programme. You can join individual races for as little as \$20 or enter all races for the entire season for a very reasonable \$130. Other pricing options are available. Entry forms are available [here](#).

Your Club Needs You

None of our sailing activities would be possible without the hard work of our volunteers. We have a number of areas currently seeking members to assist with on-going activities,

- Start Team
- Sailing Committee
- Sailing Social
- Start/Finish boats

If you fancy keeping your feet dry the start team are looking for volunteers to assist with boat spotting and other activities. The team will be keen to pass on their experience to new volunteers, who are more than welcome to join. Race starts usually take about an hour or so of your time on Saturday mornings between 9.00am and 10.15am although this may vary depending on individual races.

The sailing committee are also on the look-out for new members. Again, there are a number of roles available or, if its more comfortable for you, you can be a committee member who helps where they can.

If your priority is wine rather than wind, the sailing social team would love to hear from you. The team are responsible for organizing on shore events and visits to interesting destinations...such as wineries!

We have a very small group of dedicated start and finish boats. We are always looking to expand this team as there are 18 races in our calendar and we like to share the load. If you have a launch or are a yachtie who does not necessarily want to race but would be keen to be involved, we would love to hear from you. Full instruction will be given to those willing to volunteer.

If you have any interest in the roles above, please contact Mike Webster (Sailing Master) - 0223128038 or Hugh Maguire – 0211508955



Early Social Occasions at the Clubhouse

By Graham Pettersen

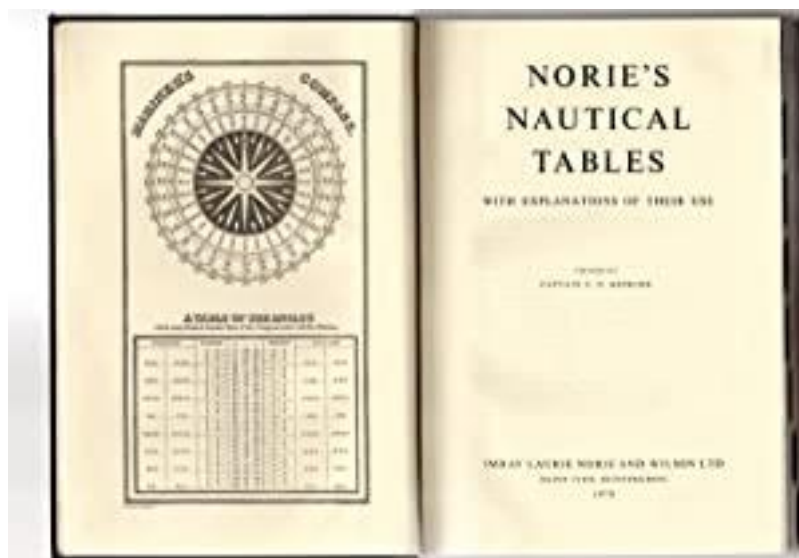
When I first joined the Yacht Club there was a stage about where the trophy cabinet is now. There was a hinged, lifting hatch in the front of the stage which gave access to the workshop area below.

There were long wooden trestle tables covered in white newsprint (from leftover rolls from the Herald or Star office) with the edges tucked under and secured with thumb tacks. The “Rat Trap” chairs were steel-framed folding with wooden slats. When we had Prize-giving it was “bring a plate”. Everyone had a small sherry glass and a Flag Officer went round the room filling the glasses from a carafe. After the meal there was the Loyal Toast and then the trestle tables and folded chairs were slid down the hatch where a crew below stowed them. The floor was now clear for dancing. Frank Warnock was the MC and the band was Doone Patten and The Antifoulers. Doone was a hairdresser from Milford. There were a number of mousetraps fastened to the ceiling with lines to the stage so that bunches of balloons could be released at the appropriate time. One of the mousetraps lasted until quite recently when Richard Darke removed it while repainting the ceiling.

There were the many standard classic dances as well as novelty dances such as “Over the River”. Two marks were laid on the floor denoting the banks of the river and the gentleman had to carry his partner when crossing “the river”. If the music stopped while you were in the river, you were off the floor. Then there was “Take it off or get off”. One young fellow had the forethought to wear a pair of rugby shorts under his trousers and won that one. On one occasion a young Martin Foster was dared by his crew to ask “Auntie Whack” for a dance. She had come over from town with Fred James and had lipstick smeared roughly over her lips and wore badly laddered fishnet stockings. He bravely took up the challenge.

Over the winter months we had Fred Norris teaching ocean navigation. Fred had done several trips to “the islands” crewing and in his own boats Nada, Hope, and Landfall. Fred’s sextant is now a Yacht Club trophy. The tuition was very popular and utilised Martelli’s Tables, Norie’s Tables, and the Nautical Almanac. No GPS in those days. It is not in the book but it was legendary that on Fred’s boat the soup was compulsory after the third day.

*You can read more about Fred’s intrepid adventures in the DYC Centennial History book.



All at sea for MIQ

By Andrew Bates

Introduction: While reading some news online the newsletter editor noticed a familiar face featured in an article, thinking isn't that DYC member Lynton Bates' son Andrew? The UK Guardian article featured valiant kiwi sailors returning to New Zealand, frustrated at the difficulties getting MIQ spots, and instead embarking on ocean crossings in small boats.

So, with the help of DYC's sailing master, Mike Webster, we contacted Andrew Bates and asked him for some words and pics for the newsletter. We're also hoping he could speak at a DYC Seataalks next year!



Sunrise in the Coral Sea



Andrew trimming the genoa when the storm had passed

I went to Sydney and had to be back in New Zealand by early-mid November for personal reasons — not the least of which was to help Dad and Mum as my brother departed NZ.

I quickly realised that the number of people wanting spots in MIQ exceed the spaces available. I figured I couldn't wait around for the government to let me in, or repatriate me, and resolved to do something to ensure I got home by my own hand.

Having worked as a delivery skipper in the Med when Covid hit during the middle of 2020, I felt I had the skills to sail home but knew finding a boat, finding a crew, and doing the necessary weather, emergency first aid, sea safety, and storm survival techniques research would be a huge step up — to say nothing of the customs, tax, and legal/regulatory hurdles.

I took to it with a vengeance reading all I could find on these topics; searching all the Australian boat sales websites; and advertising on a number of Facebook groups for suitable watch captains and crew. Over the next few months I received many desperate requests and got together a group of three skippers, 4 engineers, and 3 deckhands to draw from. I'd also been looking at boats to buy to get home but nothing affordable was suitable. It was falling apart. (A good thing I rebuffed the interview requests from various media journalists.)

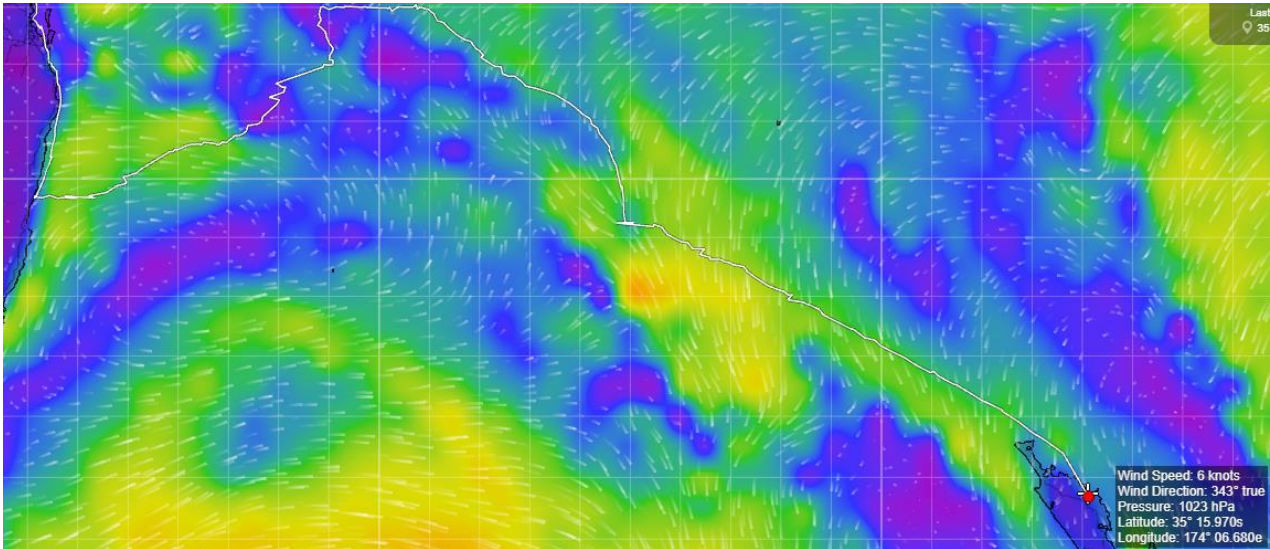
I then saw an advert for some people who'd bought a cat and wanted people to sail home with them. I approached them on behalf of the three skippers (one of whom got an MIQ spot and was replaced by an excellent engineer) and they agreed to go with us.

But that meant I was leaving my crew behind, crew I felt an obligation to, so I set up a Facebook group Trans-Tasman Transits and managed to connect them with the owner of a 50ft power cat and an incredibly modest skipper who'd done 14 Hobarts and many international races (and return deliveries), so we all left Coffs Harbour for Opuia on 15th October.

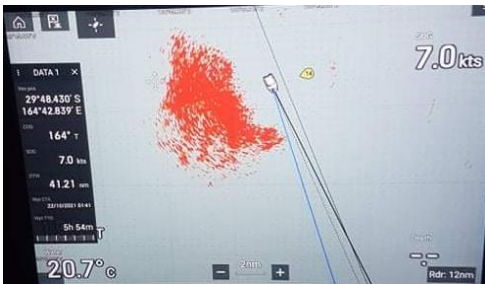
(The Facebook group now has 275 members, has introduced about 20 people to boats, and continues to connect sailors, skippers, and boat owners getting people across the Tasman.)



Getting home was great, but the best moment was when a grown man told us he had burst into tears when we got a spot for him, meaning he got home to see his ailing mother before it was too late. It was a beautiful moment — followed by the low of writing a rejection letter to the next in line.



ABOVE: The course we took, going north (and even slightly west) to get to 27 degrees south to avoid the storms



My weather research was provided by a brilliant weatherman, Bruce Buckley, but the route remained the same — go North, go North, and keep going North. We got up to 27 degrees South, headed East safely north of the storms, then came down when the weather was right, racing as quickly as we could to North Cape and the shelter of Northland from the Tasman's storms. LEFT: Rain avoidance while navigating by radar



LEFT: Diving into the warm waters of the Coral Sea



RIGHT: Leaving the boat at the quarantine dock in Opuia as we headed to the MIQ in Auckland

Here's a link to the article online https://www.theguardian.com/world/2021/oct/27/a-catamaran-and-a-plan-desperate-to-get-home-new-zealanders-set-sail-across-the-tasman?CMP=Share_iOSApp_Other



Club Notices

From the Sailing Committee:



Yachting New Zealand have informed us that a government directive states that no organised sailing events should occur during Covid-19 Level 3.1 restrictions. As a result, the sailing committee have decided to cancel all races for the foreseeable future.

The sailing committee will continue to review the situation and will communicate to all yachts wanting to race when it is feasible to do so. We'll also see if it's feasible to rearrange any of the cancelled races at a suitable time in the future.

Bayswater Marina Residential Development

Please remember that submissions close on 19th November 2021

Flag hoist team

We're still looking for people to join the flag hoist team. Please call Geoff on 021 777251 if you're interested.

DYC website

The website is continually improving. Current stats show over 500 visits per week, with the most popular pages being the Home page at www.dyc.org.nz followed by the Racing Programme page and the Sustainability Page.

DYC Seatalks As you'll see below, we're aiming to present John Duder's much postponed presentation online, and once we've sorted the tech issues we will post details in the Latest News emails. Later this month Artist David Barker is our next advertised speaker (Covid-19 permitting). See images below.

Keep well, support more of your local businesses in Covid-19 Alert Level 3.2, and go sailing. Here's hoping we all get fully vaccinated so we can soon enjoy the cruising races and other club activities!

HounsellAccountingLtd
Chartered Accountants

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





DYC – Seataalks



JOHN DUDER - WORKHORSES OF THE SEA - the evolution of sail used in two coastal trading vessels

DYC's John Duder will illustrate the development of two types of coastal trading sail vessels in European and New Zealand waters. This includes sketches, photos (and a short movie) of Thames barges, and an introduction to the scows which provided much of the early transport for many communities in the North.

**We're hoping to run this presentation online
7.30pm 11 November**

**Confirmation and details will be posted in the
Latest News emails**





DYC – Seataalks



DAVID BARKER - ARTIST

Covid-19 permitting - DYC's David Barker would like to show his photographs of recently completed paintings, tell of voyages describe places I have been in 'Feather', the people he has met and photographic albums recently self-published. He is learning to fly his drone, take pictures from the sky and design a new boat like nothing you have ever seen!

SEATALKS Devonport Yacht Club

7.30pm Thursday 25 November 2021

The clubhouse bar will be open if Covid-19 conditions allow



Stories from the Cockpit

CR Leech ED*, Past Commodore

First published on the DYC Blog on [October 26, 2021](#)

Over the coming months I will include some humorous old nautical sayings, which will intrigue all and offer an explanation as to their origin.

Shroud - equipment used in connection with a wake.

Spanner Wrench - One of the most useful tools for engine repair; in some cases, the only suitable tool. Not currently manufactured anywhere in the world.

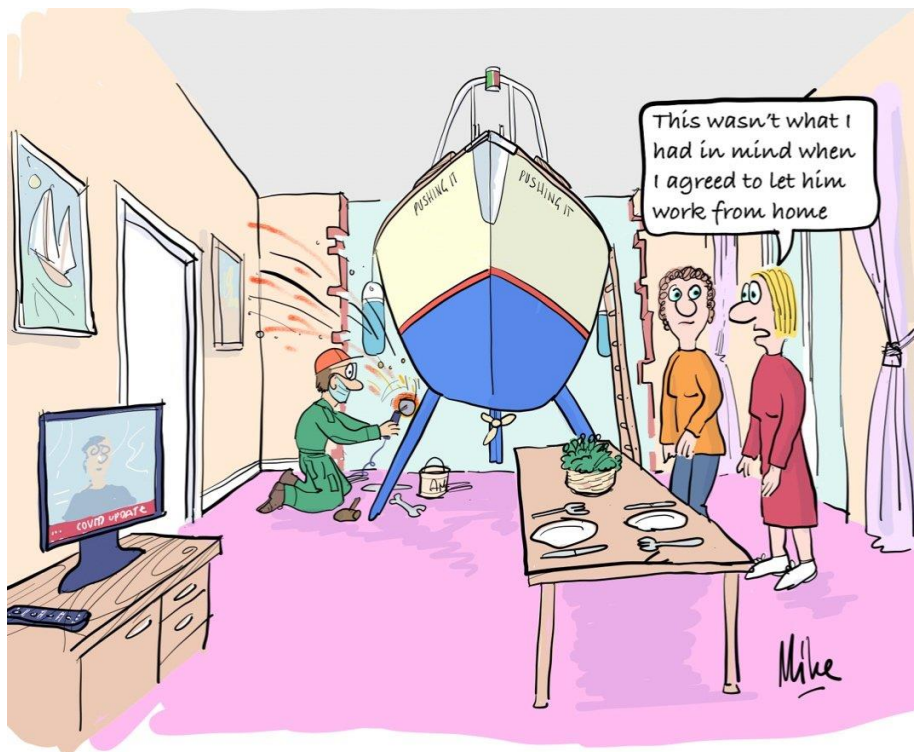
Spinnaker - An extremely large, lightweight, balloon-shaped piece of sailcloth frequently trailed in the water off the bow in a big bundle to slow the boat down.

Splice - Method of joining two ropes by weaving together the individual strands of which they are composed. The resulting connection is stronger than any knot. Splicing is something of an art and takes a while to master. You can work on perfecting your technique at home by practicing knitting a pair of socks or a stocking cap out of a pound or so of well-cooked noodles.

Square Rigger - a rigger over 30.

Starboard - special board used by skippers for navigation (usually with "Port" on the opposite side.)

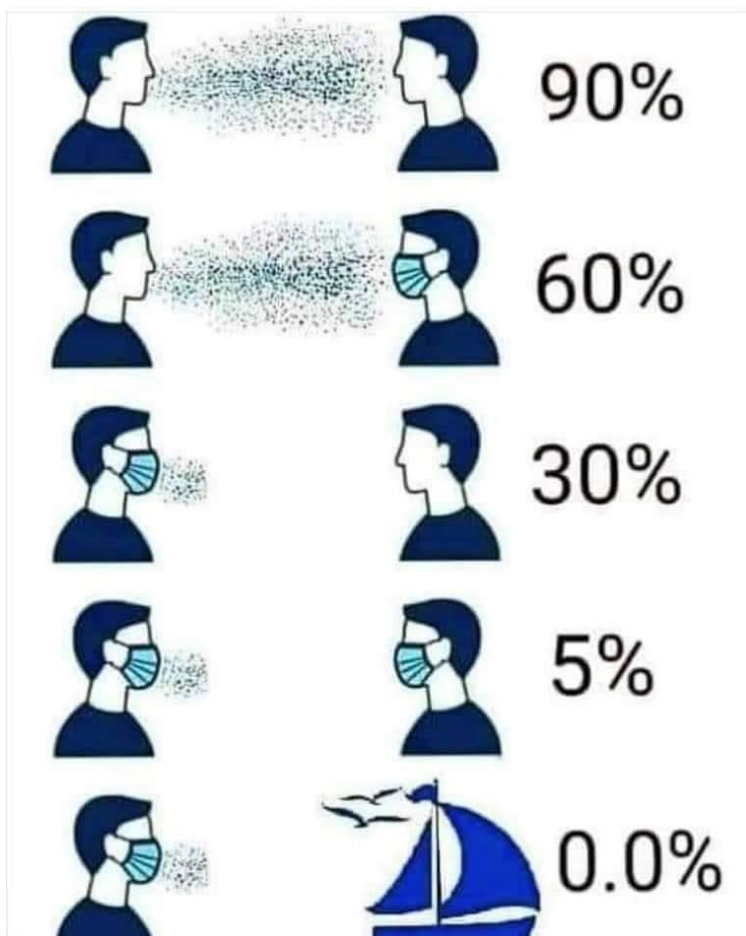
Swell - a wave that's just great.



CARTOON CREDIT: MIKE MOCKFORD

Social Update

Thank you Emma for this amusing contribution — how true!

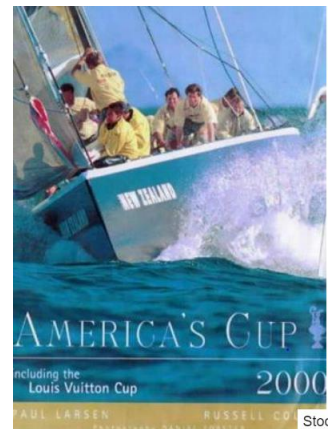


Devonport Yacht Club Library

From DYC librarian Colin Tubbs

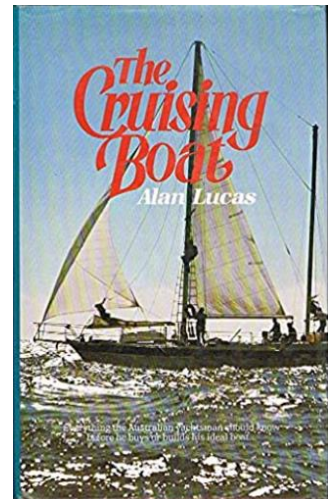
AMERICA'S CUP 2000 PAUL LARSEN AND RUSSELL COUTTS

This book records the glory days and the controversial battles throughout the cups colourful history and the characters and contests on and off the water, rare historical images, including unpublished photographs from the Herreschoff Museum in Bristol USA and detailed text bring to life the epic quests for the world's oldest sporting trophy. (Donated by Deidre Dean)



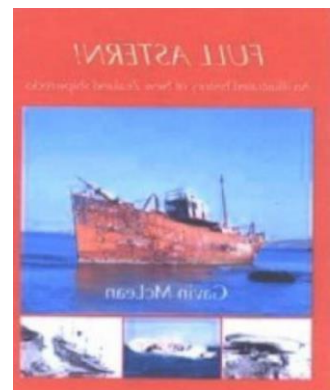
THE CRUISING BOAT ALAN LUCAS

The author has written this book that will be invaluable for anyone about to invest in a boat. It is aimed at improving a yachtsman's eye for design and his ability to assess and survey a boat from every angle regardless of type or material from which it is built. Because it shows how a boat is put together, it would be of interest to anyone building their own



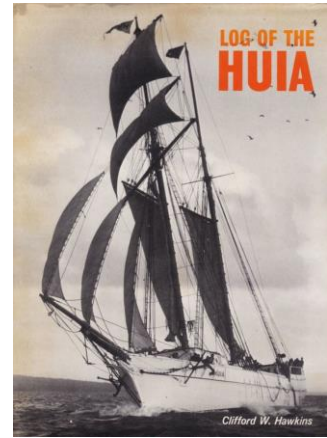
FULL ASTERN GAVIN MCLEAN

In this book the author explores some of the iconic wrecks that wrote themselves into New Zealand history. It is a story of terrifying storms, inhospitable coastlines, of human error, of the malicious hand of fate and of courtroom dramas as stunned communities picked through evidence of disaster. It is also testimony to courage, endurance, and self sacrifice such as that displayed by the stewardesses on the 'Wairarapa' who saw to the needs of the passengers with little thought for their own safety.



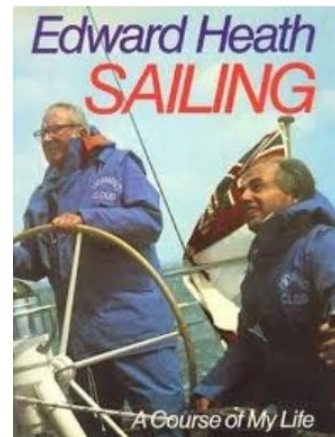
LOG OF THE HUIA
CLIFFORD W HAWKINS

The author has indefatigably compiled the story from many sources. It contains a magnificent collection of photographs. It is rarely that the verity of being at sea under sail is brought out so powerfully on paper and an added bonus all the facts about the ship from the kauri that made her keel, to complete diagrams of rigging, sails, flags and accommodation are here.



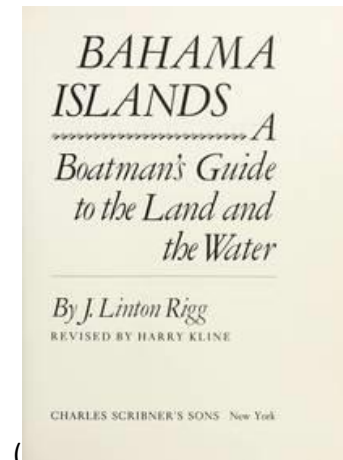
SAILING: A COURSE OF MY LIFE
EDWARD HEATH

This book includes accounts of the authors early experiences, graduating from the 16 foot Foreland class, through Snipe and Fireball to his series of ocean races all named Morning Cloud. He writes about his races and racing techniques: provides many sailing anecdotes together with accounts of life aboard his yachts and his advice and views on sailing in general.



THE BAHAMA ISLANDS
J LINTON RICE AND HARRY KLINE

This book is a useful guide to anyone interested in sailing the waters and exploring the many islands and cays. The author discusses the practical side of sailing the Bahamas. He provides over a hundred charts to mark your course and describes local history and people.



Book Review from Boat Books

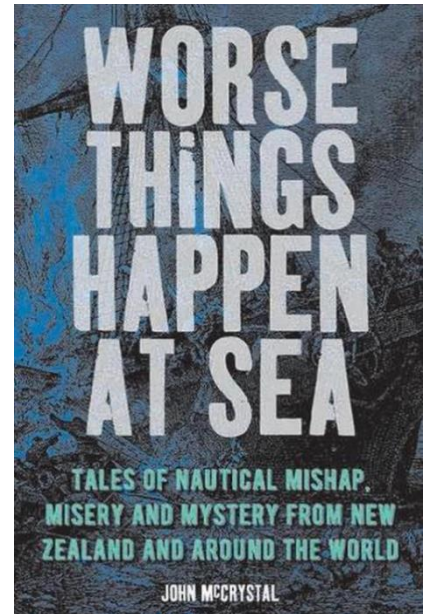
WORSE THINGS HAPPEN AT SEA.

By John McCrystal. Softback, 0.63kgs, 160mm x 240mm, 187 pages, black and white, Colour and Sepia photographs. Published 2021

Bear witness to some of the worst nautical disasters in these fascinating, and endlessly engrossing accounts inspired by John McCrystal's radio series 'Shipwreck Tales'. 23 tales of Nautical Mishap, Misery and Mystery from New Zealand and Around the World, with some great accompanying photographs.

It includes:

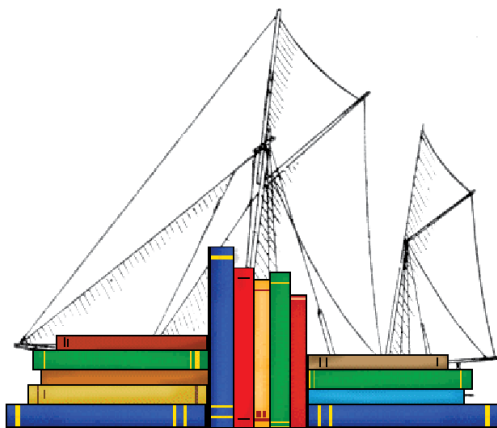
- The "General Grant" which struck the Auckland Islands and went down laden with gold but was never found.
- The unbelievable story of the American cruiser "Indianapolis" which was sunk by torpedoes from a Japanese submarine in 1945. Somehow 316 of the 1195 crew survived the blast and spent nearly five days in the water.
- The little-known story of the yacht "Mignonette" and the resultant test case of for the 'law of necessity' and cannibalism at sea.



And of course the well-known wrecks of the "Wahine" and the "Mikhail Lermontov". It is much more than just tales of shipwreck and survival as the author searches for the human element, why did some survive and others didn't how do different people react to the same situation etc.

Worse Things Happen at Sea will keep you enthralled from the safety of dry land.

Price \$40.00.



Boat Books Ltd
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Auckland 1010
Ph: ++ 64 (0)9 358 5691
e: crew@boatbooks.co.nz
w: www.boatbooks.co.nz