

October 2021

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FROM THE QUARTERDECK



A Report from The Commodore

Hugh Pollock

Here we are again struggling with Covid-19 lockdowns. After such a long period of almost normal life and a successful sailing season, lockdown has hit again, and suddenly. In fact, the day before our AGM which, of course, was cancelled. (The clubrooms are still set up ready to go but look somewhat forlorn and abandoned.)

As I write this our future activities are unsure, however the Managing Committee has determined we hold the 2021 AGM virtually. The date for this is Tuesday 12th October. All members will be notified by email with a link and instructions to join the meeting.

We are looking forward to the new season nevertheless.

Production of the club's Yearbook is underway and will be ready for the skippers' briefing which signals the start of the racing programme. Lockdown was an opportunity to get some serious work done on the book which, while still under development, is looking very good. Many thanks this year to Libby Loesby for excellent work assembling sponsors and advertisers, Blair and Emma Cliffe for determinedly bringing the boat register up to date, and Bill Jaques whose much-appreciated nitpicking attention to detail has removed many errors.

Racing can start at Level 2, so it continues to require all eyes on the one o'clock briefings. At risk is the opening Icebreaker race and for those entered, the Coastal Classic. The sailing calendar has been somewhat rearranged this year and promises some interesting racing.

Some of us have the problem that haulage and winter maintenance has been somewhat set back by the lockdown and re-launching for the start of racing will be marginal. I chose this year to remove the anti-foul paint and strip back the paint on the keel of Kristen. I was all set to blast and paint the keel on the next fine day, well ahead of schedule, when lockdown was mandated and could only watch patiently while the keel succumbed to the 'rust that never sleeps'. After two weeks at Level 3, considerable





progress has been made and the shoulders are starting to relax — I may just be finished in time.

And what does one do during lockdown?

Clearly, lockdown has not be an easy time for many people, so once again I was grateful for my accumulation of material such as left-over lengths of timber, glue – resin – paint and so on.

I see in my previous Quarterdeck article I described breaking an oar and the process of patching it up on the go. I promised to make permanent repairs so that's what I did while confined to quarters.

The result is an over engineered patch, all varnished up but yet to be tested. That's on the to-do list once the keel and hull painting is completed.

While mooching about my bookshelves looking for reading material, I came across a copy of Tessa Duder's book *Night Race to Kawau* and set about re-reading it for the first time since my adolescence. I certainly didn't appreciate it fully then but, having now spent some time in my old age sailing these same waters, I have to say how impressed I am. The story brought back the day-to-day existence of my youth, evoked the feelings of unrest at something being not quite right, and the over-riding determination to go ahead anyway.

Finally, I need to apologize to editor Geoff for the late delivery of this article. Today the rain has come so I can't continue sanding and am focused on the keyboard, determined to finish my indoor tasks.



Impressions of a 1960s Duder Cup Day — Bill Cole

Duder Cup Day was a day when everybody raced, even those who seldom raced.

I still remember the picture one made that morning. Bright blue sky with a light to moderate northerly, the club house and section a hive of activity.

An eclectic mix of small yachts, Zeddies, an odd Idle Along or two, a Silver Fern, and others, with sails up, sitting on their trailers in front of the clubhouse, waiting for later launching. Just along the road, on the beach by the clock, a small group of Frostbites that had sailed around from Wakatere at Narrow Neck, sat waiting.

A steady stream of dinghies coming and going between the jetty and new dinghy ramp and the moored yachts, as the keener racers brought the odd piece of cruising gear ashore for the day, or brought their spinnakers ashore, to lay out on the polished floor of the clubhouse, before carefully folding and rolling them into a long sausage, and then tying every so often with pieces of knitting wool, before carefully re-bagging them and returning to the yacht.

Cheerful chatter and greetings being called out, by all and sundry.

All the skippers and crews, or as many as could wore “whites “ i.e. white shirts and shorts for the day.

Masthead club burgees were replaced with racing flags.

All in all, it made a brilliant picture, with the Clubhouse at the centre of it!

(For any uninitiated, “woolling“ a spinnaker allows it to be hoisted into position early, e.g. before the start, or before rounding a mark, and then broken out by a quick pull on the sheet to break the woollen ties, so that it starts working immediately.“)

P.S. In fact the first trophy I ever won with Devonport was the Maud Shield in 1959, for Frostbite Class, in mine called “Iorana “, doing just as described above.



Yacht Club Memories — Graham Pettersen

At the time I joined the Yacht Club in 1959, I had been sailing my pram dinghy on Ngataranga Bay with an oar for a mast, a pole for a yard, and a bedsheet for a sail. This involved a lot of rowing back up weather.

My friend had a centre case in his dinghy and one day he shoved an old tongue and groove cupboard door down the centre case and found he could crab across the wind. We needed a proper yacht, so I found a Z class called Del Torre and kept her on a trot with others on the old Stanley Bay jetty. This arrangement comprised a concrete-filled car tyre embedded in the mud with a line up to the jetty railing with the yacht secured in the middle. A stern line was also attached to the railing and access to the boat was by rungs nailed to the pile. This all came to an end when the jetty was demolished. The boat was then kept on a beach trailer but as there was so little sand at high tide, objections soon came from the Borough Council. This precipitated the move to the Yacht Club, towed at walking pace, clattering along with me holding onto the bow while sitting on the lowered tailboard of my father's Bradford station wagon.

At Devonport Yacht Club the small boats were lined up in a row in front of the Clubhouse on their beach trolleys, including Martin Foster's Psyche III, Brett Tracey-Inglis' Revenoc, Terry Walton's Dionis, and Gary Stirling's Idle Along. Trolley access was down the western slip and an old haulage wire was secured between a rock and a pile where the bottom of the slip was. In practise we would luff up to the wire and hang there while the helmsman lifted the rudder and lowered the sail.



At the end of the season, I was approached by Jack Matthews who always wore his Ferry Company uniform, collecting the haulage fees for the summer of three shillings and six pence.

Notes

My father's car was a Bradford Station Wagon. It had a two cylinder, twin opposed engine comparatively gutless and the body was of timber construction with varnished timbered panels on the sides. The British company producing them was Jowett. It had a predilection for breaking valve springs. The Hatepe hill south of Taupo had to be taken at little more than walking pace. Double de-clutch was necessary for changing gears.



Similar Bradford Station Wagon

Jack Matthews was the Assistant Treasurer. He was the ticket clipper at the ferry terminal in town. He always wore his full Devonport Steam Ferry Company uniform including cap. He approached me when I was attending to my boat to tell me that I owed the sum of three shillings and six pence for summer haulage in front of the Clubhouse.



Introducing Sustainability to the DYC website

Why Sustainability?

Sustainability is a word so frequently heard in official and marketing contexts that the expression could be becoming a bit over used, and somewhat ambiguous. We feel that for Devonport Yacht Club sustainability could go beyond ensuring that our DYC clubhouse and haulage operations are clean and green and the way we operate our boats is environmentally sustainable.

So, what do we mean?

Over recent weeks in Covid-19 Alert Levels 4 and (now) 3 lockdowns, when some of us have had a little bit more time on our hands, a small team of DYC members (Geoff Evans, Callum Ross, and Paula Shelton) have been working on the Sustainability section of the DYC website:

<https://dyc.org.nz/sustainability>

We three are keen yachties, enjoy sailing the Hauraki Gulf and absolutely agree that it's the best cruising ground in the world. There's not only great sailing but sheltered welcoming anchorages and fabulous walks.



However, all is not well with our 'back yard', and we're increasingly aware of growing concerns about our marine environment.

In the last couple of years, we've learned more and more of these environmental concerns in the Hauraki Gulf from several visiting speakers at the monthly DYC Seataalks. We've heard from Alex Rogers of the Hauraki Gulf Forum, Raewyn Peart of the Environmental Defence Society, Giverny Forbes from Otago University (sea leopards), and Kerry Howe (of To the Islands fame). They all talk about their concerns about the state of the marine environment.



Perhaps the DYC Seataalk that inspired us the most was in July this year, hearing University of Auckland's head of marine science, Andrew Jeffs' analysis of the recently released report Revitalising the Gulf, which is the government's response to the Sea Change Report State of Our Gulf. We realise how much more there is to strive for; a more abundant, thriving, healthy, bountiful environment! And as this was Te Wiki O Te Teo Māori 2021 (Māori language week) to return the mauri to Tikapa Moana Te Moananui a Toi (return the life force to the Hauraki Gulf Marine Park).



So, we state on the website, 'We're absolutely committed to working with any group that's focussed on restoring and reviving the Hauraki Gulf. It's our backyard. We must care for it — for now and for the future!'.

And we hope we have your support! And there's lots that we are currently doing:

- We're collaborating with a select group of yacht/boating clubs to help Yachting New Zealand shape up their Blue Belt Club initiative that will eventually replace their Environmental Sustainability strategy; and we hope that this will provide the basis of a Sustainability Policy we can adopt for our NYC operations.
- We've had discussions with our local MP and have forwarded him some pertinent questions that he will ask of relevant ministers in the House, focussed on questions relating to the government's Revitalising the Gulf plan
- We've reached out to organisations that are engaged in restoring the natural environment of the inner Hauraki Gulf Islands as well as the reseeded of mussel beds. We share their news, their inspiration and their details on our NYC website to encourage NYC members to volunteer (or contribute in some other way).
- We are hoping to encourage the NYC sailing committee to provide sailing events that will enable us to combine cruising races/beach BBQs/overnight anchorage with some volunteer activities on the inner islands of the Gulf.

Protect and enhance the marine and coastal environment for the enjoyment of all

Clean Clubs	Better Together	Lower Impact Events	Embrace Technology	Communication & Education
<p>Clubs that actively strive to lower their impact on the environment and are champions for environmental sustainability</p>	<p>A strong network of organisations that complement each other's work towards environmental sustainability</p>	<p>Reducing the impact on the environment is a key deliverable for all sailing and boating events conducted in New Zealand</p>	<p>Technological advancements are embraced by the sailing and boating community and used to reduce our impact on the environment</p>	<p>A community of sailors, boaters and clubs who are well informed and have access to support and resources to help them reduce their impact</p>
<p>What we're going to do:</p> <ul style="list-style-type: none"> • Lead an annual beach clean-up day • Encourage all clubs to sign up to LiteClub • Promote initiatives that help clubs run their daily operations and events in a more environmentally friendly way • Develop a 'Clean Club' standard that clubs can sign up to • Develop an environmental pledge sailors and boaters will abide by • Support clubs with handstands to ensure they minimise their environmental impact 	<p>What we're going to do:</p> <ul style="list-style-type: none"> • Develop relationships with organisations whose environmental work is aligned with Yachting New Zealand • Attract sponsors who share an interest in environmental sustainability • Leverage these relationships to help raise awareness, change behaviour and attract funding to further our aims • Potential partners: LegaSea, Sustainable Coastlines, Sir Peter Blake Trust, Sailors for the Sea, Project Jonah, Spirit of New Zealand Trust, Department of Conservation, National Sports Organisations, Melanoma New Zealand and World Sailing 	<p>What we're going to do:</p> <ul style="list-style-type: none"> • Lead by example, ensuring all Yachting New Zealand run events eliminate the use of single use plastics • Ensure events make more efficient use of coach boats • Implement a programme with supporting resources that helps clubs run clean regattas 	<p>What we're going to do:</p> <ul style="list-style-type: none"> • Promote the use of modern environmentally friendly coatings that inhibit the growth and spread of marine pests • Investigate the use of electric (factory powered) rescue boats (RIBs) including the life cycle and benefit of batteries over fossil fuels • Promote the use of renewable energy sources for sailing and boating and with helping to run our clubs • Identify and promote the benefits of solar technology for sailing and boating 	<p>What we're going to do:</p> <ul style="list-style-type: none"> • Use online learning (Embark) to educate and empower people • Include content on environmental sustainability in Yachting New Zealand courses • Regular communications via Yachting New Zealand channels (e-newsletter, news, social media) including sharing stories and relevant research, and promoting best practice and innovative initiatives • Recruit ambassadors to build environmental awareness and draw on their expertise in furthering our environmental sustainability efforts • Offer leadership education and opportunities to young New Zealanders
<p>Outputs:</p> <ul style="list-style-type: none"> • Annual beach clean-up led by Yachting New Zealand starting August 2018 • All clubs signed up to LiteClub by 2022 • Up-to-date material available on the Yachting New Zealand online club manual • 'Clean Club' developed by March 2019 - 50% of clubs accredited by June 2021 • Pledge launched by March 2019 	<p>Outputs:</p> <ul style="list-style-type: none"> • Partner matrix created by end of 2018 • Create a sustainability partner programme • Four partner agreements in place by December 2018 • Include partner messaging in two Yachting New Zealand programmes by the end of 2019 	<p>Outputs:</p> <ul style="list-style-type: none"> • Oceanbridge NZL Sailing Regatta to be single-use-plastic free from 2019 • Clean regatta template produced by July 2019 • Two partner organisations engaged with a Yachting New Zealand regular event from 2019 onward • Yachting New Zealand led events carbon neutral by 2022 	<p>Outputs:</p> <ul style="list-style-type: none"> • Investigate options for environmentally friendly, effective coatings • Work with partners regarding battery use and battery powered RIBs 	<p>Outputs:</p> <ul style="list-style-type: none"> • Quarterly newsletter / column • Yachting New Zealand learn to sail material to contain a section on caring for the environment by March 2019 • Embark modules for clubs and sailors launched end of 2019 • Regular communication via Yachting New Zealand channels • Opportunities for young leaders by 2019

Yachting New Zealand's Sustainability Strategy. This strategy is under review. NYC is one of a select group of boating and sailing clubs contributing to their new approach.



Bubble Quiz

Despite the challenges of the last six weeks, the Social Committee have endeavoured to keep spirits up by organising a couple of online quizzes, hosted by the great Quiz Master Murray Forbes with prizes including vouchers to support local businesses in Devonport.

The first quiz had quite a turn out, the second not so much, but whilst we are in lockdown we will continue to keep our members involved as much as possible.

Keep your eyes open for further online events at Level 3.

Words from Emma Cliffe, DYC Social Secretary



Face masks

It's clear we're all going to be wearing face masks for some time to come, so we've designed some DYC branded masks for your wearing pleasure.

Due any day from the manufacturer (if the post plays nicely) I'll have these ready to deliver by hand around the peninsula in the middle of next week, or by mail for \$6.00 per order.

Masks cost \$15 each. They are two layers thick with a pocket so that you can fit a filter if you want to.

Available to order from <https://dyc.org.nz/face-mask-order-form>

Or contact Paula Shelton on apparel@dyc.org.nz



Diary dates

Devonport Yacht Club Annual General Meeting

Covid-19 Alert Level 4 meant that the previously scheduled meeting was postponed. It will now be an online meeting 7.30pm 12 October 2021. For all the relevant documentation please refer to the website <https://dyc.org.nz/membership>

An email will be sent to all current members with the link to the Teams meeting.

Labour Weekend — 23/24/25 October



Get ready for a fantastic weekend of sailing and family actives at the inaugural Kawau Sailing Weekend!

If you're not into hard core racing, then this is the perfect weekend event for you and your family and friends. The start is 1pm off RNZYS.

For details go to <https://kawauboatingclub.nz/pages/club-house>

DYC Racing Programme 2021/22

The DYC Yearbook is currently being prepared.

Full details of our racing programme will be published and widely circulated ASAP. Let's hope the Covid-19 Alert levels will enable us a full season of sailing!



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DYC – Seataalks



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

Covid-19 permitting - 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.

SEATALKS Devonport Yacht Club

7.30pm Thursday 21 October 2021

All welcome. The club bar will be open



Proposed residential development of Bayswater Marina land

Paul Glass, Chair Berth Holders Association, bayswaterbha@gmail.com

The proposed development of residential units at Bayswater Marina has become a hot topic among marina users including berth holders, renters, and live-aboards.

The Resource Consent application lodged with the council by Bayswater Marina Holdings Ltd has raised plenty of discussion regarding the merits (or otherwise) of the proposed development.

The Berth Holders Association (BHA) is a volunteer organisation that represents the interests of berth holders when dealing with the marina owner. This is a critical time for Bayswater Marina with the large scale residential development planned for the marina.

Please consider joining the BHA alongside over 160 of your fellow boaties to have your voice heard.

Your \$55 annual membership enables us to continue advocating for berth holder rights and work alongside the marina management to improve the marina for all users, and provide critical feedback on development plans that affect your use of the marina.

There are 418 berths at Bayswater and we need to have more members to strengthen our voice with our marina Trustee, and help ensure development improves the marina for all users.

It is important to note that the BHA is not anti-development. Our aim is to work with marina management to ensure that the amenity value of our car parking and marina facilities are protected, and that any development improves the marina area for all users.

Below is a summary of the Resource Consent application, and some common concerns raised about the proposed development.



Proposed Marina Development

A brief summary of the BHA's understanding of the developer's application is below:

- The developer is proposing a subdivision which will consist of 94 terraced dwellings and 3 apartment blocks. Some of the sections are very small at 52sqm.
- Terraced dwellings will each be built separately by their new owner and will be 4 stories tall.
- Construction of dwellings by individual owners, depending on section sales, could take 10 + years from base civil works being completed.

- Construction will be very complex given the sections are on reclaimed land and are extremely tight.
- Site preparation, before construction begins, is likely to take over a year.
- Three precincts are proposed, with roads a mixture of two-way, one-way, and 'mews' roads internal to dwellings.
- The three four-storey apartment buildings will have 9 apartments in each.
- A retaining wall of up to 2.5m above existing ground levels is proposed along the western edge around the current carparking.
- There will be new entrances, gantries, and ramps to piers with entrances at new retained levels.
- Marina facilities of only 98m2 will be housed in the south apartment block and toilets in north apartment block. Not near berths.
- 285 parks will be provided for berth holders, which is below the current 310, many in difficult to access areas within terraced precincts. The management of spaces is unclear.
- Public boat ramp stays at current location but on corner of main access route.
- Ferry terminal location to remain.
- Once complete the new residential development will generate 940 additional daily trips through Bayswater.
- Peak construction traffic stated at 34 truck movements per day.
- Internal parking areas and roading configurations are so tight that rubbish trucks cannot keep within the road carriageway. Boats with trailers will have a similar issue.
- Parallel parking for cars with boat trailers proposed. Cars with trailers will have to navigate the one way system to find parking.
- Some Pohutukawa trees to be relocated
- Ownership of parking areas and other common area to be 'shared' by BML with terraced dwellings in a Body Corporate Committee.

Berth Holder Issues

- Roading and parking design
- Construction effects and construction duration
- Lack of marina facilities during and after construction
- Steeper and more difficult ramp access to berths
- Future ownership of parking and public spaces
- Security and parking accessibility
- Loading and rubbish design
- Conflicts with berth holder and resident cars, boat trailers, pedestrians accessing ferry terminal and buses at boat ramp corner
- Reverse sensitivity of future residents complaining about everyday boating noises

We are not certain when the application will be notified by the Council but, once it has been, anyone who wishes to will have only 20 days to respond. The BHA will be making a submission outlining our concerns in line with our members' votes. We will notify you when you are also able to make an individual submission.

Please join the BHA and help protect the marina car parking and amenities for all marina users, and big thank you to our current 160+ members for your ongoing support.





Island Cruising NZ are excited to launch their first ever South Island Rally.

Departing from Opuia after Christmas, rally participants will have a professional weather router help pick a window to head south to the Abel Tasman where they'll enjoy exploring the Golden Sandy beaches of NZ's smallest National Park.

There's an option for an Abel Tasman & Marlborough only for those wanting to explore this region in more depth. With so many highlights including Nelson, D'Urville Island, Pelorus, Kenepuru, and Queen Charlotte Sounds to explore you could spend months here without seeing it all.

Rally participants will enjoy invitations to social events at remote resorts, access to the services of the Marlborough Nelson Marine Radio, use of the extensive network of club moorings in the region, wine tasting & scenic tours and an invitation to join the Waikawa New Year regatta cruising division.

Those heading further south will then set off to Lyttelton to explore Christchurch and some of the remote bays of Banks Peninsula. Akaroa Harbour with its great restaurants, shops and interesting French and Māori history will be the launching point for the voyage South to Stewart Island.

Once again the rally will have access to some great benefits and resources including weather routing, chart marking sessions, local tours, social events and the services of Southland Maritime VHF channels for weather and navigation warnings, local knowledge and assistance along the way from the wonderful Meri Leask.

Stewart Island has so many incredible remote anchorages, amazing scenery, bird life, hunting, fishing and history to explore.

From there, the rally will head to Fiordland, where Island Cruising will assist with advice on the many walks, secluded bays and places of interest to explore along the way. They'll help with obtaining clean vessel passes, cruising guides, crew change, and reprovisioning.

The rally will be backed up by a dedicated shore crew, on hand to help with any issues or emergencies and a PredictWind tracker, enabling those at home to follow the voyage.

Prior to departure, rally participants will be given a detailed rally pack and other regional resources, access to discounted charts and cruising guides. Tips on passage planning and the things to see and do along the way from locals and cruisers who've recently visited the areas and access to our comprehensive cruising preparation workshops and webinars. This will ensure that everyone is well prepared for the adventures ahead.

There are other options for sailors on a different timeframe to also access the rally resources. Please enquire for details.

Island Cruising is also planning a rally to the Pacific in 2022. Fiji and New Caledonia have already announced their intention to open their borders around the beginning of the year, so plans are well underway for a departure around May.

Kind Regards

Viki Moore

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Stories from the Cockpit

Here are some humorous old nautical sayings, which will intrigue all and offer an explanation as to their origin.

Sailing — The fine art of getting wet and becoming ill, while going nowhere slowly at great expense.

Schooner — A sailboat with a fully stocked liquor cabinet in the cabin

Sextant — An entertaining, albeit expensive, device, which, together with a good atlas, is of use in introducing the boatman to many interesting areas of the Earth's surface that he and his craft are not within 1,000 nautical miles of.

Sheet — cool, damp, salty night covering.

Shipshape — A boat is said to be shipshape when every object that is likely to contribute to the easy handling of the vessel or the comfort of the crew has been put in a place from which it cannot be retrieved in less than 30 minutes.

Shower — Due to restricted space, limited water supplies, and the difficulty of generating hot water, showers on board ship are quite different from those taken ashore. Although there is no substitute for direct experience, a rough idea of a shipboard shower can be obtained by standing naked for two minutes in a closet with a large, wet dog.



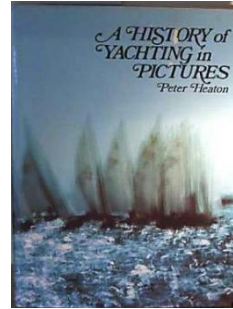
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Past Commodore

Devonport Yacht Club Library

THE HISTORY OF YACHTING IN PICTURES PETER HEATON

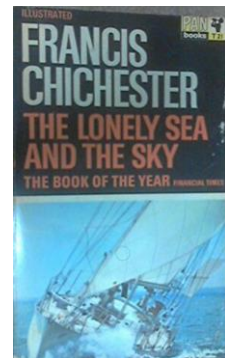
The author takes the story of yachting from its origins in the Dutch yachts of the seventeenth century through to the ocean-going yachts and power boats of today. The author has a yachtsman's eye for technical detail. He traces the intriguing cult of the single-handlers from the first transatlantic crossing by the American, Alfred Johson, in Centennial in 1876 to world girdlers like Sir Francis Chichester and Sir Alec Rose.



THE LONELY SEA AND THE SKY SIR FRANCIS CHICHESTER

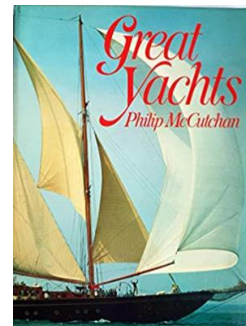
This book is an acclaimed account of Chichester's travels.

A tale of intrepid adventures and endeavour on land, sea and in the air and of the physical and mental challenges he faced.



GREAT YACHTS PHILIP McCUTCHAN

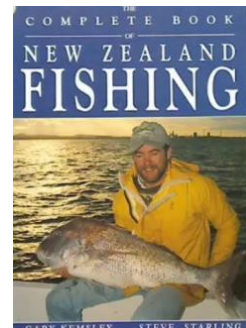
The great days of yacht building began in the mid-nineteenth century and following decades saw some of the most luxurious and spectacular private vessels ever built. Great ocean racers and their technical features are examined against a background of the famous international races in which they proved their worth. The Americas Cup, the Fastnet, the Sydney-Hobart are discussed also the special skills and endurance of the Round the World sailors and the tests withstood by their vessels.



THE COMPLETE BOOK OF NEW ZEALAND FISHING GARY KEMSLEY AND STEVE STARLING

This book covers fish species, tackle, baits and lures, techniques, reading the water, and fishing locations for sea and fresh waters.

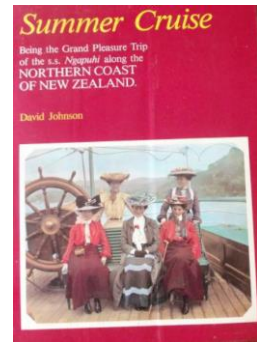
The illustrations are spectacular.



SUMMER CRUISE
DAVIS JOHNSON

Being the grand pleasure trip of the SS Ngapuhi along the northern coast of New Zealand.

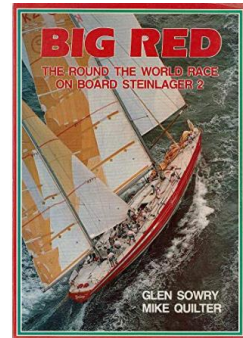
Together, photographs, and texts provide a New Zealand at the beginning of the century and some of the people who lived it.



BIG RED
THE ROUND THE WORLD RACE ABOARD STEINLAGER 2
GLEN SOWRY AND MIKE QUILTER

This race has now gone beyond the 'adventures only' stage to become one of the most testing yacht races of all time. The emphasis now on going fast 24 hours a day and getting there first.

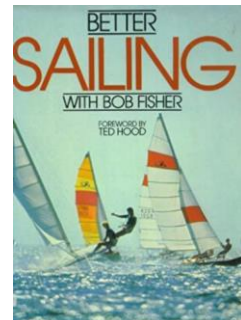
'This means having a no-compromise approach from the moment that the sponsor says 'yes'. For Steinlager 2 the race was underway more than 21 months before the start gun in England.' Quote Sir Peter Blake August 1990. The book includes spectacular photographs and commentary of life onboard and ashore. Donated by Deidre Dean



BETTER SAILING WITH BOB FISHER

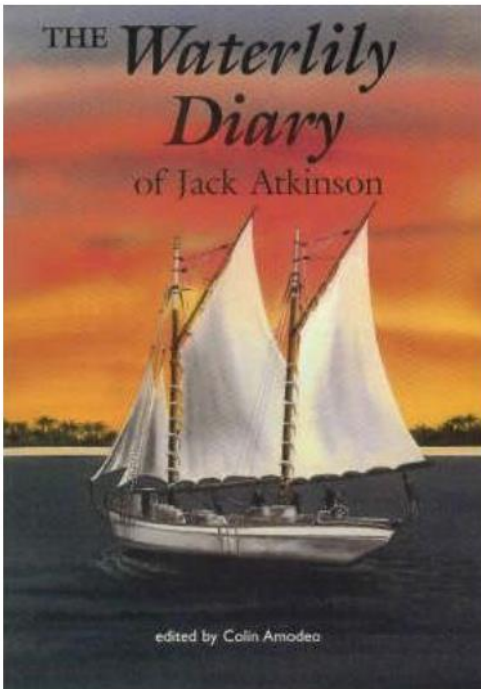
Bobs text is complemented by extensive illustrations showing many of the best ways to tackle a race and the problems that occur in them. If you can remember just ten percent of what you read in this book, your sailing and racing skills will be improved and can lead you to new horizons.

Donated by Kit Brown-non-member.



Book review from Boat Books

THE WATERLILY DIARY OF JACK ATKINSON



By Ed. Colin Amodeo, Paperback, 100 Pages. Black & White Photographs. Published 2001.

Adventure! Romance! The glamour of intrepid youth setting forth on uncharted seas to lands unknown to seek a fortune, adventure or untimely death. Hell! I am seasick already."

So wrote Jack Atkinson on the first page of his diary, in March 1932, as seven young men and two kittens sailed for Fiji in a 67-year-old wooden ketch, the Waterlily.

Few had sailed to the Islands, let alone in a ship with an engine useful for emergencies only and, as the 'Waterlilies' would later discover, rotting timbers in the stern.

Jack Atkinson records the cruise with zest and a critical eye as crew members find their sea legs and learn to cope with the differing attitudes each has brought aboard.

\$30.00

