

## September 2021

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Part of coping with lockdown is finding some long-procrastinated activity to make good use of the time. Last year, I set out to make one of those photo books online. You download a proforma and upload, format, and label your photos. When you have finished, you send the people some money and a professional looking album appears in your letterbox. In this digital age it seems a bit of back-to-the-future!

## FROM THE QUARTERDECK



### A Report from The President

**Bill Jaques**

*Reminiscences on the  
joy of barge holidays in  
times BC.*

I'm sure everyone is sick to death of it – 10 whole pages in the Herald again today – but it is hard to offer any commentary on the past month without mentioning COVID. Yet again it has managed to mess up the Club's planned events. The second very successful Salsa class – 15 participants – got in just ahead of lockdown but our 98<sup>th</sup> AGM, John Duder's *Sea Talks* and the quiz night are all casualties. The quiz night is joining the 21<sup>st</sup> century with a zoom quiz next weekend and, hopefully, we will be able to reschedule the other planned events before long.

In the nineties and early noughties, Sally and I had a boat on the European canals. (A converted Dutch barge; 20 x 4.2m. – pic below on the river Sambre in Belgium)



Lots of people (including a couple of Club members) do it these days but back then it was a bit unusual, so we took lots of photos.

Do you remember how it was? You used a camera and film! On return from overseas you took the films to the photo shop for printing. You excitedly collected the prints, found that half the photos were hopeless, and struggled to remember what



the others were about. Then you put them in albums. We accumulated 7 albums and a bunch of packets of unsorted prints — something like 1,400 prints over 9 years. For purposes of the photo book, I had to scan the old prints to provide the digital input.

Our scheme in last year's lockdown was to sort out the best and most representative pics of our time in Europe and put them in one of these photo books. Simple enough, but what a time waster! Almost every photo led to prolonged reminiscing. Great fun but the photo book wasn't finished. This week I decided to use the new lockdown to finish it. My desk is covered in photos, logbooks, maps and notes. The pleasures of our adventures 20 + years ago still very much in mind.

So I thought to share some of this with you. Central to canalling are locks. They are everywhere. Some canal boaties seem to see them as a problem. To me, they are part of the fun of boating on the inland waterways.

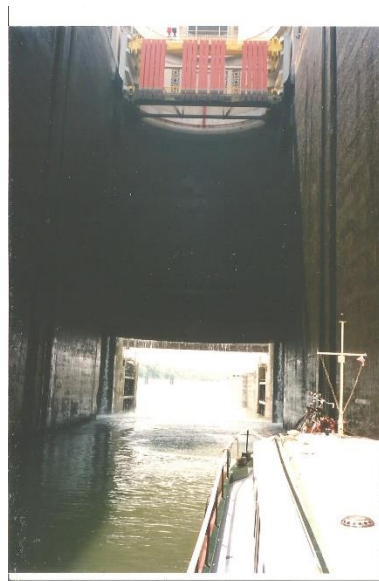
Sometimes one passes only one or two locks a day; sometimes they are very close together and you are in a lock every 10 or 15 minutes. My logbook totals over 9 European summers show distance travelled 10,164 kms and 2,243 locks. An average of one lock every 4½ kilometres.

Locks generally provide steps in the waterway as it ascends or descends the surrounding terrain. In the rivers they also calm the flow, and they often provide protection from flooding (particularly in Holland). Their frequency depends on the terrain and the rise and fall of the locks.

A vessel going upstream enters a lock with water at its lower level and secures to bollards (or whatever); the gates are closed, and water enters to raise the water level and the boat with it; the crew adjust the lines as necessary; the gates open and out you go. Downstream the reverse applies.

Locks come in all shapes and sizes. The smallest we passed through was at Hindeloopen between the canal and the IJsselmeer; 21.6 x 4.5m. with virtually no rise or fall. The largest was la Bollène near Viviers on the river Rhône; 195 x 12m, rise and fall 23m. Below is a picture of us all alone at

the bottom of la Bollène, about to exit downstream.



In between these two extremes one finds some pretty big locks on the major rivers and some wide canals carrying big commercial vessels often with rise or fall of just a few metres. Here we are sandwiched between two big commercial barges near Ghent.



On the smaller canals locks are generally 38.5 x 5.2m with a rise and fall of less than 3m. Here we are going upstream in a standard lock filling enthusiastically:



In the 90s a majority locks were manned by lock-keepers one way or another. The big locks were mechanised and operated from a control box but the small ones were quite personal and operated by hand. Sometimes a resident lock-keeper in a picturesque cottage adjacent and sometimes a travelling lock-keeper who followed from lock to lock. In all of these the convention was that a crew member would assist closing gates and operating a paddle.

Our biggest day was on the Canal de Bourgogne in France where we did 24 locks. We had 6 people on board; two worked with the travelling lockkeeper on the current lock, two manned the boat; and the other two bicycled ahead to prepare the next lock. It was a busy but fun day. Then there are variations ... ship lifts, inclined plains, lock staircases etc. But I've gone on too long ... next time maybe.

Finally our very last lock #2243 in 2002.

Our fastest passage was on the St Quentin canal in France with tandem locks usually operated singly. The main route on the canal du Nord was closed so both locks were in use and the lockkeepers seemed keen to perform. We were through every lock in 4 minutes flat.

In our 9 years, manual locks were gradually being replaced by automatic locks. A boat's approach is signalled by various means — perhaps radar, a pole hanging over the canal or a button on the canal bank. The water level is adjusted and the gates open. Once in, the sequence is started by a control in the lock. They didn't always work correctly but seemed to be getting better. But the personal contact with the lock-keepers was lost. What a pity.



It separates the river Saone from the Canal du Rhône au Rhin. It is something of a challenge. You are turning as you approach and simultaneously leaving the flow of the river and entering slack water. We've been through it several times and only once have we got in without bumping. Bumped on the final time!

BJ

## DIRECTORY UPDATE

A warm welcome to our newest members.

Name	Membership Type
Grant Carran	Individual
Jeff & Karren Cameron	Associate Family Member
Kevin Plumpton & Jackie Diep	New Member -





## FROM THE ARCHIVE

*Thanks to Graham Pettersen (DYC) for sharing this race report first published in the DYC newsletter in March 1969. Great lockdown reading!*

### Impressions of a Recent Race

*Peter Blake*



All week the two crew and I had been preparing 'Bandit' for our longest J.O.G race of the season, the 100-mile Satanita Rose Bowl. This included provisioning Bandit with enough supplies and water to last the race plus a couple of days extra if necessary. During this time the crew went on a diet (Captain's orders) which excluded all red meats, fatty and acidic foods (butter was reduced to a minimum) pastry, alcohol, and apples. Boy but were we (and family) getting sick of the sight of fish by race day. This diet has been used with considerable success in all our races to help combat seasickness, and now we consider it worth the trouble.

Saturday morning provided a light southerly breeze and at the start at 0930 hrs 11 competitors were in sight. Spinnakers were set and the crew settled down into watches of 4 hours on and 2 off. While the spinnaker is up it is necessary to work the sheet continually as a collapse of the kite loses a boat length each time.

Near Tiri at 1030 hrs, the wind freshened into a moderate to fresh breeze and good time was

made to Fla Rock, which we rounded in second position behind the 30-foot Cirrus. From Flat Rock our next lay was Channel Island in the Colville Channel.

The wind for this leg of 20 miles was on the beam, moving forward and aft in the gusts, and wow what a ride. 'Bandit' had the mainsail out as far as possible and we soon gave up trying to keep it full, relying entirely on our kite.

La Vanquer, a 28' double ender which had rounded about 100 yards behind us at Flat Rock gradually pulled up and passed us, her main boom dragging in the water but looking very comfortable just the same.

Aotea, an H28, was about parallel with Le Vanquer until the wind again freshened after ten miles of this leg, when broaching started to have quite an effect, and we managed to hold on to her.

Behind us, but not carrying spinnakers came Charisma (29'), Kuaka (24'), Northwind (26') and Harmony (25'), and Platypus (25') and Mirage (29') held onto their kites.

This leg of the course was a fast one and Bandit was at times surfing on waves for long periods as we squared her away below the mark in the squalls. Occasionally we unintentionally rounded up and the spinnaker would collapse and flog very hard until we could pull her back on course again, when the sail would fill with a loud crack and shake nearly every fitting in the boat. (Never look at the mast when this sort of thing happens). Even so with all this rounding up, (broaching) the spinnaker was a decided advantage, putting us about a mile further ahead of the next boat without a spinnaker at Channel Island. From Flat Rock to Channel Island took 2 hours 48 minutes, and average of 7.15 knots.

Cirrus and Le Vanquer rounded the island about 10 minutes ahead of Bandit and Aotea. Then came the slog and the wind by this time had changed into the SSW which formed a dead muzzle of 29 miles to Matiatia. We changed down to working jib with the wind estimated at



20-25 knots and started to thump our way to windward.

Cooking was completely out of the question for this part of the race as it was an effort even to remain in the quarter berth with the lee cloth up. Water was cascading everywhere and every so often the bow would bang into the oncoming wave, scooping water back solid over the cockpit as she lifted. After two waves came down below through the main hatch, the wash boards were inserted. We even ended up turning the dorade vents to face aft as they were filling up and letting water into the cabin.

Hot stew from a thermos was served just on dusk and surprisingly enough we ate well and polished it all off – that diet was worth following and with the added effect of a couple of seasick pills just before rounding Channel Island, we were able to keep Bandit moving at her fastest, without any worry of mal de mer.

The waves were not too large, probably being only five to six feet, with the odd eight-footer, but at times they were very short and steep (the Colville area is known for overfalls) and at times Bandit literally fell from the crest and crashed into the trough.

Glad that all the screws and bolts held together. One of the planked bloats had numerous seams showing by the finish.

All through the nights three other sets of navigation lights were kept in sight and after 10 hours, at 0345 hrs on Sunday morning when we finished, only half an hour separated the first four yachts, the majority of the fleet finished within 3 ½ hours of the first home.

The crew anchored Bandit, pulled down the sails and we all climbed into our bunks and slept for 3 hours. On waking we learnt that we had gained a first on handicap, with Platypus second and Le Vanquer third. (We even had a bottle of beer with the RAYC Commodore to celebrate).

The J.O.G. is in need of an increased fleet and so if any of you keen types out there with a sound and seaworthy vessel of around 30' LOA or under, max 24' LWL are interested in this

rewarding form of racing (a great deal of satisfaction is had from even completing the course), but want to know more as for safety requirements, measuring and rating and inspection, please phone me at 456-304 and I'll supply you with all the necessary information.

### **Peter Blake**



*The 7-metre keel yacht Bandit was built by Sir Peter in 1966 when he was just 17, along with his brother Tony, in the backyard of their family home in Bayswater.*



*Bandit on display at New Zealand Maritime Museum*

<https://www.nzherald.co.nz/nz/sir-peter-blakes-first-hand-made-yacht-bandit-on-public-display-after-dusty-history-in-garage/PIK2YTD0E5QFW5POZOSGSWDVWI/>

## FEATURE ARTICLE

### A Knud Reimers Tumblaren design, Elisabeth (E109) *Bill Cole*

After a study of the photo that features on the *Haulage* page on the club website (top left), I belatedly realised that it was actually a photo of a much younger me, varnishing the mast of Elisabeth E109, some time in the early 1960s. I'd never seen that photo before!

She was a 27' Tumblaren a Knud Reimers design, but with a small doghouse added. She was a very pretty boat, and easy on the helm. I often sailed singlehanded and owned her for several years before going overseas for work.

I raced and cruised her extensively with both Devonport and Royal Akarana clubs, including getting her measured and rated under the RORC rules, (the then current Ocean Racing Rules). Being tall rigged, narrow beam and low wooded, gave her a poor rating, so I was often giving bigger boats time, but we all raced with what we had.

We did two White Island Races in her 1961 and 1963. The races were longer then than now and were run over the Christmas break. The 1961 course was from Auckland, Cuvier to starboard, White Island to Port – All islands to Port to finish at Mangonui in **Doubtless Bay** (sometimes called the 500-mile race).

The 1963 course was Auckland, Mokohinau Is to starboard, Cuvier to starboard, White Island to port – Poor Knights to port, Mokohinau Is to starboard, Sail Rock (or the Hen; I can't remember) to port and finish at Mansion House.

In 1961 we achieved a 4<sup>th</sup> on rating, three of us, 4 hours on 8 off, really worked at night, which helped us hugely. Photos show us being passed by Elusive a 30fter after 3 or 4 days as we reach into Doubtless Bay.

In 1963 after rounding White Island, we had some fresh headwinds, and after one very noisy crash off a sea, we hove-to for the night, sort of slept and next morning tidied up below, cooked bacon and eggs for breakfast, and in moderated conditions got underway again, determined to finish. When we did was surprised that 1 mast lost, and 1 rudder lost. Somehow we ended up in second place.

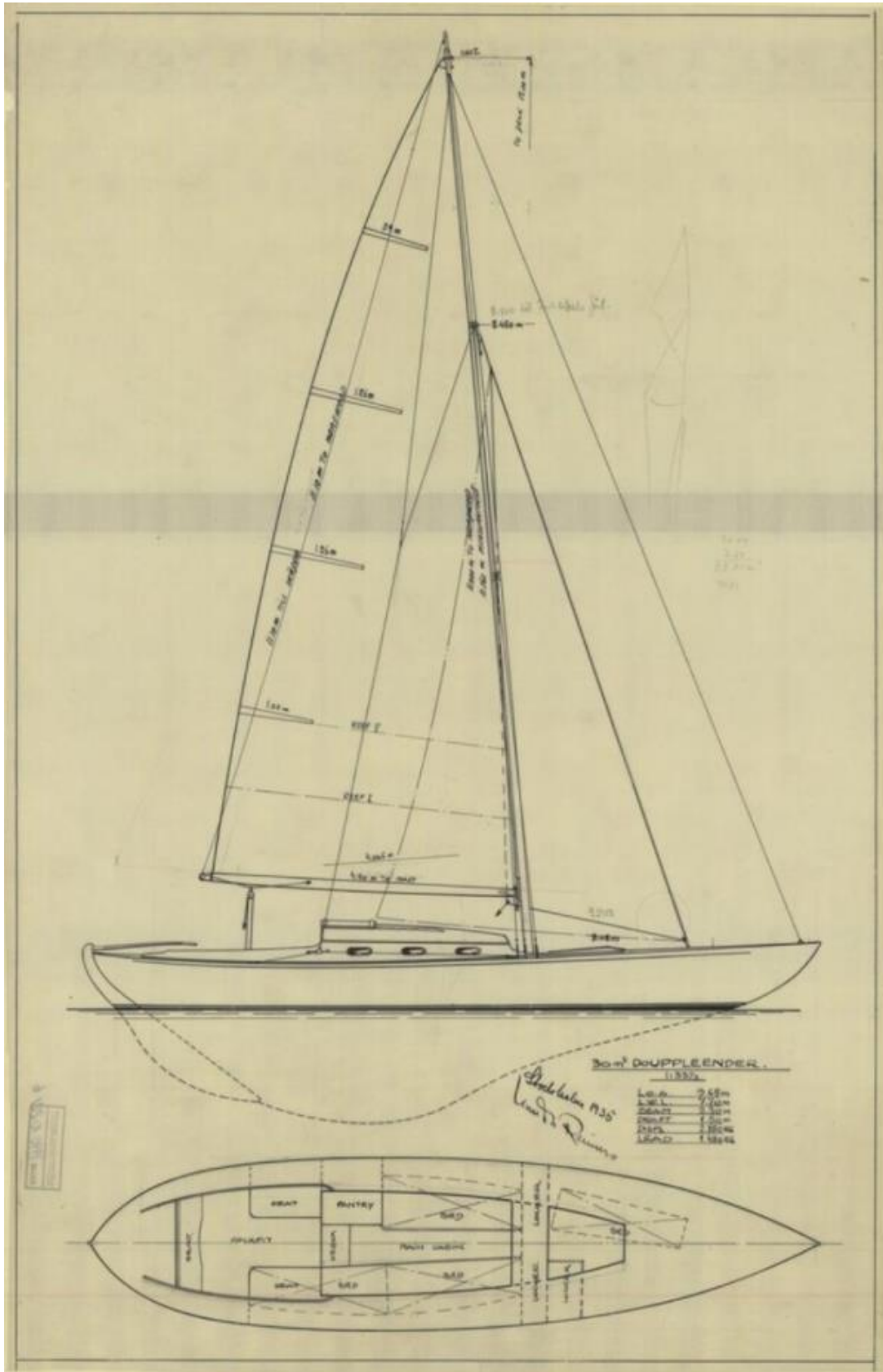
A Tumblaren is not designed for masthead rig, but I got hold of an old jib to use as a yankee, (great in the light) and an old mullet's flat spinnaker, which again was of great assistance.

The photo on the right shows her reaching up harbour past Devonport Wharf in a Duder Cup race.





(Ed – what a beautiful yacht. I found some fascinating information on Google, including these plans. Enjoy!)



<https://www.sailworldcruising.com/news/240812/Who-is-Knud-Reimers>

# WINTER HAULAGE — 2021

DYC's David Barker has captured some wonderful photos of winter haulage. Enjoy!



Haulage master Nigel Wilson and Richard Dark



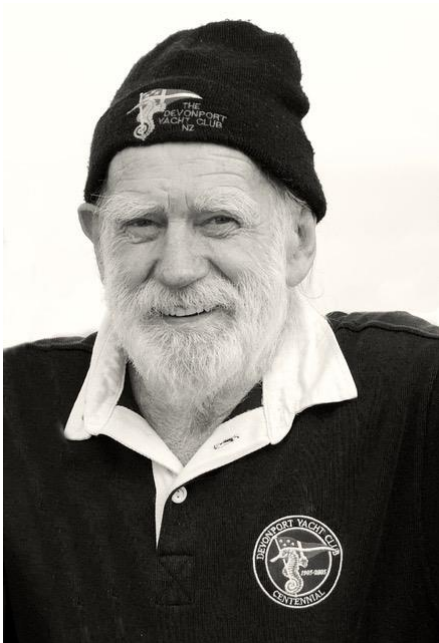
Lots of space, early in the season







Michael Gillies



Charley Webley

# MESSAGES

## From Island Cruising NZ — Cruising Preparation Workshop

Kia ora everyone,

Well, we are back in Level 4 lockdown here in New Zealand, arraggh! So while we are all stuck at home, and unable to go sailing I thought I'd give you all the opportunity to access our latest Cruising Preparation bonus lockdown workshop for free!

This topic is all about your VHF. In this workshop we will look in to:

- The licensing requirements
- Checking and updating your vessel call-sign & MMSI details
- Learn how your VHF works
- Check out all the cool features that DSC capable VHF's have so you can impress your friends
- Learn more about how to make VHF calls
- Which channels to use around NZ
- Private radio stations
- Learn what the Safety Regulations say about VHF
- Work out what you are going to need if you are asked to show your Ship's Radio License if you are offshore somewhere
- Learn the phonetic alphabet
- and much more!

Please feel free to share this workshop with your other friends who might not be on our mailing list, or with your fellow yacht club members or other boaties who use a VHF.

**[You can access the free workshop here: \(https://www.islandcruising.nz/news/vhf-mmsi-cruising-workshop\)](https://www.islandcruising.nz/news/vhf-mmsi-cruising-workshop)**

While we can't go sailing right now, there is still plenty we can do to get ready for when we can!

Island Cruising members get access to workshops like this one, with updates each week to help get prepared for long coastal or offshore voyages. If you are a member, you'll also be able to also access all the previous week's workshops which are detailed below. Simply go to the website join up and log in by clicking on the big LOGIN button in the top right hand corner.

Next week members will be learning all about the safety regulations when it comes to boat stability and steering systems. We will look in to how to maintain your steering, look at some cool self-steering options and member discounts, emergency steering, and learn all about GZ curves and how boat stability physics work!

Let me know if you have any issues accessing the information.

I am just putting the finishing touches on the August edition of Cruise News, so that will be out later on this week. For those of you who had trouble reading the July edition, you [can access a pdf version of it here\\*](#) which is a bit easier to read than the online version that went out last month.

(\*<https://www.islandcruising.nz/news/cruise-news-july-2021>)

I welcome your feedback and comments and appreciate your support.

Many thanks  
*Viki Moore*







## 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 23<sup>rd</sup> September 2021**

**All welcome. The club bar will be open**



## DIARY DATES

### **DYC ONLINE QUIZ NIGHT - THIS SATURDAY - 4th SEPTEMBER - START 7PM - ZOOM LINK BELOW - PRIZE FOR WINNER AND BEST NAMED TEAM!!!**

Details: Zoom Meeting, Format 2 Rounds of 15 Multichoice questions, 10 Minute break for toilet and drinks stop. Suggest people connect their laptops to big screen (TV) via HDMI cable or Chromecast to see questions and participants.

Invite shown below: Murray Forbes is inviting you to a scheduled Zoom meeting.

Topic: DYC Quiz Nite

Time: Sep 4, 2021 07:00 PM Auckland, Wellington

Join Zoom Meeting

<https://us02web.zoom.us/j/89661451641?pwd=cEQ2R255eU5wMFFwM1IETW5UZ2ZwQT09>

Meeting ID: 896 6145 1641

Passcode: 1905inc

## CLUB NOTICES

### **Sustainability**

In July, the yacht club had a very interesting DYC Seataalks from Dr Andrew Jeffs who discussed the recent Government plan to improve the health of the Hauraki Gulf. This talk raised the point that the yacht club should have more of a focus on the environment and engagement in initiatives protecting the Hauraki Gulf. We are pleased to say that a small group has been working on this and more information will be published shortly ....

### **DYC Sailing Needs You**

The committee are seeking new members to fill a number of positions to assist with hosting races throughout the forthcoming season which will run from October 2021 to April 2022. If you would like to join this dynamic group of members please contact the Sailing Master Mike Webster ([Mike.Webster@xtra.co.nz](mailto:Mike.Webster@xtra.co.nz)) - or Hugh Maguire ([Maguirehugh@hotmail.com](mailto:Maguirehugh@hotmail.com)). Extensive sailing experience is not required.

We are also seeking skippers and their associated boats to act as start and finish boats during the racing season. If this is something that interests you, please contact Mike or Hugh as above. Full guidance will be provided for newcomers.



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## STORIES FROM THE COCKPIT

**Queeg** - Affectionate slang term for ship's captain.

**Racing** - Popular nautical contact sport.

**Ram** - An intricate docking maneuver sometimes used by experienced skippers.

**Rapture of the Deep** - Also known as nautical narcosis. Its symptoms include an inability to use common words, such as up, down, left, right, front, and back, and their substitution with a variety of gibberish which the sufferer believes to make sense; a love of small, dark, wet places; an obsessive desire to be surrounded by possessions of a nautical nature, such as lamps made from running lights and tiny ship's wheels; and a conviction that objects are moving when they are in fact standing still. This condition is incurable.

**Rhumb Line** - Two or more crew members waiting for a drink.

**Rudder** - A large, heavy, vertically mounted, hydro dynamically contoured steel plate with which, through the action of a tiller or wheel, it is possible, during brief intervals, to point a sailing vessel in a direction which, due to a combination of effects caused by tide, current, the force and direction of the wind, the size and angle of the waves, and the shape of the hull, it does not wish to go.

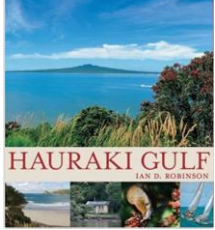
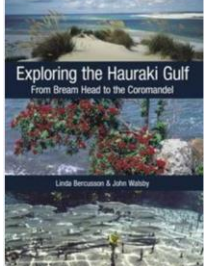

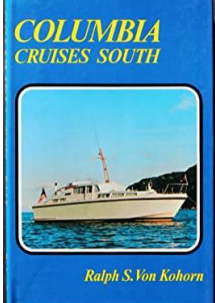
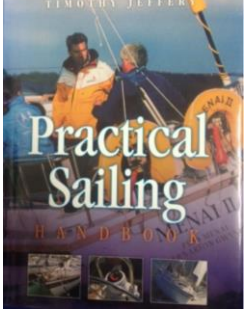
*CR Leech ED\**

*Past Commodore*



## DEVONPORT YACHT CLUB LIBRARY

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

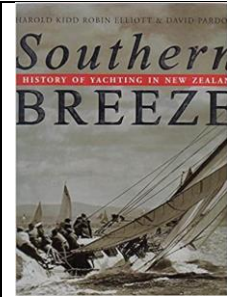
<p>HAURAKI GULF IAN D ROBINSON</p> <p>The author reveals a world of diverse histories, peoples, landscapers, flora and fauna. Also evident is the commitment that many people have devoted to the preservation and restoration of the unique features and qualities of this special place.</p>	
<p>EXPLORING THE HAURAKI GULF FROM BREAM HEAD TO THE COROMANDEL LINDA BERCUSSEN &amp; JOHN WALSBY</p> <p>This is a comprehensive guide to the area including mainland regional parks together with impressive photographs.</p>	
<p>BENEATH THE REFLECTIONS</p> <p>This is a users' guide to the Fiordland (Te Moana O Ata Whenua) marine area, including photographs and illustrations of note.</p>	 <p>Beneath the Reflections A user's guide to the Fiordland (Te Moana o Aotearoa) Marine Area</p>
<p>COLUMBIA CRUISES SOUTH RALPH S VON KOHORN</p> <p>This is a detailed account of a voyage around New Zealand with emphasis on the Sounds.</p>	
<p>PRACTICAL SAILING TIMOTHY JEFFERY THE MODERN CRUISING YACHT</p> <p>This book provides a thorough grounding in all the principles and techniques of sailing the modern cruising yacht. It includes information on the latest equipment including engines and auxiliaries, concise illustrations of apparatus and methods together with an abundance of full colour photographs.</p>	



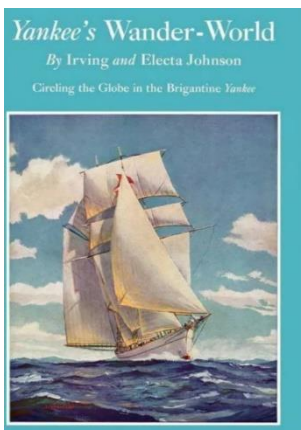


**SOUTHERN BREEZE**  
HAROLD KIDD, ROBIN ELLIOTT AND DAVID PARDON  
A HISTORY OF YACHTING IN NEW ZEALAND

This book takes the reader on a rich and varied journey from the great yachts of the Logan/Bailey era through to the golden years of the first decade of the last century, the popularizing of the of the centreboarders and the first war explosion of new designs to the international successes of Rainbow 2 to the Olympic, Whitbread and ultimately American Cup glory.



## Book review from Boat Books



### YANKEE'S WANDER-WORLD

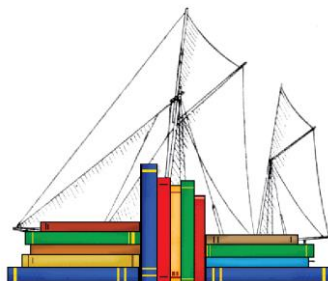
**By** Irving and Electa Johnson. Softback, Black & White Illustrations.  
Reprint. First Published 1949  
Circling the World in the Brigantine Yankee.

Aboard the brigantine Yankee the Johnsons made their fourth world cruise. Again, as in their previous cruises, the ship's company was made up of young amateur sailors; men and girls who embarked on a voyage that lasted eighteen months and covered 40000 miles of ocean sailing. The Yankee sailed from Gloucester and went almost directly to the

Panama Canal and thence out in to the Pacific. The voyagers sailed west to the Galapagos Islands then south to Easter island, to Pitcairn, Tahiti and then north to Hawaii.

After months of cruising through the South Sea Islands and famous battle grounds of the War, they visited Bangkok, Siam, Singapore, Bali and eventually Zanzibar, before crossing the Atlantic to return to their home port of Gloucester.

**\$60.00**



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