



JULY 2022



**FROM THE
QUARTERDECK**

A Report from
the Commodore

Hugh Pollock

Winter has finally made itself felt — although some boaties don't seem to think so given the harbour hosted an exodus of boats headed for the gulf taking advantage of Matariki long weekend.

Winter, of course, means haulage and again this year the yard is filling with boats being hauled out for the usual winter maintenance. Weather and tides have made staying on schedule difficult, but with some extra mid-week hauls we have managed to stay on track. There will clearly be some big maintenance efforts this year with serious sanding started already and reports of re-engining and other ambitious stuff. For my part, Kristen, which has seen some serious upgrading in the past, will have more mundane tasks tackled. Thanks to the Haulage Committee maintenance of haulage equipment is continuing to improve and, most importantly, safety measures developed over the past few years are bearing fruit.

In recent years our club has begun involving itself in the health of the Haruaki Gulf in particular, and environmental issues as they affect us in general. Our website hosts a sustainability page which provides a great deal of information on these issues with excellent references for further information. It's not enough to publicise this stuff of course, we must apply the principles to our own operation. To this end Paula Shelton, the sustainability rep on our committee, has developed our Environmental Policy which has been adopted by the committee. This is a part of our efforts to gain certification as a Clean Club under Yachting New Zealand's scheme. NYC's Clean Club application report has been approved by the committee and has been submitted to YNZ for assessment. Talking to various club members, individuals are taking this issue on board and making extra steps to aid the gulf in their own boating practices.

As the threat of Covid infection wains we are rebuilding our activities once again. Sea Talks continue, the latest exploring issues of the Hauraki Gulf environment with presentations from Alex Rogers, executive officer of the Hauraki Gulf Forum; Grant Crawford from the Waiheke Marine Project; and Peter Miles from the Mussel Reef Restoration Trust. This was a well-attended event with many positive comments.

On social activities, the postponed 80's night/laying up Supper is now scheduled for Saturday 30th July, and DYC Sunday Board games are a new initiative for winter Sunday afternoons from 4.30pm at the club.

Another new, regular, happening at the club (joining Salsa Lessons and Coastguard Boatmaster Courses) is our own Emma's 'Pilates with Emma' classes. These occur throughout the week with club members enticed by a 10% discount. Check the weekly news emails for details.

A very important upcoming event is our AGM to be held at the club on Thursday August 2022 from 7.30pm. This time is something of a departure for the club and is effectively a trial, having the bar open on the evening, but not during the meeting. Details, including downloadable Notice of Meeting, Nomination Form and 2021 draft minutes, are available on the website under 'The Club'/'Committee' and later in this newsletter.

Devonport Yacht Club is a successful club performing to a higher standard in terms of membership and participation than many others. To maintain these standards, it is important we have strong management, and this is achieved by a high turnout at meetings

such as the AGM to select leaders and evaluate reports of the year's activities. Club strength is enhanced by members making themselves available for positions where they feel they can contribute.

The club's constitution recommends that the Commodore serves a term of two years only which ensures refreshed leadership for the Club. For this reason, I will be standing down this year and, since this will be my last Quarter Deck article, would like to take this opportunity to thank our membership for the opportunity to take the Commodore role and to thank all those who, by serving on the committee or contributing knowledge and/or using their skills in the club's interest, have made my time as Commodore easier and enjoyable. We have achieved a great deal in the last four to five years and should all be proud of the outcome.

Hugh





Notice of the 99th Annual General Meeting of the Devonport Yacht Club Inc.

To be held at the Clubhouse, 25 King Edward Parade, Devonport, at 1930 on Thursday 18th August 2022

Purpose of Meeting:

To receive the Commodore's Report for the 2021/2022 year.

To receive the Treasurer's Report for the 2021/2022 year.

To receive and adopt the 2021/2022 Annual Accounts

To approve Fees for the 2023/2024 membership year.

To elect Patron, President and the Management Committee for the 2022/2023 year.

To consider any General Business

The bar will be open.

Call for Nominations

Nominations for:	Eligibility:	Nomination Procedure:
President & Flag Officers: Commodore Vice Commodore Rear Commodore	Open to Full members only.	Must be on the prescribed form below and received by the Secretary by the 18 th July 2022. Nominees for Flag Officer should, preferably, have at least one year's service on the Management Committee
Executive Officers: Treasurer Sailing Master Haulage Master Clubhouse Captain Site Manager Bar Officer Publicity Officer Social Secretary Health and Safety Officer	Open to Full members only.	Preferably on the form below or otherwise in writing and received by the Secretary by the 18 th July 2022 but further nominations will be accepted from the floor at the AGM.
4 Additional Officers	Open to All Members.	Preferably in on the form below or otherwise in writing and received by the Secretary by the 18 th July 2022 but further nominations will be accepted from the floor at the AGM



Nominations must identify Proposer and Secunder and confirm that the Nominee is willing to serve and is a fully paid up member at the time of the AGM.



Devonport Yacht Club Inc.

Nomination for Management Committee Position for the 2022/2023 Year

We hereby nominate for the position of

Proposer (name) (signed)

Secunder (name) (signed)

Nominee:

I, confirm that I am willing to serve in the above position and that
I will be

a fully paid up member at the time of the 2022 AGM (signed)

Please scan and email the completed form to secretary@dyc.org.nz or post to

The Secretary, PO Box 32 036 Devonport, Auckland 0744 or hand in person as appropriate.

Call for Notices of Motion for consideration in General Business

Any member wishing to bring a Notice of Motion before the AGM should submit the motion in writing to the Secretary preferably by the 18th July 2022 although notices will be accepted up until the 12th August 2022.



SOCIAL NEWS

Laying-Up Supper: Saturday 30 July

Don't forget to get your tickets soon for the DYC 80s night on Saturday 30 July. Dress up is optional but there will be prizes for best dressed male, best dressed female, and best themed table plus lots of games and spot prizes — not to mention a DJ playing all of those retro faves.

To keep tickets costs down, please bring an 80s inspired pot-luck dish to share. Think beef stroganoff, apricot chicken, cottage pie, curry, cheesecake, trifle, tiramisu, you name it.

POT LUCK requests:

- If your surname starts with A to M, please bring a main
- If your surname starts with N to Z, please bring a dessert

Tickets just \$20 from the DYC bar or email emmaaw@me.com.



Board Games on Sunday Afternoons

We're collecting, and playing, board games on Sunday afternoons at the club. Enjoy a social afternoon with other DYC members. When you can't be on the water, you can still exercise your competitive streak in the clubhouse!

**BORED OF WET WINTER WEEKEND AFTERNOONS?
COME AND TRY THE
DYC SUNDAY BOARD GAMES INITIATIVE**



Why not while away the cold winter Sunday afternoons at Devonport Yacht Club from 4.30pm
Bring a game and Link up with friends and competitors! Enjoy a drink and the stunning view whilst you think of your next cunning move!

Donations of **complete** board and card games accepted. Please contact one of the social committee regarding this.

SAVE THE DATE for Quiz Night!

Our next quiz night will be on Saturday 10 September, 2022. Put the date in your diary, gather your team, and start brushing up on your general knowledge. HINT: Completing STUFF's daily quiz is a good way to start!



MEMBER NEWS

Tumua and the Chatham Islands (Wharekauri)

By Jan Beydals

Last year (January 2021) my friend Diny and I sailed in Tumua around North Cape to the Marlborough Sounds. We played with the idea to go back via the Chatham Islands. However the weather conditions and sea state made us change our mind and we had indeed a very rough ride back along the east coast. The idea of a trip to the Chatham's was however born.

Robert Keyworth of Pau Hana and I started talking about this idea: It seems an ideal distance of 600/700 miles from Auckland (400 miles from East Cape) for a summer sea crossing without custom formalities and further requirements. Possibly a reach with prevailing SW or NE winds, (but potentially a struggle back if NW would prevail. However for that distance should be able to work with a weather window)

Pau Hana and Tumua left Monday 17 January 2022 for the Chatham Islands, with an initial stop that night at Islington Bay for further boat preparations. We left again from there the next morning. The wind died in the afternoon, with a forecast of little wind throughout the night. We decided to anchor for the night on the NE side of the Coromandel in Shag Bay (a truly scenic spot).

Next day (Wednesday 19 January) we passed Mercury islands in light SW winds, wind picked up and had few hours good sailing Pau Hana and Tumua were at the end of the day only 0.2 miles apart. We diverted course to put some distance between us for the night. The wind changed to SE and increased to about 20 knots. By the morning (Thursday 20 January) we arrived in the vicinity of East Cape and popped into Hicks Bay for a few hours. Later in the afternoon we left again, the wind had initially dropped but soon picked up a bit and we managed to sail between East Cape and East Island.

The crossing to the Chatham's had started.

It was not a good start with a sloppy sea, light SE wind (on the nose), rain and cold! The forecast predicted light Southerly winds for the next 2-3 days and only by Tuesday the 25th could we expect more stable SW winds. On Friday morning the 21 of January, Pau Hana decided to turn back. Robert had a time limit for when to be back in Auckland. I decided to carry on and possibly motor through light patches.

The wind remained SE but increased somewhat and I was able to sail throughout the night but it was bitter cold. From Saturday morning till Sunday night wind remained SE light with patches of no wind. I motored several times also to catch up with sleep. Then suddenly early Monday morning, pitch black sky. I had dropped my sails just before storm winds hit from all directions, lasting about half an hour or so before settling on SW 30 knots for a couple of hours. I sailed through this close hauled on stay sail alone, went very well. After a couple of hours wind had first eased to 20 knots and few hours later to 10 knots and then changed from SW10 to NE10. I sailed the rest of the Monday with genoa poled out

I was welcomed by a few albatross' and saw land on Tuesday morning 25 of January.

A few small fishing boats operated directly from the coast. They waved enthusiastically. I decided to go to Port Hutt, which seem the most protected harbour, certainly now in NE wind but even over the next few days when very strong SW winds were predicted.



Tumua at anchor in Port Hutt

It took me most of the day to arrive in Port Hutt. It turned out indeed more or less an all-weather harbour. I contacted the Harbour Master and he advised me to stay put for the expected bad weather.

Port Hutt is very isolated with a few houses and one fishing operation. It is about a 45-minute drive to Waitangi, where there is a shop and most important a hotel with a pub. And although there is hardly any traffic I managed to get a lift every night to the pub, where I felt soon quite at ease with the other odd balls. Shared interesting life stories. The population is, of course, a mixture of Moriori, Maori and Pakeha, but they feel foremost Chatham Islanders. Both man and woman are totally self-reliant and tough, but overall very friendly. The women swear as much as the men.

Chatham Islands are arid; not much elevation, little vegetation and often grey skies as if it is going to rain. In short not spectacular and not your typical holiday destination. I had never-the-less a good time.

Yachts only visit rarely, but this year, in Waitangi there was one other yacht, a big volume 38' ferroceement yacht from Bill of Whangaroa (one of Mike Webster's mates). He was there 2 month already and planning to stay a few more. Apparently he had some family ties and land claims in the Chatham's.

I stayed in Port Hutt for 5 days. The weather forecast then was for more settled weather for a few days before expecting strong Northerlies. I left Sunday 30 January for Pitt Island. Pitt Island hasn't any good anchorages — you have to move around the island to find some shelter. It has more spectacular rock formations. The population is a total of 39 people and there is one luxury lodge at the “flower pot “. The flower pot was too exposed so I sailed around the north to Waipaua on the east side of the island. I had an uncomfortable night. The wind had become SW and the swell was



coming in around the south. I left early morning. The expectations were that the wind would die down to variable and that afternoon I dropped anchor in calm water at the flower pot. I invited myself for dinner at the lodge and had a good time. The next day, on Tuesday the 1 of February, I sailed first in variable wind, later tacking in NE 15 back to Waitangi, where I stayed a few more days to let the strong northerlies pass.

There seemed to be a weather window to sail back from Sunday the 6 of February with a forecast of E or SE winds for 2 days, then a short spell of light wind before strong SE winds would set in

However, on Saturday I got itchy to leave and I lifted anchor at midday giving me a head start. I motor sailed tacking out against a mild NW wind to Somes point and West Reef, once passed, evening by now the wind became Easterly and continued to increase in strength. The whole of Sunday and Monday I sailed on stay sail only in E 30 knots making 6 knots. All my clothes were soaking wet and it was cold.

By Tuesday the 8th of February the wind had eased, becoming light SE and I sailed with full sail and genoa poled out, spreading all my clothes to dry. I rounded East Cape just before dark then in the night ended up a bit further from the coast in the middle of the shipping lane and had to divert course several times before getting south of the shipping lane. Wednesday 9 of February was uneventful, nice sailing across Bay of Plenty in moderate easterly wind. In the night I passed north of Whale Rock and Black Rocks to the west side of Mercury Islands, where I dropped anchor at 3 AM for a well-deserved sleep.

The next day I anchored behind Motohuie just after dark with increasing North Easterlies and expectations of becoming very strong. Home!

Future plans

For now Tumua gets her bottom scraped to bare hull. Then epoxy undercoat and application of Coppercoat. I know Coppercoat has mixed reviews. My reading of that is that it has a lot to do with your expectations. It still get growth and you have to clean it frequently (like once a month).



SEA TALKS

There will be no Sea Talk in July.

The next Sea Talk will be in August when DYC member Sally Garrett is presenting.

Sally and her crew won the Barfoot & Thompson New Zealand Women's Keelboat National Championship for a second time in April 2022. They first won the championship in 2019.

All welcome 😊



Sally Garrett and crew after winning the Barfoot and Thompson New Zealand Women's Keelboat National Championship



CLASSES AT THE CLUB

Coastguard Boating Education

Boatmaster Course has begun at the Club on Monday and Wednesday nights. Please contact Coastguard for more information about future courses and locations.



COASTGUARD
Boating
EDUCATION



A RANGE OF COURSES

CBE are excited to be delivering a course in your area!

**Auckland - Devonport
Yacht Club**

Boatmaster

Monday and Wednesday evenings 7pm-10pm, Starting Monday 4 July for the following dates - 6th, 11th, 13th, 18th, 20th, 25th, 27th July and 1, 3 and 8 August 2022

Enrolments now open

Visit www.boatingeducation.org.nz or call one of our team on **0800 40 80 90** to book a course



Salsa Lessons

Salsa Lessons are on break. Look out for dates for the next set of lessons in the weekly news emails...

Pilates Lessons

Pilates lessons take place at the club Monday to Friday daytimes with 'Pilates with Emma'.



PILATES WITH EMMA
DEVONPORT YACHT CLUB
MONDAY TO FRIDAY



FOR FURTHER INFORMATION about Times and Classes

Please visit my website www.pilateswithemma.com

Call me on 021 172 8454

Email me emmaaw@me.com

There is a 10% discount for all DYC members



NOTICES FROM OTHER CLUBS

Island Cruising Club Sister City Rally to Japan, 2023

Applications are now open for the inaugural Sister Cities Rally to Japan. The event is to celebrate the 50th anniversary of Sister City relations between Christchurch and Kurashiki and nearly 30 years between Wellington and Sakai City, Osaka.

The event is being coordinated by the local sister city committees and is being supported by Island Cruising NZ.

Departing at the end of March, the vessels will sail for Fiji under the watchful eye of our professional weather router. There will be a two-week stopover in Fiji to rest, explore, repair and reprovision before heading on for Guam.

In Guam, we will be hosted by the local yacht club and again have time for exploring this interesting destination. The next stop will be the Southern Islands of Japan, and we will make our way up to Osaka where the official Sister-City events will take place.

From there, rally participants can spend time cruising in Japan at their leisure and some have plans of continuing on to Alaska, with others planning on heading home via the Philippines and Asia. The choice is yours.

We've got lots of great inclusions, and are also looking for keen crewmembers to join the rally.

For more information, please check out the website or get in touch to ask any questions.

<https://www.islandcruising.nz/events/sister-city-rally-japan-2023>

Viki Moore

Island Cruising NZ

E: viki@islandcruising.nz | P: 021 438 977 | www.islandcruising.nz



PICTURES FROM THE PAST

By Chris Leech, ED*

This is the series of articles in which I intend to highlight some of the early historical photographs from the Archives of the Devonport Yacht Club. All photographs published in these articles remain the property of the original owners; they are included on the condition that they are not reproduced in any other form without prior permission of the owner, or their representative.

Can you identify the main features and location of these photos?



All answers to the author. However the answers will be in the next newsletter. If there are any corrections to my answers please let me know.

Answers to Pictures from the Past, June 2022

Photo 1: The fire on Southern Belle, on the hardstand at the DYC. Owned by Barney Soljak.

Photo 2: Some of earlier repairs on the Eastern Slipway being undertaken at a Working Bee.

Photo 3: The Official Car for the Auckland to Nelson Race (The Two Allen's)

Photo 4: The Official Devonport Yacht Club Netball Team.



ENVIRONMENTAL MATTERS

By Paula Shelton

Devonport Yacht Club Takes Clean Club Line Honours

Following the launch of YNZ's Clean Club programme in December 2021, it's pleasing to discover that DYC is the the first club in New Zealand to cross the line and submit a Clean Club Report for YNZ to assess. What's more, all the signals from YNZ are that they're delighted with our report and that we've set the bar high for all other yacht clubs to follow. We couldn't be more pleased to show leadership in our sport's commitment to looking after the environment.

One essential requirement for Clean Club status, is to have a stand-alone Environmental Policy. Here's the policy we devised, and the management committee approved in May 2022, for DYC:

Environmental Policy

1. Devonport Yacht Club will meet the environmental legislation that relates to the operation of the clubhouse, slipways and yard, and, where possible, identify opportunities to adopt best practice over and above the legislative requirements.
2. We will minimise waste produced by our activities. For example, we will not use disposable food serving-ware at our events and we will encourage recycling of used boating gear and clothing.
3. We will manage waste streams and recycle as much waste as possible. For example, by providing easy-to-identify bins for paper, glass, and general waste.
4. We will provide a suitable way to dispose of hazardous waste, including maintaining our sump system.
5. We will minimise water use. For example, by using hoses with automatic trigger nozzles and turning off taps when not in use.
6. We will use paperless methods for communications whenever practical. For example, by publishing our newsletters online.
7. We will keep our electricity use low. For example, by using LED lights in place of old light bulbs.
8. We will take our suppliers' environmental credentials into account when we procure new products.
9. We will require members who do maintenance work on their boats on the slipways and in the haulage yard to ensure contaminated water is directed to the sump.
10. We will promote local environmental information to our members through our website and newsletters.
11. We will publicise our environmental commitment and promote sustainability on our website and through Sea Talks presentations.
12. We will measure our progress on an annual basis by providing a report to the Annual General Meeting based on an annual report to Yachting New Zealand for Clean Club accreditation.

Comments and questions to paula@pennant.co.nz

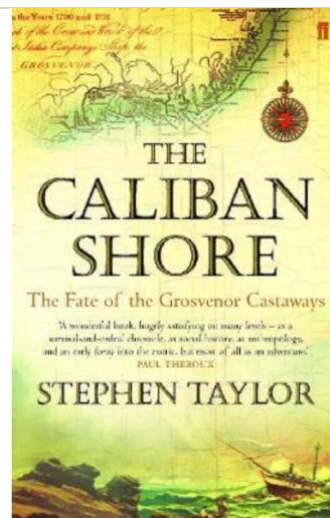
DYC LIBRARY

Book reviews supplied by DYC Librarian, Colin Tubbs.

THE CALIBAN SHORE – THE FATE OF THE ‘GROSVENOR’ CASTAWAYS

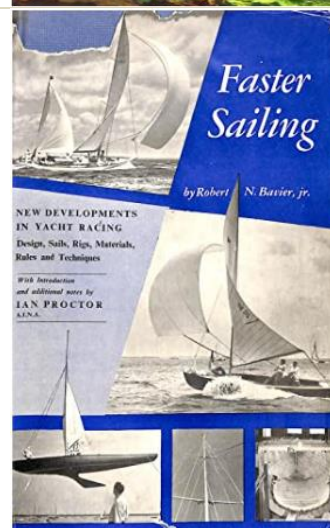
Stephen Taylor

This book details the extraordinary survival and journey of the survivors of the Grosvenor an East Indiaman, wrecked on the shores of the wild coast, Pondoland, South East Africa.



FASTER SAILING: NEW DEVELOPMENTS IN YACHT SAILING

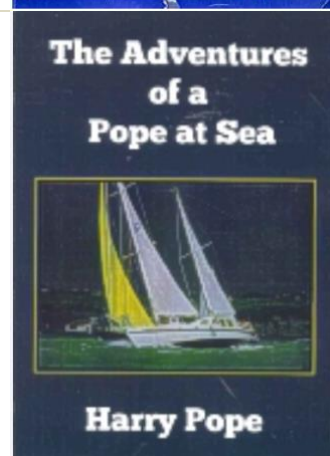
Robert N Bavier Jnr



THE ADVENTURES OF A POPE AT SEA

Harry Pope

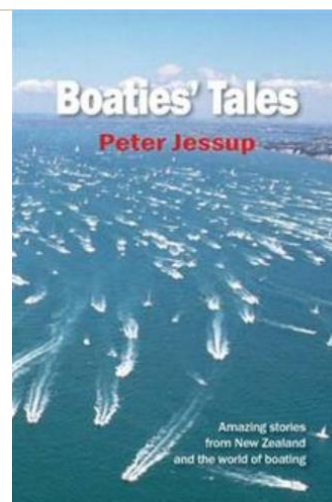
The author writes of his marine experiences either in, on or under the water, to give the reader an insight in to what allowed me to have a background of knowledge that relates to my later years as a competent marine surveyor. The book is an album of New Zealand maritime history with snapshots of many well-known figures and some ripping yarns about life at sea.



BOATIE'S TALES

Peter Jessup

Amazing stories from New Zealand and the world of boating.



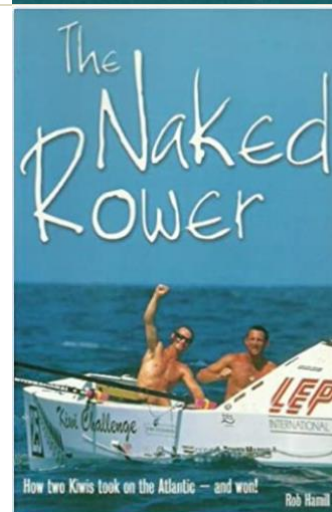
THE NAKED ROWER

Rob Hamill

Rob Hamill's challenge typifies what it means to be the underdog, with nothing but a vision. To get to the start line of a rowing race, Rob begged, borrowed and pledged his way from Hamilton to the Canary Islands. The commitment to win was absolute-how could he return without victory?

Victory made all that much sweeter by the financial shoestring that held it together and the comradeship of Phil Stubbs.

Some readers will be inspired to follow their dreams-irrespective of the odds and win on the world stage. This is the legacy of Rob Hamill, Phil Stubbs and 'Kiwi Challenge.'

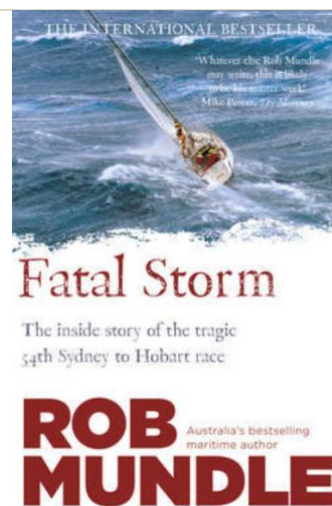


FATAL STORM

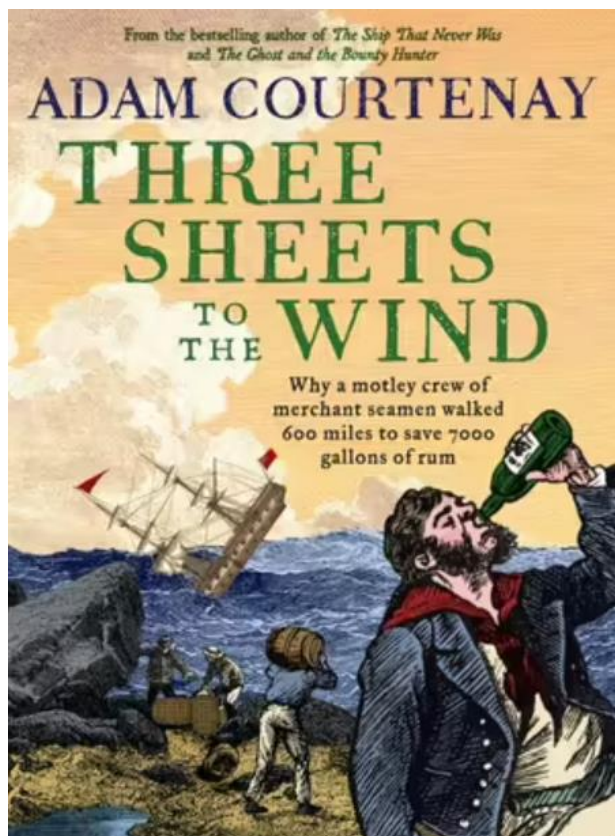
Rob Mundle

The Fifty Fourth Sydney to Hobart race. In this 1998 race gusts of over ninety knots were registered due west of the fleet. The carnage that resulted was unbelievable but in hindsight, understandable, when viewed on television, the size of the waves and the strength of the wind.

The rescue effort was remarkable and without hesitation it can be said that the nation is deeply indebted to those who took part.



BOOK REVIEW FROM BOAT BOOKS



THREE SHEETS TO THE WIND

By Adam Courtenay. Paperback , 0.36kg, 155mm x 210mm, 301 pages. Published 2022.

When, in 1796, Calcutta-based Scottish merchants Campbell & Clark dispatched an Indian ship hurriedly renamed the Sydney Cove to the colony of New South Wales, they were hoping to make their fortune.

The ship's speculative cargo was comprised of all sorts of goods to entice the new colony's inhabitants, including 7000 gallons of rum. The merchants were planning to sell the liquor to the Rum Corp, which ruled the fledgling colony with an iron grip, despite the recent arrival of governor John Hunter.

But when the Sydney Cove went north of Van Diemen's land, cargo master William Clark and sixteen other crew members were compelled to walk 600 miles to Sydney Town to get help to save the rest of the crew and the precious goods.

Assisted by at least six indigenous clans on his journey, Clark saw far more of the country than Joseph Banks ever did, and his eventual report to governor Hunter led to far-reaching consequences for the fledgling colony.

And the Rum? Some of it was Saved.

NZ\$38.00 + delivery.



Boat Books Ltd
22 Westhaven Drive
Westhaven
Auckland 1010
Ph: 09 358 5691
e: crew@boatbooks.co.nz
w: www.boatbooks.co.nz

