



SEPTEMBER 2022



FROM THE QUARTERDECK

A Report from
Vice
Commodore
Tony Bullard

Spring is in the air and with that comes time to finish our boat maintenance and plan ahead our sailing adventures - amongst other things of course as my wife reminds me. Hopefully we'll get a break from the rain because we sure have had a lot of that. And hopefully we won't get the 40 degree heatwaves over summer that others in the world have experienced.

The winter haulage season is coming to an end and we'll soon see lots of boat-owners down on the yard painting, antifouling and doing all manner of odd jobs that boats require. I'm in the process of making a hard spray dodger for my boat hoping the completed project won't turn into a dodgy dodger! I'll update you all on this in an

upcoming newsletter when the dodger is completed.

While talking about haulage, I thought I'd regale you with a haulage story of mine. Several years ago I was nearing the end of my winter haulage session on my new boat U Choose. Bas, one of our knowledgeable young members who was working on his boat beside mine, asked me how my boat jobs were going. I replied, "well except I hadn't got a rigger out yet to check my rigging and that I'd do that later in the year in Westhaven". There's never a rush with these sorts of things, I thought. Bas, being an experienced boat builder, said he'd go up the mast and check it out. I was dead keen for Bas to go up, so up the mast Bas went.

Bas comes down the mast after undertaking a good inspection of the rigging. But he has a somewhat troubled look on his face.

Apparently I have some broken strands on my stays and the shackle pin attaching the front inner stay to the mast is cracked in half. "Oh dear" I said, "that doesn't sound good.

Probably a good idea not to go sailing with the rigging in that shape". Bas, of course, agrees. Anyway, Bas offers to help me replace my

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Location: 174° 48'.18 E 36° 49'.87 S



rigging and away we go. Over the next week Bas and I replaced it all so it was good as new again. Thanks heaps Bas — your help was very much appreciated.

It's interesting what you find out when you inspect old rigging:

Firstly, the stays were imperial sized which apparently has not been sold for many years. They may have been the original rigging for my boat, which at 40 years old, should have been replaced long ago. No wonder the strands were breaking.

Secondly, funny things happen to clevis pins (in layperson terms these are the things that help connect the stay to the boat) after a long period of time. One was cracked in half and another had pin holes running the whole length of the pin. Not something you'd expect a solid stainless steel rod would do. But maybe a 40 year old one?

And thirdly, how on earth the front stay stayed up when attached to the mast with a broken shackle pin is beyond me. If you have a look in the photo you can see the offending cracked clevis pin and the broken shackle pin. Hopefully none of your boats have got anything like these!



For those of you who have come down to the Club lately, you'll have noticed the place is getting busier.

Friday night turnouts are increasing as Chateaubriant continue to make mouth-watering meals for us and Kirsty and her bar team provide a wonderful range of liquid refreshments.

Emma and the Social Committee are also back on form creating various social events for the whole membership. So keep an eye on the weekly news for what's coming up as well as the monthly Sea Talks on a Thursday night.

I hope to see you all down at the club soon.

Tony



COMMODORE'S REPORT

A special report from Blair Cliffe our recently-elected Commodore

We held our 99th AGM at the Club on Thursday 18th August. Given that the Club can trace its roots back to the North Shore Sailing Club pre 1905, the mathematically astute will notice we have missed a few! That's because the Club closed for the duration of the First World War certainly, and possibly the Second, so a few went by-the-by at those times.

We had a decent turnout for this 99th AGM and perhaps next year, being the 100th, we could go for gold and increase the attendees markedly? It is not all boredom and financial reports and is the basis upon which your Club will be run for the next year so do please come along.

Club Patron

Pippa, Lady Blake has agreed to remain as Patron and I understand that Covid etc allowing she intends to visit New Zealand this year and plans to visit DYC.

Club President

Bill Jaques stood down this year due to a change in personal circumstances and I would again like to thank him for his calm and measured advice to the Committee during his tenure. David Stone, a past Commodore, has stepped up to fill that role, thank you David.

Flag Officers

Hugh Pollock our Commodore of the last two years and a Flag Officer for six also stepped down. Hugh was very involved in the background organisation and did a lot more work than our members were aware of. He has agreed to still be a part of the organisation but has for now stepped back from the Committee. Thank you Hugh for your past and ongoing work for DYC.

Myself as Vice and Tony Bullard as Rear stepped up one position and we welcome Mark Sigglekow as our new Rear Commodore. Mark has only recently joined the General Committee but has been involved in major projects at the Club including the extended clubhouse and the recent refurbishment of the kitchen.

Management Committee

I am delighted to report that no-one stepped down this year and all members of the Committee have agreed to continue. I would like to thank them all for their service over this past year and look forward to working with them all again. I would particularly like to welcome a new member to your Committee, Mr Howard Walsh. Howard is joined the Club recently as an Associate Member and is the first Associate to be on the Committee during my tenure; thank you Howard.

We still have some vacancies for now and into the future.

Grant Daniel our Treasurer has agreed to fill the role for another year after which he wishes to step down — and fair enough as he has done sterling service for over five years. We therefore need someone to fill his shoes. It is possible that the role could be split between two people to lessen the

load. If you have any thoughts about volunteering, or wish to find out more about the role, please contact Grant.

Brian Schlaadt our Clubhouse Captain has filled the role for a few years and is keen to head off exploring NZ by land and sea, so he too needs a relief for next year. Some technical knowledge or even a home handyman's background would help here, so again if you are interested please contact Brian for more information.

Devonport Yacht Club Management committee 2022/2023

Patron	Pippa, Lady Blake
President	David Stone
Commodore	Blair Cliffe
Vice Commodore	Tony Bullard
Rear Commodore	Mark Sigglekow
Treasurer	Grant Daniel
Sailing Master	Hugh Maguire
Haulage Master	Paul Walter
Clubhouse Captain	Brian Schlaadt
Site Master	Ken Smith
Bar Officer	Murray Forbes
Publicity Officer	Geoff Evans
Social Officer	Emma Cliffe
Sustainability Officer	Paula Shelton
Secretary	Simon Bioletti
Committee member	Mark Clough
Committee member	Howard Walsh

Looking ahead

I look forward to the next two years as your Commodore to lead this team and the other subcommittees to ensure the smooth and enjoyable running of the club.

The recent Social Survey provided some great ideas, and we have some exciting plans waiting in wind. If anyone has any further suggestions on how DYC could be improved, please do not hesitate to let anyone on the Committee know about your ideas.

As I said at the AGM, I do not have a fixed Five Year Plan for my tenure (one might develop) but for now I have some general aspirations. If in two years I can hand over the Club in good heart and in a sound financial state with improved membership and facilities; that will do as a starter. I hope we can all continue to enjoy and have fun at and with our club whether that be ashore or on the water. Please be involved with your club, volunteer to help where you can, but most of all have fun.

Blair



SAILING NOTICES

The Sailing Season is drawing close!

The sailing season runs from the end of October to April each year. 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.

Our races are more a family fun activity than serious America's Cup-style racing — so there's a role for everyone. 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, winery visits, Easter breakfasts etc. Associate and Full members without a boat, let the Sailing Master know if you're keen to get out on the water, and we'll find you a ride.

End of season prize-giving is the highlight in the club calendar. All boats placed in a race will receive an engraved plaque, while race winners receive a trophy (some of which have significant historic backgrounds).

Dates for your diary...

Skippers' Briefing 2022

Thursday October 13 from 1900 hrs at the Club

Icebreaker Race 2022

Saturday October 29

Start at 1000 hrs



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Chartered Accountants

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



SOCIAL NEWS

Quiz Night, Saturday 10 September

This year, Quiz MC Murray is trialling a new format that's also used for a national quiz league — it involves the big TV screen so everyone will be seated with a clear view of the questions!

You're welcome to put a team together (6-10 people) or just come on down on the night and we'll find you a table.

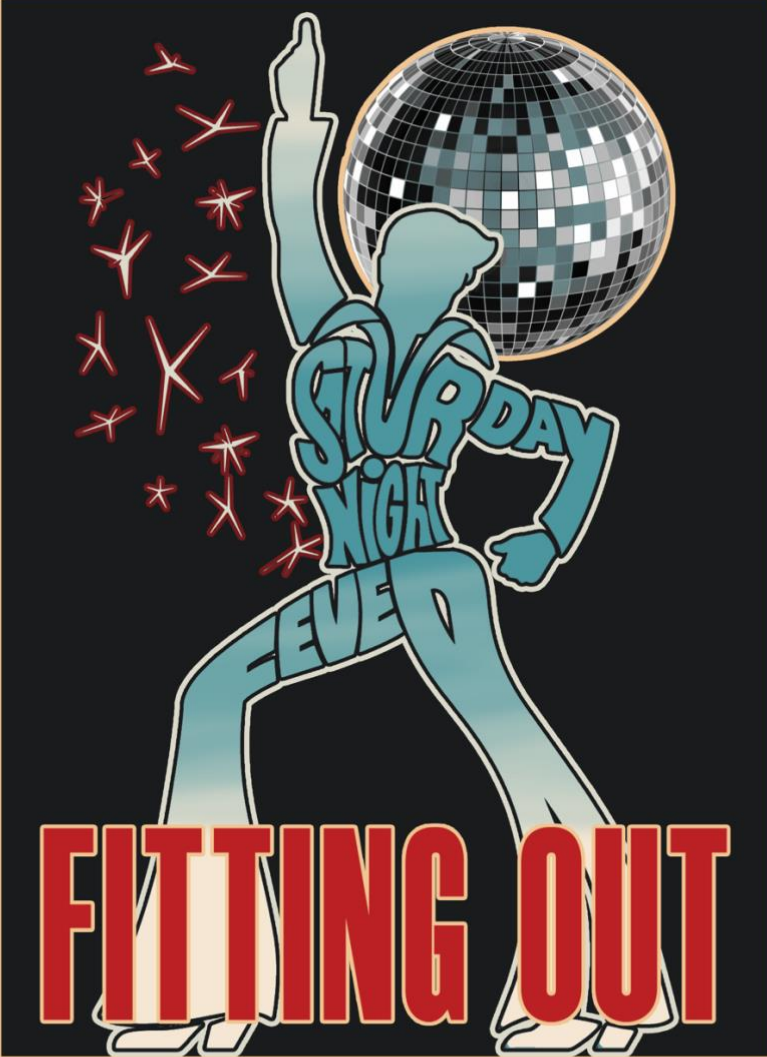
- BYO cheeseboard or plate to share with your table.
- Tickets \$10 a head from the DYC bar or email emmaaw@me.com.
- Prizes for winning table + spot prizes.
- It's always a huge amount of fun, so don't miss out!!



Fitting-Out Supper — Saturday Night Fever, Saturday 1 October

Spring is in the air! Time to spring into action at DYC's annual fitting-out supper. This year is a Saturday Night Fever theme complete with DJ playing your retro requests and disco ball. BYO potluck meal to share. Spot prizes and games. Dress up optional.

Tickets from the postponed Laying Up Supper are valid for this event.



FITTING OUT

SATURDAY • 1ST • OCTOBER
80'S NIGHT • 6:30PM • BYO POTLUCK TO SHARE
GROOVES BY DJ SKIN AND BONE
PRIZES FOR BEST DRESSED • \$20
& BEST THEMED TABLE •
TICKETS FROM DYC BAR OR EMMAAW@ME.COM



SUSTAINABILITY MATTERS

Mauri recovered – a start

Alex Stone outlines how we can begin to save the Hauraki Gulf, and the new marine reserve that will lead the way.

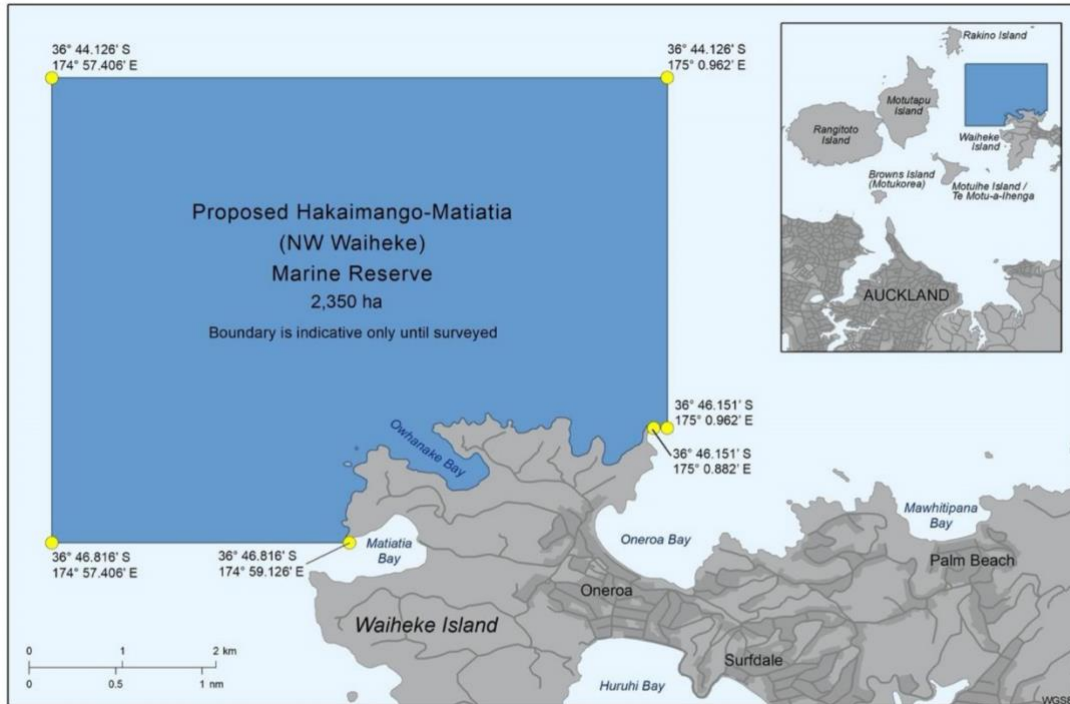


On 20 January 2022, the application for Hākaimangō-Matiatia Marine Reserve covering 2,350ha and along 7.5km of the NW coast of Waiheke Island was formally notified by the Friends of the Hauraki Gulf. This followed a notice of application to the (then) Director-General of DOC Lou Sanson, in April 2021.

In the two-month period for public response 1,303 submissions were received, with **93% in support**. The majority of submissions in ‘partial opposition’ were in fact along the lines of ‘we love it, but it’s too small’ as were a number in the straight ‘opposition’ category.

This is support of an overwhelming nature, never before seen in a New Zealand marine reserve proposal; and includes a who’s-who list of conservation leaders in the country (see box).

In another historic first, the designated mana whenua iwi group for Waiheke Island, Ngāti Paoa Trust Board, has asked to be considered a joint applicant to the proposal. Of the submitters who identified as Māori, 70% were in support.



Proposed Hakaimango-Matiatia (NW Waiheke) Marine Reserve indicative boundary

It is the first new marine reserve to be proposed for the Hauraki Gulf / Tikapa Moana / Te Moananui-ā-Toi – which we all know is in a crisis of depleted biodiversity – in more than 15 years (!)

It would be the biggest marine reserve in the Hauraki Gulf; and important for being an ecological transition zone between the inner and outer Gulf, and for its powerful tidal flows. So fish, shellfish and crustacean larvae could disperse well beyond its boundaries, providing a far wider beneficial influence.

This will also be the first time ever that a:

- Marine reserve
- Rāhui area
- Experimental High Protected Area
- Community citizen science kelp gardening initiative
- Normal fishing regulations area

... are actually adjoining each other. The possibilities for comparative scientific research would be extra-ordinary.

Also the first time that a school will be on a property adjoining a marine reserve (Fossil Bay School), and three other schools within 5km, including the Waiheke High School, which with its SeaSports Academy has for years been giving young people the exact skill set to become moana rangers.

All this on the back of a significant survey on Aucklanders' attitudes to marine conservation, conducted by the Hauraki Gulf forum in October last year. It had these results:





The consensus among marine scientists is that, for its biodiversity to recover, at least 30% of the Hauraki Gulf should be devoted to a network of marine reserves.

At the moment, less than 1% (0.3%) of the Gulf is protected by marine reserves. They appear as tiny dots on the map. And because they are inspirational places for many people, of the few that there are, some in particular like Cape Rodney to Okakari Point (popularly known as Goat Island or Leigh) marine reserve have high numbers of visitors.

But in the Waiheke community, and amongst everyone else with an interest in the Hauraki Gulf, there is an overwhelming majority in favour of the most obvious solution.

A network of marine reserves.

Just like the one proposed by the Waiheke Local Board in 2016.

And starting with the Hākaimangō-Matiatia Marine Reserve.

Here's where the saving of the Hauraki Gulf will start.



IN SUPPORT OF THE PROPOSED WAIHEKE MARINE RESERVE:

- Forest & Bird, both the national office (representing 80,000 members) and the Hauraki Islands Branch
- Greenpeace NZ (40,000 members) and Greenpeace International (2.4 million)
- Piritahi Marae (the long-term ahi kā of Waiheke Island),
- Founder members of Mauri o te Moana who live on Waiheke
- Kaumatua and kuia who are direct descendants of the rangatira of the kainga that was at Owhanake Bay
- Protect Pūtiki (the group protesting the marina at Kennedy Bay)
- Auckland Central constituency MP **Chloë Swarbrick**
- Former **Minister of Conservation Chris Carter**
- Waiheke Local Board
- Seven other local boards in the Auckland Council
- Auckland Council
- NZ Association of Marine Scientists
- Protect Our Gulf
- Devonport Yacht Club
- Rocky Bay Memorial Cruising Club
- Omiha Welfare & Recreation Society
- Tamaki Estuary Protection Society
- Friends of Motu Korea
- Environmental Defence Society
- Guardians of the Kapiti Marine Reserve
- Friends of Taputeranga Marine Reserve
- Mountains to Sea Conservation Trust
- Sir Peter Blake Marine Education & Recreation Centre
- Hauraki Gulf Conservation Trust
- Project Jonah
- Waiheke Dive & Snorkel Ltd
- Carbon Neutral
- Akaroa Dolphins

For more please see <https://friendsofhaurakigulf.nz/>





HAURAKI GULF FORUM | AUCKLAND WAR MEMORIAL MUSEUM

Te Mana o te Moana | Hauraki Gulf Marine Park Conference

It's time again to gather in support of Tikapa Moana / Te Moananui ā Toi, the Hauraki Gulf.

On the back of "Seasick: Saving the Hauraki Gulf", MC, Mandy Kupenga, is passionate about protecting our oceans and will guide us through a program as vibrant as the Hauraki Gulf should be.

We'll probe both local and international perspectives and hear from innovators and those leading positive change. EDS will lead an interactive session on future models for protecting our ocean; we'll debate the importance of activism, government regulation, and take soundings from those who spend their days on and in the water.



SEATALKS

Sally Garrett's presentation in August was brilliant. A PDF of the presentation is available to download from the DYC website at www.dyc.org.nz/sea-talks.

We had booked Georgina Griffiths from MetService for the September DYC Seatalks, but unfortunately, due to a clash of dates, we will have to postpone this talk until next year. It's my fault, so my apologies!

Our monthly DYC Seatalks will resume in October.

Geoff Evans



Sally Garrett at McMurdo Station, Antarctica

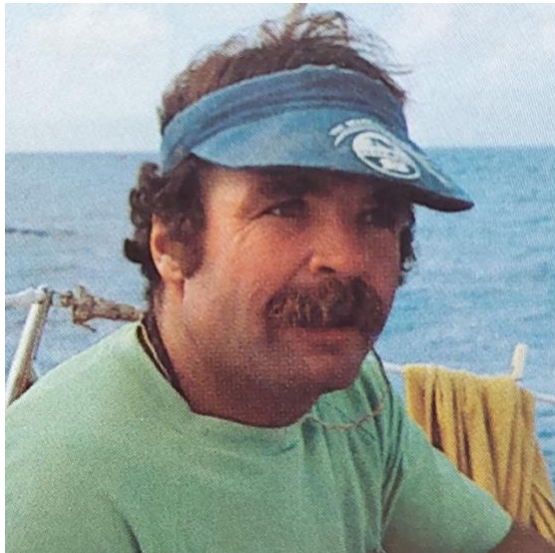


MEMBER STORIES

Broad Reach Radio podcast featuring NYC member, Simon Gundry

From Yachting New Zealand, Briefings, August 19 2022

<https://www.yachtingnz.org.nz/news/ep-51-simon-gundry>



New Zealand has a proud tradition in the round the world race and a lot of that started with Ceramco New Zealand in the early 1980s – the first New Zealand-flagged boat to compete in the gruelling event.

It was a campaign headed up by Sir Peter Blake and something that captured the imagination of Kiwis everywhere. But disaster struck on the first leg of the race when the boat's mast came down in the middle of the Atlantic Ocean as the team were vying for the lead. It was a devastating blow for the crew, including Simon Gundry who is today's guest on Broad Reach Radio.

Simon details what happened that day when the mast came down and how the crew rallied to sail 4000 miles under jury rig to complete the leg but also describes the inescapable feeling on board that they had let the nation down. He talks about their epic battles with the crew on Flyer in subsequent legs, including when they had their rivals in sight for 10 of the 24 days across the Southern Ocean to Cape Horn, and provides an insight into Peter Blake, from his unorthodox approach to crew selection to his recognition of the value of media to build support for Ceramco.

Simon is one of the characters of New Zealand sailing, and talks about the imaginary animals he had on board, his love of reciting poetry, how he managed to pull a team of yachties together to play in a rugby sevens tournament while in port in Argentina and the after-effects of one of their annual Mast Falling Down parties. He's a terrific story-teller who was able to give a detailed insight into that 1981/82 Whitbread Round the World Race and a campaign that changed Kiwi yachting.

Listen to the podcast by following this link:

<https://www.yachtingnz.org.nz/news/ep-51-simon-gundry>



PICTURES FROM THE PAST

By Chris Leech ED*

This in 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 August's photo quiz:

Photo 1: Easter Cruise & Club Picnic 2011.

Photo 2: What the Clubhouse looked like in 1997, including G Pettersen's 2CV.

Photo 3: The Classic's Start at the Mahurangi Regatta 2012.

Photo 4: Beach BBQ at Owhanake on Waitangi Weekend 2009.



DYC LIBRARY

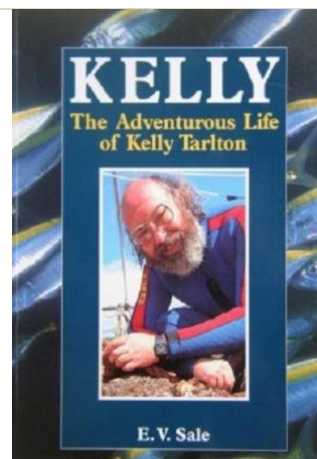
Book reviews supplied by our librarian, Colin Tubbs.

KELLY—THE ADVENTUROUS LIFE OF KELLY TARLTON

E V Sale

This exciting book unfolds the whole story from his early days as a champion spear fisherman and pioneer diver, through countless shipwreck salvages in New Zealand and overseas, to the completion in 1985 of the Underwater World, just a few weeks before his death at the age of 47.

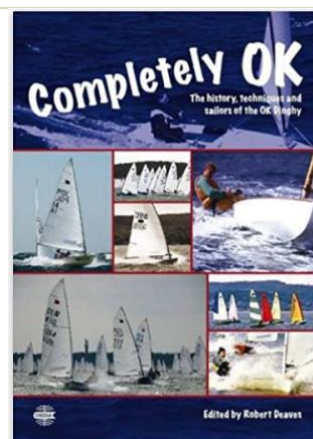
A clear picture emerges of a man with boundless energy and enterprise always thorough in his research and was full of great humour and love of life.



COMPETELY O.K.

Robert Deaves

Since 1957 the OK dinghy has become one of the most popular single handed dinghies in the world with more than 15,000 in more than 40 countries worldwide. The author describes the growth and development of the class and impact on a generation of sailors. It includes the complete history of the class, technical developments, memories and stories from sailors, championship results, tuning and sailing, building and fitting out, interviews with top sailors and development of class rules.

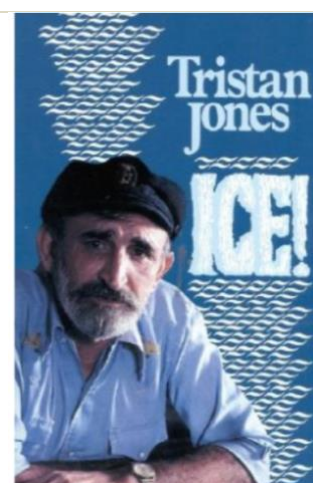


ICE!

Tristan Jones

Aiming to set a new record for taking a sailing boat as close as possible to the North Pole, the author bought and converted an old lifeboat, set off on his lone voyage in 1959, accompanied by Nelson, his one eyed three legged seadog. His harrowing adventures including an encounter with a polar bear, being lost in a blizzard and a narrow escape from being crushed by a capsizing iceberg.

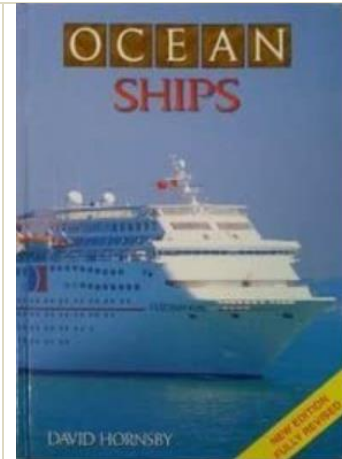
CLARNWOOD LARGE TYPE PRINT.



OCEAN SHIPS

David Hornsby

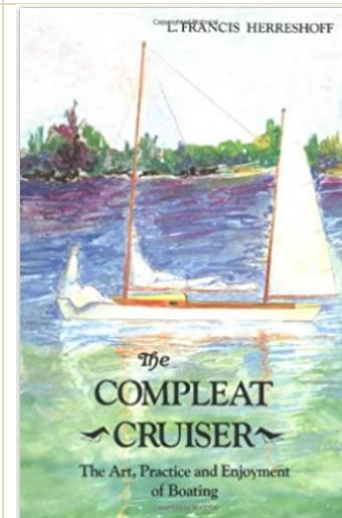
This book records the everchanging scene of shipping, amongst the many International deep sea fleets operating regularly to the United Kingdom and Northern Europe.



THE COMPLEAT CRUISER THE ART, PRACTICE AND ENJOYMENT OF BOATING

L Francis Herreshoff

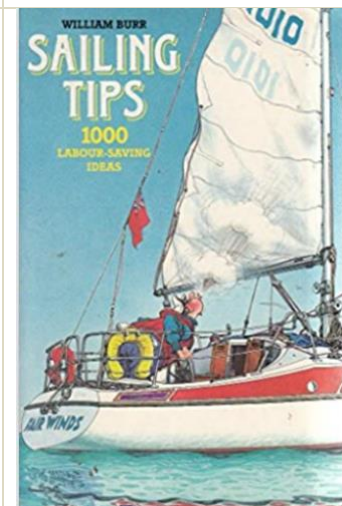
The author presents his own highly individual prescription for happy voyaging under sail and power, as exemplified in an imaginative narrative he tells about the adventures of the crew of the cat boat 'Piscator', the ketch 'Viator' and the engineless whale boat- style ketch 'Razinante'.



SAILING TIPS A THOUSAND LABOUR SAVING IDEAS

William Burr

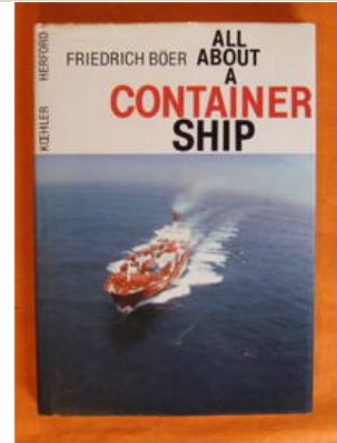
This book offers quick, easy solutions to a variety to every day sailing difficulties, such as hoisting the spinnaker, single handed manoeuvring, preserving night vision, changing engine oil, preventing fore sail chafe, recovering flying halyards, rough weather cooking, preventing radio interference and predicting the weather.



ALL ABOUT A CONTAINER SHIP

Friedrich Boer

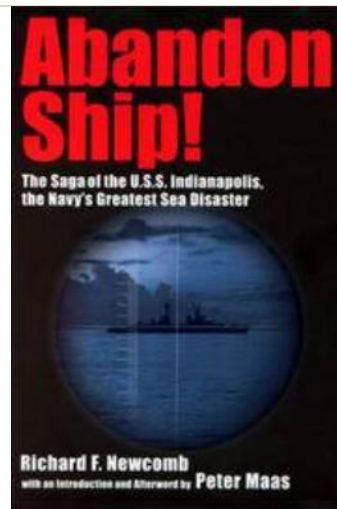
The author describes in detail a modern full container ship. He indicates the functions of the many parts of the ship and how the various technical sections combine to work together. He also delves into the work of the crew that serves such a complicated whole.



ABANDON SHIP? THE SAGA OF THE 'USS INDIANAPOLIS', THE NAVY'S GREATEST SEA DISASTER

Richard F Newcomb

The author describes in detail a modern full container ship. He indicates the functions of the many parts of the ship and how the various technical sections combine to work together. He also delves into the work of the crew that serves such a complicated whole.



About the DYC Library

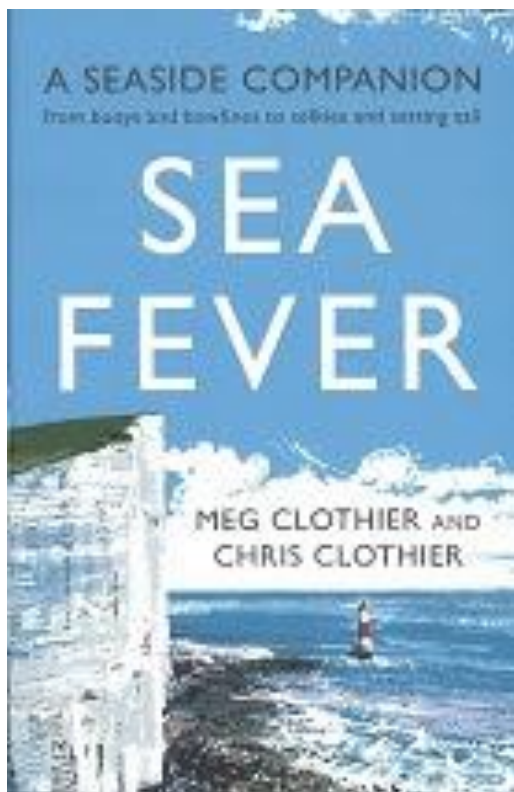
Three very comfortable chairs welcome you to linger in the DYC library. Browse the shelves at your leisure in this quiet corner of the Club with the backdrop of yachts bobbing on their moorings just outside the window.

You'll soon be away across the horizon with your chosen author, plotting your next adventure, or polishing your race-winning strategies with refreshed wisdom.

All Full and Associate members are welcome to use the library. Books lent on your honour. Please return them when read. Thank you.



BOOK REVIEW FROM BOAT BOOKS



SEA FEVER

By Meg Clothier & Chris Clothier. Softback, 0.26kg, 130mm x 198mm, 306 pages, Line Drawings. Published 2022.

Everything you need to know about the sea and shore, from high tides to half-hitches.

Can you interpret the shipping forecast? Do you know your flotsam from your jetsam? Or who owns the foreshore? Can you tie a half-hitch - or would you rather splice the mainbrace?

Full of charming illustrations and surprising facts, Sea Fever provides the answers to all these and more. Mixing advice on everything from seasickness to righting a capsized boat with arcane marine lore, recipes, history and dramatic stories of daring-do.

From how to catch a crab, to the mysteries of riptide, what can be told from a sea breeze to smuggling stories and shipwrecks, this is a great 'dip into' book to understand your buoys from your bowlines!

\$25.00



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