

TN SAILS

The monthly newsletter of Tamil Nadu Sailing Association



2006

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Coromandel Rotary's Day out at TNSA



In rapt attention

A plan waiting in the wings since November was 'the intro to sailing' for members of the Rotary Club of Coromandel who had requested for it. Earlier scheduled for the 4th of December, it was rescheduled to Jan 29th so as to ensure that inclement weather did not play foul at the party. The 29th was like any other January morning bright and sunny with a gentle north-northeasterly wind. To the credit of the Rotary Club it must be stated here that members were in their seats by the

assigned time, itself a measure of their enthusiasm and our Vice Commodore whose initials are synonymous with his designation at the TNSA, namely VC (V Chandrashekar) could start off on his presentation on sailing. A brief but productive session it was with a lot of interaction between aspiring sailors and hardcore red necks from the TNSA before the group was divided into those who wished to take the harbour cruise first and those who wanted to try out the hands-on sailing experience in the boat basin.



Milling around all over

Women on a Mission *from CESC*



The Corps of Engineers have been the pioneers of sailing in the country. Officers of the Corps have not only excelled in competitive sailing but have also successfully undertaken numerous offshore sailing expeditions over the years. This time around, the ladies have made us proud by successfully undertaking an 'All Women Crew' Mumbai-Goa Sailing Expedition - the first of its kind in the history of sailing in the country.

Eight lady officers of the Corps of

Engineers sailed from Mumbai to Goa, a total stretch of 450 km, in two puny 'Seabird' class boats named 'Skua' and 'Seagull'.

The Seabird is a harbour sailing boat that is 21 feet in length and 6 feet wide. The boat is wind powered and carries a crew of four. The boat does not have a cabin, is not self up righting, has no inbuilt navigation aids and has the most rudimentary features of a sailboat. When loaded, the boat is merely 12 inches above the water!



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New Website for the TNSA

Here is some good news! The TNSA will have its own web address and its site is being designed by our able Handicapper and Measurer, Ashish Mehta and coordinated by VC. As soon as we have the site up and working you should be able to see all the information including results of races sailed. Look out for details about this in the next newsletter or through our yahoo group list. For those of you who are not already on the list please send a request tamilnadusailingassociation-subscribe@yahoogroups.com and you will be admitted to the list. Due to some obnoxious messages being posted by uninvited persons to the list, new members will be reviewed before being added to the list. This is an inconvenience, which will work, in our best interests.

Your Attention please!

The TNSA requests once again that members refrain from making last minute requests for passes to avoid disappointment. It is a matter of pride that our Association was working on such holidays as Christmas, New Year, Pongal and also Republic Day the first three being Sundays. It goes to show their dedication and willingness to please our members. But last minute requests for passes stress resources very thin and there is every likelihood of disappointment. So, please remember to request for passes by Friday latest or leave standing instructions to the management about weekend passes so that you do not have to scramble at the last minute. We have a number of boats for adults! Come and sail!

Rotary Club's day out...



Enjoying the harbour cruise

Capt. Ravi Kumar headed out with a troupe of sixteen in one launch while Doc took another similar number in another. Salient points of the Chennai Harbour were highlighted peppered with questions about the tsunami receiving sometimes-exaggerated accounts so as to impress upon the newcomers the might of the sea and the fearlessness of the inveterate sailor. Coming out towards Y1, the group who were seated in garden chairs realized that these contraptions were hardly safe for a ride of this quality as they found themselves sliding around like fish in a pan. Eventually most of them who had taken impressive ringside seats near the gunwale had to be shifted to the floor of the deck, as one Rotarian's wife slid dangerously to the edge and almost toppled over. It was enough to give Doc a minor heart ailment and another time when an eighty-year old toppled over quietly to fall in a heap on the floor prompting Doc to issue the fatwa: "All hands on the floor"



VC making a presentation

and to the Engine Room "Hightail back to the Harbour!" Back at the club, members were busy having a joy ride of a different kind on Enterprises and Optimists rigged up to take sailors of all ages and sizes in a triangular course. Our sailor Shwetha also demonstrated a capsize and recovery for the benefit of anxious Rotarians who wanted to know what happened when sailors fell off or boats overturned.

In the closing remarks, Mr. Shankar, spokesman for the Rotarians thanked the TNSA for having given them a wonderful

experience and a comprehensively good time. Commodore Ashok was beaming as this motley bunch of revelers waved goodbye. The common sentiment was that it was a great show run by VC and spoke volumes about his managerial skill and commitment to the TNSA.

VC, whose modesty matches his quiet and confident demeanor, was in turn grateful to a bunch of sailors, parents and staff without whose help such an event could not have been run. So, let's hear it for Capt. Ravikumar, Shantha, Sharada, Geetha, Deepak, Siddharth C & M, Capt. Sadanand and equally for our staff most notably Mr. Antony who ran the logistics of the event as scheduled with food, beverage, seating and hiring launches for the day.

Hip. Hip. Hurray!

Women on a mission...



To sail such a boat across the sea is a formidable challenge and calls for the highest standards of leadership, seamanship, endurance and perseverance. The expedition was flagged off on 30 Jan 06 by Lt Gen BS Dhaliwal, AVSM, VSM, Commandant College of Military Engineering (CME) from Colaba, Mumbai.

The expedition began with light winds off the Mumbai harbour. Further South, the winds picked up considerably and the crew encountered wind speeds of upto 18 knots. The boats sailed off the coast non-stop by day and night and were self-contained for the entire duration of the expedition. The boats took five days to complete the passage to Goa. The team reached Goa on 04 Feb 06 and was flagged in by Lt Gen BS Dhaliwal, AVSM, VSM at INS Mandovi, Verem.

The successful completion of this expedition has paved the way for a new era in sailing in the country. Two previous expeditions viz, Mumbai-Goa- Mumbai and Mumbai- Cochin- Mumbai expeditions had been successfully undertaken by CME in 2005. With the successful completion of this expedition, the Corps of Engineers has achieved yet another landmark - this is the first time in the history of sailing in the country that three offshore expeditions have been undertaken in a span of less than 10 months.

Mechanics of an International event

The 2007 ISAF Youth Worlds in the International 420 will not be held in San Diego because the San Diego Yacht Club – the same that hosted the 470 Worlds last year, cannot afford it. The reason in the words of Bill Munster, SDYC:

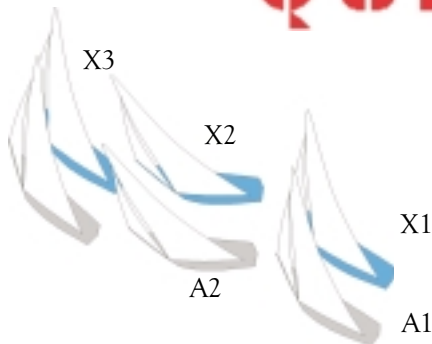
The International -420 came in with:

A.) purchase the boats (approx. 60) or,
B.) charge a large charter fee (to be absorbed by the organizing committee.)

In the US, the I-420 class does not currently exist, so to whom would the organizers 60 boats be sold to? The 29er class offered to provide boats free of charge. The facts stand that to host an ISAF Youth Worlds a country must follow a list of contractual requirements from ISAF (food, housing, boats (including charter & shipping), entertainment, transportation, etc.) To host this event, the country must raise a minimum of \$200k (USD) (recommended by ISAF) and, hopefully break even. True, Volvo's contract with ISAF includes a \$75k (USD) sponsorship, but this is not included in the \$200k. In addition, ISAF sets a per person/ per day fee for all competitors and coaches and the host may not charge for any additional costs. At the pp/ pd fee ISAF wrote into the contract, SDYC stood to lose a minimum of \$50k (on top of the \$200k it needed to run the event). This is a huge event with an average of 300 competitors for 10 days.

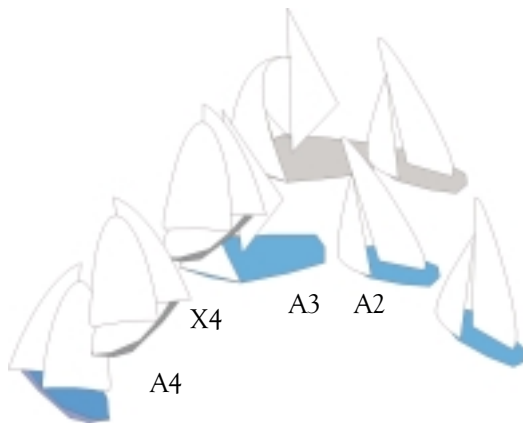
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Sailing QUIZ



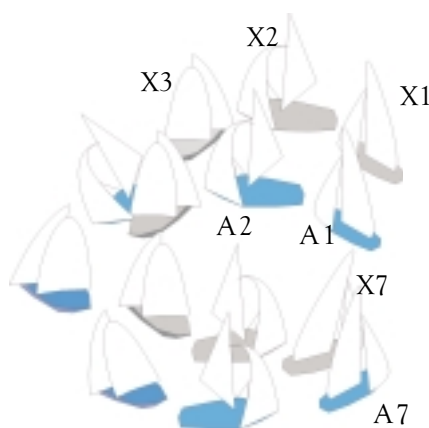
Question 1

A and X are beating on starboard tack, overlapped with $\frac{1}{4}$ boat length between them. A bears away to give herself space to tack behind X, but X bears away onto a parallel course to prevent A from tacking. A luffs; X responds promptly, but there is contact. A protests. Who will be penalized?



Question 2

A and X are beating on starboard tack. A bears away to gybe out, and X also bears away. At position 3 A is clear ahead. When A gybes onto port, X maintains her course and there is contact. X protests. Who will be penalized?



Question 3

Same situation as Question 2, except that A is able to gybe and keep clear of X. X chooses to gybe and then luffs hard to turn inside A. Because A (now leeward boat on port tack) also luffs, there is contact. X protests. Who will be penalized?

Rules :

10 ON OPPOSITE TACKS

When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.

11 ON THE SAME TACK, OVERLAPPED

When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room* to *keep clear*, unless she acquires right of way because of the other boat's actions.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat *room* to *keep clear*.

Keep Clear

One boat *keeps clear* of another if the other can sail her course with no need to take avoiding action and, when the boats are *overlapped* on the same *tack*, if the *leeward* boat can change course in both directions without immediately making contact with the *windward* boat.

Answer 1

At position 2 A is right-of-way boat and X is keeping clear of her. Rule 16.1 requires A to give X room to keep clear when she changes course. A fails to give X room when she luffs. A Will be penalized.

Answer 2

A gives up right of way when she gybes, so X is not subject to rule 15. A breaks rule 10. A Will be penalized.

Answer 3

When X gybes, she becomes keep clear boat. Rule 15 does not apply as X gave up right of way. However, rule 16.1 now applies if A changes course. By changing course without giving X room to keep clear, A breaks rule 16.1. A will be penalized.

If A were to stop changing course the moment X gybes and there were still contact (or if A does change course but there clearly would have been contact even if she had not) then X breaks rule 11.

Mechanics of...

In the US, the government and/ or Sailing Federation does not provide funding, so private sponsorship is a must (many host nations in the past have received public works from govt. sponsorship...a new sewer system, marina, etc.) After 1.5 years of negotiations with ISAF, SDYC and ISAF could not agree to mutually acceptable terms. At the current rate of ISAF's demands, what yacht club in the US could raise \$250k to run the ISAF Youth Worlds? With these financial constraints, it will be hard for any yacht club in the US to host this prestigious event.

This is the problem faced by a distinguished yacht Club from the biggest yachting nation in the World. What chance then for the YAI to get an International event into our Country?

Anniversary Regatta 2006



Boats all lined up

Jan 18th is the Anniversary of the TNSA and it has a designated Trophy which is coveted by all sailors at the Club including its Commodore. However, due to the fact that this fell on a week day it was scheduled to Jan 29th a Sunday immediately after the Rotary Club meet.

As usual, there was full crowd with all boats taken and some laser sailors who had to cool their heels because of lack of boats. This problem is being looked at and hopefully an ambitious plan to acquire more lasers will soon fructify. But more about this when it happens...

There were two races sailed just north of the shipping channel. With the wind a gentle four or five knots, and the swell choppy because of the new moon that day, conditions were just right for the laser sailors in their quick crafts. Optimist sailors who till last year had consistently taken the Trophy had to be content coming in behind the lasers in the overall standings following the two races calculated on the basis of the Portsmouth Yardstick index. Newcomer Navraj Singh Sandhu, introduced to sailing by focused Radial sailor and mother of G. Sandeep, Rani Chittaranjan Das had a whale of a time racing out at sea, on his very first outing.

With the wind coming in from the North, the Captain of Boats Munna Jamal set a triangular course, where sailors had to complete two triangles and

a loop to complete the race. The winds were light and there were three to four feet swells which complicated matters as it called a lot of skill to maneuver over lumpy water in light winds.

There were eighteen sailors in four different class of sailboats with the youngest being all of ten years in the Optimist Class and the oldest was almost fifty years in the Enterprise Class. There were two women sailors in the Laser Radial and eight in the Optimist with two girls Akshayah and Ashwini in the Cadet Class. Though there were different classes the results were computed based on the Portsmouth Yardstick Index of



The fleet beats hard to windward

the US Sailing Organization which is followed worldwide to arrive at results of multiclass events.

It was a great day for the Laser sailors as in the end Abhimanyu Nityanand was the clear winner sailing in the Laser Radial with Venkatesan and Siddharth Varman both sailing the Laser Standard Rig coming in second and third respectively.

The event was covered in the Hindu on its sports page and in the Deccan Chronicle and sailors had a wonderful time reading about their achievements in the Newspaper.

Thank you Sharada and Rani for your wonderful work with the Press.



Rounding the gybe mark

Bonne Bouche

The CIA had an opening for an assassin.

After all of the background checks, interviews, and testing were done there were three finalists – two men and one woman. For the final test, the CIA agents took one of the men to a large metal door and handed him a gun.

"We must know that you will follow your instructions, no matter what the circumstances. Inside this room you will find your wife sitting in a chair. You have to kill her." The first man said. "You can't be serious. I could never shoot my wife," The agent replies, "Then you're not the right man for this job." The second man was given the same instructions. He took the gun and went into the room. All was quiet for about five minutes. Then the agent came out with tears in his eyes. "I tried, but I can't kill my wife." The agent replies, "You don't have what it takes. Take your wife and go home."

Finally, it was the woman's turn. Only she was told to kill her husband. She took the gun and went into the room. Shots were heard, one shot after another. They heard screaming, crashing, banging on the walls. After a few minutes, all was quiet. The door opened slowly and there stood the woman. She wiped the sweat from her brow and said, "You guys didn't tell me the gun was loaded with blanks. So I had to beat him to death with the chair."

"Doctor, please hurry. My son swallowed a razor-blade."

"Don't panic, I'm coming immediately. Have you done anything yet?"

"Yea, I shaved with the electric razor."

"Doctor, Doctor, You've got to help me - I just can't stop my hands shaking!"

"Do you drink a lot?"

"Not really - I spill most of it!"

"Doctor, doctor, will I be able to play the violin after the operation?"

"Yes, of course..."

"Great! I never could before!"

A man speaks frantically into the phone, "My wife is pregnant, and her contractions are only two minutes apart!"

"Is this her first child?" the doctor queries.

"No, you idiot!" the man shouts. "This is her husband!"

