

TN SAILS

The monthly newsletter of Tamil Nadu Sailing Association



January 2006

Volume : 4 Issue : 1

For Private Circulation only

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Printed at
Pio Printers Pvt. Ltd.
Chennai - 600 013.
www.pioprinters.com

Sailcoach, France — My experience



The Sailing Camp sponsored by SDAT- Sports Development Authority of Tamil Nadu camp was for duration of one month: between 10th November and 10th December, 2005. The camp was conducted by the Sail Coach foundation at Ile des Embiez a small island south of Tulon, France. Being an island it was an ideal place for coaching, with out any distractions, as there was not much to do apart from sailing and working out.

I was being coached by a Polish Coach Kaj Glinkiewicz. A very successful coach and has been a personal coach for many of the

top Olympic sailors for many years. At our camp he concentrated on our technique and when we go back next year he would concentrate on the rest (skills, tactics, etc.).

I had the opportunity of training along with some of the top sailors from Poland, Seychelles, Italy, Russia, Ireland, Finland, Lithuania and Canada.

Except three of us who were teenagers, the rest were in their 20s with rich exposures in Olympics, Worlds and European Championships. The top amongst them is 20th in the ISAF Ratings.

Trevor Millar, Managing Director of Sail Coach Foundation runs these coaching clinics for world class sailors round the year.

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Happy New Year 2006

From all of us here at the Tamil Nadu Sailing Association here's wishing you, All the best in the New Year 2006. May your sails like your dreams be full, your water, calm and your life, smooth sailing!

MRN 05

A view from the butt end of the J-24

PRELUDE : The event was the national championship for match racing conducted by the match racing association of India in J-24 class boats at Mumbai. The Chief Umpire for the event was Mr. Ajay Balram who has been a guiding force for the Association from the time of its formation. Unfortunately this year the event coincided with 2 other events namely the Indian Navy Yachting Championship being held at Chilka Lake and the Enterprise Junior National Championships being sailed from the INWTC(MB). This resulted in fewer entries than normal and finally attracted only 8 entries (which also means 32 competitors) as opposed to the usual 12-15. However this in no way diluted the level of competition and as usual the racing was likely to be close and exciting.

FORMAT : 4 J-24 class boats were used to conduct this event. These boats are privately owned and were equalised by an Equalisation Committee prior to the event. The 8 entries

were divided into 2 groups of 4 each for the preliminary round robin to pick 6 teams. The top 3 of each group were pitted against each other in round robin 2 of 6 skippers. The top team from the group of 6 then selected their opponent for the best of 3 semifinals. The finals were sailed between the winners of the semi finals in a best of 3 format as was the petit finals.

RACING : The racing started off early on 21st morning with every one cursing the Organisers for scheduling the first briefing at 0700 hrs when there was no sign of wind at that time of the day. Just to prove the Organisers right the wind kicked in by 0800 hrs and sleep was a thing of the past with the screaming and circling on in full swing from the 1st flight of the 1st match of the event... Rajesh Choudhary was eliminated from Group B as he didn't seem to have figured out how to make a boat move without having to hike.... and didn't know what to do with his 3 crew except telling them to get out of the way of the tell tales....he must hate me for this He. Mithu Nahak was eliminated after the sail off to decide a 3 way tie from group A .

...Over to page 4

Monsoon Sailing

A long line of cyclones seemed to emerge like fireworks on Deepavali night - out of nowhere. Ever seen a hundred shot cracker? Every time you think you saw the last one by, out comes another. And so it was with the monsoons and rains this year. Starting out early in the second week of October, the rainy season did not lose any of its vigor even till late December as Cyclone Mala which followed close on the heels of Fanoos crossed the East Coast on the night of Dec 20th. With each weekend becoming the bane rather than the escape to adventure for the average Chennai sailor, it had to happen sometime or the other. The restlessness that overpowers people in love with the sea eventually leads them out to it. Any excuse is good enough to flee the firm grasp of terra firma. Like for instance, sailors who had watched weekends being confined to the dustbin, heaved a sigh of relief when the Met department put out a cyclone warning, advising fishermen not to venture out to sea. The communiqué was mercifully silent on sailors who wished to sail and inhale deep lungful of briny air. And so it was that sailors as young as ten, twelve and those as old as fifty made a beeline for the Association's premises from different parts of the city like homing pigeons on a mission. The deluge in large parts of the city had left many locked indoors alternatively waving their fists angrily at the sky and civic authorities. Two months down the rainy season however, flooding at least was under control and accessibility problems were behind for most citizens.



For those gathered at the clubhouse it was just another day in the office. Boats were rigged up, rescue facilities readied and the Captain of boats wielded his hefty bullhorn ordering everybody to cast off. This *fatwa* was met with derisive glee by all the sailors as they jumped into the water like swans, sailing away just as gracefully. All the while the sky was bearing down gloomily at this bunch released from homes by their parents and spouses because they would be SAD if they did not go. SAD as in seasonal affective disorder, causing depression and unpredictable reactions to daily stress!

In the Pride, Ashok, Ashish and Doc, with newcomer and guest Ranjith set forth her two sails shackled and ready for hoisting. Outside it was just the way Aziz Nazan said in his famous song *jhoom baraabar jhoom... Kaali ghataayen, Masth hawaayen!* An awesome sight it was as the engine was silenced and the sails raised their constant flapping making a nerve wracking sound. With the wind filling her sails, the Pride heeled like a hound on a leash throwing us all back reflexively as a prelude to the adventure to come. Out of the harbour mouth and into the outer harbour, we had to tack a couple of times before we could set her nose towards Y1 and the Bay of Bengal beyond. The wind was blowing at a feisty 20-25 knots and gusting upto 30. The Bay was a vast expanse of teal gray with fearsome whitecaps inviting the foursome who huddled in the cockpit as Ashish took the helm heading out. With the boat heeling and swinging over the swells, it soon became obvious that this was going to be one helluva joy ride.

Out here in Chennai city, with the incessant rains the roads have all started to resemble a sea scape. There are huge mounds like waves and big ditches like troughs. Believe me when you ride your vehicle over these it is much, much worse than sailing a keel boat in choppy waters. The ride is terribly bumpy while the only difference is that on land when you cross a crest you land with a thud in the trough, but out at sea when you top a crest you are suddenly the master of all that you can see and land with a splash which is at once awesome

as it is thrilling. With swells neatly laid out forty to fifty feet apart and waves rising to ten feet, the wind creasing the water as if raising gooseflesh, it was a sight to see all right. Does one tire of it, we wondered. For our small appetites it seemed like a delightful feast but then there are others whose appetites are much bigger and their pockets much, much deeper. Yes, they sail the Vendee Globe or the Volvo Ocean Race. To them who need such, well ... *Bon Appetit!* Not to forget, *Bon Chance!*

The sea was in a playful mood. And the Pride - game to play ball. Imagine riding up a ten footer, which threatened to collapse on you, and breaking out at the top you bear away down a sliding wall of water. The audacity of the human intellect to design



a flimsy 26 footer that looks incapable of handling such conditions was fully on display. Out on a crest when the wind caught the sails the shrouds would tense and hum. You feel the power of the wind as if it is straining to lift the two tonne boat bodily and throw it across a void, failing which it angrily presses the sails into the restless sea. Sailors on the windward gunwhale let out an involuntary whoop as they were raised high and hung out to help the keel's attempt at flattening the boat. And like the hound receiving a jerk on the leash, the boat corrects its list partially and slides down over the next big one. It is almost like the wind and water are trying their best to jointly roll the boat over and just not able to get their act together. But the Maxi 77 is a self-righting boat it is said and there have been "madmen" - sailors - who have sailed the North Sea single-handedly in such boats in twenty-foot waves from Denmark to Iceland! This thought gave us any amount of comfort, though there was a nagging doubt about the structural soundness of this twenty-year-old hull and its spars and rigging. Don't forget that this boat was Lazarus like in its resurrection after the tsunami having gone down to the harbour bottom in Dec 2004.

Back in the outer harbour the Captain of Boats headed out to Y1 and dropped the marks for a triangular course when the sky suddenly darkened the slate grey surface of the water turned an

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New Chief of Coast Guard

The Coast Guard Eastern Region has seen some changes with the appointment of the first Officer who has risen from the hierarchical set up of the Organization. No more will high ranking officers of the Indian Navy be on deputation as heads of Coast Guard of the Eastern Region. Instead, we now have Inspector General Rajinder Singh, who will be the commandant of the Eastern Region, Coast Guard, headquartered at Chennai.

We welcome IG Shri Rajinder Singh to Chennai and will soon be inviting him over to the Association Premises to introduce him the Organization of whose Governing Council he is a distinguished member. As they say in Chennai, Sir: Vanakkam!

Ashok in EC of FICCI

Close on the heels of the distinction of having been elected President of the Hindustan Chamber of Commerce, our Commodore has added one more feather to his cap. The TNSA congratulates Ashok Thakkar and greets him on the occasion of his being inducted into the Executive Committee of the FICCI.

New Joint HSG of YAI

Captain Monty Khanna, HSG, YAI informs us that Cdr PK Singh has taken over as the Hony Joint Secy Gen of the YAI wef 12 Dec 05.

Pio Trophy and Anniversary Regatta

The Pio Trophy and the TNSA Anniversary Regatta will be sailed this month.

So, if you want a piece of the action and a trophy be there on Sunday 15th and 29th.

Monsoon Sailing... *continued*

ominous black (well almost) and the bank of black clouds advanced on this bunch of puny humans out there in the bilious swells. Soon, the Captain of Boats ripped everybody's eardrums with his hail "All Sailboats! Head Back!" With that started a furious procession back to the safety of the inner harbour as the tiny launch scurried around picking up marks that had been dropped and headed back direct downwind of the menacing sky. With the sound of the motor, now a drone now a groan, and wondering if the darned thing would play a temperamental trick a la the fair sex, (poetic license claimed against libel here) the boat rolled on southwards. Soon, the wait was over as rain, which was like pent up emotion in the clouds burst forth and large drops of water angled down to meet the swells and prick their surface with small splashes. The whole scene was awesome, from the water to the sky there was an uniform grey in different tones and right there on the water rising up and flowing with the swell a blanket of white spray! If they all felt scared by the clouds and the ominous sky when they picked up the marks, this moment was enough to make the whole project worthwhile. What a sight!

In keeping with the fact that this is a mad bunch, the Captain of Boats put up a triangular course and the training project continued. As the saying goes: When the going gets tough the tough get going. And it does not get any tougher than a cyclone!

Back at sea, the Pride was turning back towards the harbour. An experience that called for a lot of teamwork. Because from a close hauled course it would go straight on to a broad reach on the opposite tack. The force needed to release the cleated main sheet in such conditions is quite unbelievable. The vice like grip of the jammer has to be pried open with a sharp kick carefully so that you do not run your toe into the jammer next! And with the boat swinging her nose over the hyperventilating sea and her sails set, the boat was ready to broad reach. If the beat was all about the force of the wind then the reach and the run is all about the force of the water. Huge heaps of water lift your stern and give it a shove that makes the boat raise a vigorous spray and leave a white wake behind. The rudder tells as the shove of the wave builds up before the push and she goes skimming in a cloud of spray, touching 11 knots! The last fact recorded by the GPS around Ashish's neck. The sailors on board had not had enough and a few more sorties are made into the Bay with Doc and Ashok taking their turn at the helm. The only passenger that day was Ranjith, who proclaimed that it was the experience of his life!

As for us, we came back to the Club with hopes of catching the next cyclone!

And the general sentiment at the Clubhouse was: Cyclone? **Yes!** Rain? **NO!**

Sailcoach, France... *continued*

S a i l Coach based at the island is ideal for training at with perfect sailing conditions with wind ranging between 25 to 35 knots. We were taught how to interpret the weather forecasts, read the tides and maneuver the waves. Apart from sailing skills, Trevor also mentors the sailors (especially the younger ones) on goals setting, time management, striking a balance between studies, etc.



We had a strict regime. We would get up at 8:00 am work out at home till 9:00 am and after finishing breakfast get ready and be at our sailbase by 10:00 am. Once the briefing was over we would rig up and cast off by 10:00 am. We would then do some of our exercises on water while our coach took our video. This would go on till 2:00 pm. We would then wash up, change, unrig our boats and get ready for the video debrief. Here the coach used to point out our mistakes and compare our sailing with other professionals. This way we came to know how each maneuver is done. A short break for lunch and rest and by 5.00 pm head out for football or bike around the island, return home to complete the work, wash up and then cook dinner. After dinner by 7:30 pm I read a book and went to bed. In bad weather when we could not sail, we went to the Gym which was not on the mainland. Once in 3 or 4 days we would go to buy our groceries.

This camp has benefited me a great deal. Now I know what are the right things to do and what is the amount of effort and commitment I need to put in. It would take me about a year or two till I get it right. Now I know how to train and what to concentrate on. This camp has also boosted my confidence a great deal. I have also learnt how to live alone and have become much more independent. I feel training abroad is the best way to learn as you have no distractions and the coaches are much better and very professional. I learnt to travel alone, manage my money, cook a little and do my own time management.

G. Sandeep

MRN 05... from page 1

We (Mahesh and co) managed to get off to a flyer primarily b'coz Nitin shouted loud enough at all of us to wake up in the 1st race which surely would have shaken up the unsuspecting people on shore with their 'Lotus'. With one win all Basheer and Selvam managed to beat Mithu Nahak in the sail off and went forward into the round of six. Muthu, Ayaz and Madhu completed the quorum that would sail each other once to decide the top 4. The teams skippered by Mahesh Ramchandran, Muthu Rajan, Shahid Basheer and Ayaz Sheikh and qualified in that order for the semi finals from the round robin of 6 boats eliminating Selvam and Madhu. For some reason we believed that Muthu was the easiest opponent as he wasn't too sharp against us the one time we raced him and we picked him for the semi finals leaving Basheer and Ayaz to slug it out. The semi finals saw a keen contest between the teams and we won 2-0 against Muthu Rajan who I personally thought was the most aggressive of the lot and he gave us a torrid time hanging in and scrapping it out and screaming at all and sundry in his boat. He eventually finished 3rd after winning the Petit Finals 2-1. The 2nd semi finals saw Ayaz battling it out with Basheer and this was more a comedy of errors from the stories I heard at the end of the days racing with Ayaz losing one as he was so happy to give Basheer a penalty at the pre start that he forgot to start! He eventually prevailed 2-1. The event was won by our team comprising of me (the guy who goofed up too often on the stick), Nitin Mongia (the moving force and spinnaker trimmer...his only

goof up being that he called a tack and a gybe at the same time during a pre start....and to top it all gave me grief for the whole race for doing neither...I took the easy way out as usual!), GL Yadav (the whole and sole in charge on the fore deck) and Neha Maheshwari (the bits and pieces lady who got unlimited grief from all concerned for being late on the first morning....must have been a late night that caused it considering that she was slipping and sliding on deck..) 2-0 in the finals from Ayaz Sheikh in 15 knots winds thus maintaining



our clean sheet of not losing a race for the whole duration of the event. It was nowhere close to being one sided in the finals and Ayaz scrapped his guts out with both teams executing near perfect spinnaker sets and drops and we just about managed to redeem ourselves after getting a penalty in the pre start of race 1.

My aim and analysis of the event

Our primary aim was 2 fold. One to get sharp during the pre start which we (Nitin and I) still think needs loads of improvement in terms of my being able to remain ahead of the game and not letting it flow out of control. Two was to get one of our crews GL Yadav who is to sail with us for the Asian Championship clued up on the fore deck work. The draw back that we were facing with him was lack of independent thought as Chauhan our regular 4th crew member was controlling the fore deck and he was just a follower. By the end of the event he was very impressive with his awareness and deck work and its great to know that we now have one more mind and body on the boat working in the right direction.

Prize giving ceremony

The prize giving ceremony was conducted at the Naval Sailing Club Lounge along with the ceremony of the Junior National Championships, which was being concurrently run, and the kids got to mingle with the more experienced veterans. Mr Ajay Balram was profusely thanked by the President of the Association, Farokh Tarapore for his commitment and support of

Match Racing in India. I and all the competitors salute the passion for the sport that he carries with him and the ability to remain so sharp for 8-10 hours at a stretch on the water; match after match. Farokh, who also umpired for the whole event, Rajan and Thomas, the 2 race officers and the 4 boat owners: Bharat, Doc Idnani, Rohit Tolani and the INWTC (MB) who were also the host club need special

mention as they were all big contributors to the success of the event. The winners were awarded the National Match Racing Trophy and other prizes were distributed.

Post Script:

The script was sent back to me to sort out the upper and lower cases and was unfortunately proof read by Munish Saxena who was 'just a crew' on Basheer's boat. He was miffed that in spite of all the slave labour that he had to do crewing

there were no mentions of crew names and skippers were the only ones mentioned. Well just for the record Munish after smoking unlimited cigarettes and sailing in the J for the 2nd time was surprisingly made to pull in the jib sheets in 15 Kt winds as he was the only one who didn't know that it was easier on the rail.....that's probably why they say experience counts in sailing, You know what NOT to do!

R Mahesh

Asian Sailing Federation developments

Members from India, Singapore, and U.A.E are in consultation on introducing structural changes in the Asian Sailing Federation to bring it in line with practices prevalent in the ISAF and IOC. If these changes are accepted, there will be an establishment of a secretariat in one of the member countries with the President being elected from its members. There will be a panel of three Vice Presidents and a committee of five members who will be responsible for the organization of the Asian Sailing Regatta, the Sailing Event of the Asian Games and other continental sailing events.

SAYR 05

The South Asian Yachting Regatta 05 was held in Karachi, Pakistan from 02 – 07 Dec 05 and the Indian Optimist team consisted of the following:

Shashikant Yadav (SCCSA), Dilip Nalla (INWTC), Pratik Angre (SCCSA), Ayesha Lobo (CSC) with Neeta Angre going as coach. Shashikant Yadav could not proceed to Karachi due to his Visa not coming thru.

Wind speed was on an average 2 - 4 Knots. Tide was effective. The water was very dirty with many plastic bags floating and hence hindering the performance of all boats.

The Indian team was left with three sailors instead of four as Yadav did not get a visa. We requested the Organizers to have a three on three-team race or give the Indian team an average score, but it was not agreed upon. Hence we had to sail with one boy from Pakistan (Spare). Pakistan had two teams with 5 sailors each, the boy who sailed for India was their N0. 11 and thus was a weak sailor.

The Indian team sailed badly to finish 4th out of four teams (India, Srilanka, Pakistan A, Pakistan B).

In the individual race we finished in the following positions: Dilip Nalla finished 5th, Pratik Angre 6th and Ayesha Lobo who finished 9th.

The absence of the Team captain affected the performance of the team. The Indian team could have finished in the top2 with the original team. The sailors have shown a lot improvement as far as team racing is concerned. This international exposure has surely been an experience and given a boost to the sailors.

Neeta Angre, Coach, NOAI



Volvo Ocean Race 05— 06

Volvo Ocean Race 2005-06 started on 12 November 2005 after months of preparation and drama, as the fleet of seven 70 footers (ABN AMRO 1 and ABN AMRO 2, Movistar, Pirates of the Caribbean, Brasil 1, Ericsson and Sunergy and friends) set off into the sunset and into the teams' first real testing ground, a storm of over fifty knot winds. On the dawn after the first night, there were dramatic events with movistar (Bouwe Bekking) and Pirates of the Caribbean (Paul Cayard) both suffering structural damage, forcing them to head for land. After movistar arrived in Portimao, Portugal, she was pulled out of the water to assess the damage. It became obvious that the yacht had hit a submerged object. This object, perhaps a container, had sheared off the bottom of the rudder, tip of the port dagger board and damaged the front of the keel. Internally the boat suffered major structural damage to the mountings for the keel hydraulics and the ring bulkheads. The race then began to get the yacht ready to either, sail, fly or be shipped to Cape Town. Movistar retired and was shipped by container ship down to Cape Town.

Pirates of Caribbean's headed for Cascais in Portugal for their repairs after suffering leakage around the keel. They too retired and the Yacht was flown to Cape Town in an Antonov transport plane. Meanwhile the Sunergy and Friends crew also had to face gear failure as their gooseneck broke. As this could not be done at sea they pulled ashore and suspended racing for 15 hours. This turned out to be long enough for the rest of the racing fleet to catch a weather system which shot them south towards the equator, leaving Sunergy and Friends 700 nautical miles behind the pack and sailing in totally different conditions.

At the half way stage ABN AMRO ONE's team had reinforced their lead, pushing south with great speed, trying to get as far south as they could before making the important left turn towards Cape Town. If a yacht made this turn too early, it could fall into the light wind region of the South Atlantic high pressure system, letting their rivals through, if they waited too long they would waste valuable miles, but the further south they went, the stronger the winds. Nightmare time for the navigators.

ABN AMRO ONE, ABN AMRO TWO and Ericsson all chose a heading due south for the first few days of this drag race, whilst Brasil 1 took a more easterly course and this gamble paid off as Brasil 1 went into the lead. Whilst the action carried on for the first four boats, Sunergy and Friends were having problems at the back, as their bad luck continued, spending almost three days trying to navigate their way through the doldrums.

The next milestone for the Volvo Ocean Race fleet was the left hand corner, which happened for the front runners on day 15, when they hooked into the strong westerly breeze and rode the high speed conveyor towards the finish, at quite literally record breaking pace. Both the Dutch boats broke the monohull 24-hour world speed record, which was previously held by movistar, first by ABN AMRO TWO and then ABN AMRO ONE as speeds kept rising. ABN AMRO ONE eventually clocked 546 nm in 24 hours.

By day 20 Cape Town was poised to welcome the fleet. As crowds stood in the December



sunshine lining the docks, helicopters hovered, and support boats milled about in Table Bay. Finally the wait was over as ABN AMRO ONE finished the 6,400 nautical mile course after 19 days, 24 minutes and 2 seconds at sea and became the leader of the Volvo Ocean Race overall.

ABN AMRO TWO made it a Double Dutch victory when they finished second at 1956GMT that same day, giving them fourth position overall. Next in was Brasil 1, who drifted over the finish line early on the morning on 2 December to claim third place podium position, equal second overall with Ericsson though the tie break gave Ericsson overall second when they finally finished fourth to finish was Ericsson, after nearly 21 days at sea. Finally Sunergy and Friends came into Cape Town on the 6 December, after 24 days, 1 hour and 33 minutes. You will get an idea of the blistering speeds at which these yachts go if you remember that the first one came in after 19 days and the last one after 24 days and even this is a faster time than the first yacht there in the 2001-02 Volvo Ocean Race!

The next leg from Cape Town to Melbourne a 6,100 mile voyage will bring these intrepid sailors face to face with the toughest racing conditions on earth for these super powerful yachts and will flag off on Jan 2nd. From the Volvo Ocean Race webpage.

Viking Swift Launched



The third Maxi 77 Class, Viking Swift was launched in December 2005 bringing up the tally of this class in the water to three. The Swift seems to be the fastest and has an enviable record of having won many an annual regatta at the Singapore Sailing Club, where it was sailed as the Antipodes.



Like horses from winning stables, the TNSA is proud to have in its waters two winners from International waters albeit they are privately owned yachts. Their presence is sure to give an enormous fillip to the sport of sailing and we hope to initiate the culture of sailing as not only being an adventure sport that tests fitness, skill and endurance but also a pleasurable leisure activity that can give great scope for the kind of stories that humans usually tell their grandchildren.

So, here's to the Viking Swift: Cheers!

ASC Selection trials - Final Results

Here are the final results of the Asian Sailing Championships selection trials in the various classes.

Laser Full Rig:

Rajesh Choudhary	10.2	AYN
NS Johal	25.8	CESC
DP Selvam	26.8	AYN
Jasvir Singh	60.4	AYN
Dharminder Singh	61.4	AYN
Sukhvinder Singh	66.4	AYN
Abhilash Tomy	81.2	INSA
Gajendar Singh	86.2	EMESA
Gaurav Randhawa	113.4	INSA

Laser Radial

V Harihara	29.0	AYN
Amit Arvind	29.4	INWTC
Salil Sabir	29.9	GYA
BK Rout	30.1	AYN
P Madhu	35.6	AYN
Parvinder Singh	71.6	EMESA
SS Yadav	74.3	INSA
Rajesh Kumar	83.7	AYN
Pankaj Kumar	84.6	INSA
Rohini Rau	123.3	RMYC

International 470s

F Tarapore/V Kapila	14.6	INWTC (MB)
Ayaz Shaikh/Sandeep Jain	16.8	AYN
SS Chauhan/RS Dhulaji	23.0	INWTC (MB)
Yuvraj Singh/Balraj	38.6	INWTC (MB)
Mithu Nahak/T BUvanesh	43.0	AYN

International 420s

Dilip Nalla/ Aasif Shaikh	12	INWTC
Suraj Singh/ Amay Jadhav	17	SCCSA
Snehal Desai/Sharda Hawkar	24	SCCSA
Zeal Kapadia/Priya Shekar	39	AYN
Ashwini Rane/Shwetha Shervegar	40	SCCSA
Chaitanya Chowgule/Ajay Rau	40	AYN

Mistral Boards

Derrick Menezes (H)	20.4	GYA
PJ Thomas (L)	22.6	AYN
Ghanshyam (L)	30.2	AYN
R Saravanan (L)	37	AYN
A Tripathi (H)	38.8	AYN

Hobie Class

Naresh Yadav/ BB Barik		INWTC (MB)
Ram kumar/ T. Shiva		AYN
US More/ PVS Raja		AYN
Samaj Pradhan / Brijraj Verma		INWTC (MB)
Surendar Saini/Neeraj Sharma		INWTC(MB)

Bonne Bouche

Helpless

A man lay sprawled across three entire seats in the posh theatre. When the usher came by and noticed this, he whispered to the man, "Sorry, sir, but you're only allowed one seat." The man groaned but didn't budge. The usher became impatient. "Sir, if you don't get up from there I'm going to have to call the manager." Again, the man just groaned, which infuriated the usher who turned and marched briskly back up the aisle in search of his manager.

In a few moments, both the usher and the manager returned and stood over the man. Together the two of them tried repeatedly to move him, but with no success. Finally, they summoned the police. The cop surveyed the situation briefly then asked, "All right buddy, what's your name?" "Sam," the man moaned. "Where ya from, Sam?" With pain in his voice Sam replied "The balcony."

Washing the dog

An eight-year-old boy went into a grocery store and picked out a large box of laundry detergent. The grocer walked over and asked the boy if he had a lot of laundry to do. "Oh, no laundry," the boy said, "I'm going to wash my dog." "But you shouldn't use this to wash your dog," said the grocer. "It's very powerful and if you wash your dog in this, he'll get sick. In fact, it might even kill him." But the boy was not to be stopped and carried the detergent to the counter and paid for it. A week later, the boy was back in the store to buy some candy. The grocer asked the boy how his dog was doing. "Oh, he died," the boy said. The grocer said he was sorry, but added, "I tried to tell you not to use that detergent on your dog." "Well, the boy replied, "I don't think it was the detergent that killed him." "Oh? What was it then?" "I think it was the spin cycle!"

Why God Created Eve

- God worried that Adam would always be lost in the garden because men hate to ask for directions.

- God knew that Adam would one day need someone to hand him the TV remote.

- God knew that if the world was to be populated, men would never be able to handle child-bearing.

