

# TN SAILS

The monthly newsletter of Tamil Nadu Sailing Association



JULY 2006

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FOR PRIVATE CIRCULATION ONLY

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## Ashok is Hon Consul for Senegal

From Trustee of the Board, Chennai Port Trust, chairmanship of special committees on the same board, followed by Vice Presidency of the Hindustan Chamber of Commerce to be followed by being elected Commodore of our Association, and on to the Presidency of the Hindustan Chamber of Commerce along with membership of the executive committee of the National Organization - FICCI, Ashok has moved into his next phase - an international position. Friends, please welcome amidst us our Commodore, Ashok Thakkar, Hon Consul for Senegal. For those who

have followed his meteoric rise this will come as little surprise. Ashok was always slated for bigger things and this latest honor will not be his last.

Congratulations, Ashok and with your focus on sailing and your drive of promoting it amongst the higher echelons of industry and Government, sailing and TNSA's position can only grow.



## Optimist Team for the IODA Asians

Based on the results of the Optimist Coastal National Championship cum Selection trials held at Mumbai from 29 Apr to 07 May the following sailors have been selected for participation in the IODA Asian Sailing Championship:-

Master Xerxes Bamboat	-	RBVC
Master Alok Dhangare	-	SCCSA
Master Krish Makhija	-	RBVC
Master Viraf Heerjee	-	RBVC
Miss Ayesha Lobo	-	CSC

The officials accompanying the team:

Brig A.P Singh - Manager and Coach (M)

Miss Neeta Angre - Coach (F)

The Govt has issued the sanction for the participation of the Opti team (5 children and 2 officials) for the IODA Asians at full Govt cost. The amounts sanctioned are the entry fees, charter fees for the Optis and the coach boat and fuel for the coach boat as per actual. Airfare, visa fee and the insurance amount has also been sanctioned (as per actual). Kitting and damage deposit have to be borne by the team but will be eventually sanctioned by the YAI.

## Laser Inland Nationals at Hyderabad



The Laser National Inland Sailing Championships 2006 are being hosted by the EMESA Hyderabad at the Hussein Sagar Lake. It will be sailed to identify the 2006 National Laser Standard Champion, 2006 National Laser Radial Champion, 2006 National Laser Radial Women Champion and the 2006 National Laser 4.7 (Open) Champion. The event will be flagged off on Aug 6<sup>th</sup> but there is a coaching camp that starts off on 29<sup>th</sup> and concludes on the 3<sup>rd</sup> of August. This camp will be run by National Class

Coaches and holds promise of acclimatizing sailors from out of town to local conditions prevalent during the season of the retreating South West Monsoon.

The LCAI's signature annual event in conjunction with the SAAP's coordination at the Hussein Sagar Lake is a much awaited for event by Laser Sailors all over the country not only for the excellent conditions but also for the level of hospitality and technical and professional level of the championship.

The TNSA will be fielding six entries in the Laser Standard, Laser Radial and also in the Laser 4.7. Here's to wishing all our sailors the best of luck and the organizers fair weather and ideal conditions for racing during the championship.

The TNSA will also be deputing Ms. Nilma Shah who is a well-recognized functionary in the Laser Circuit as a jury secretary *par excellence* and it is a tribute to her ability that International Jurist Mr. C. S. Pradeepak, will first enquire about her availability every time the TNSA seeks his consent to chair the Jury at the Coastal Sailing Championships in Chennai.

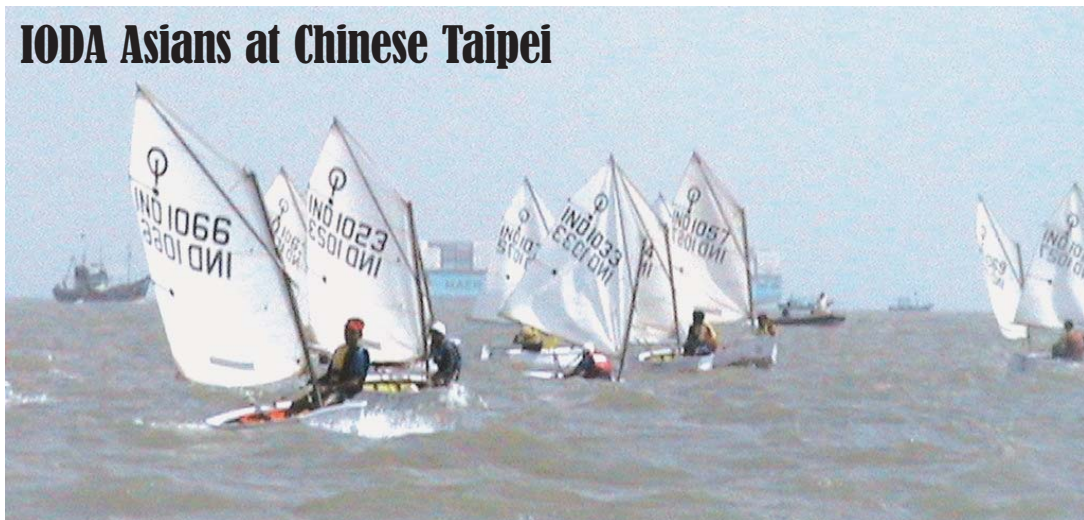
## A new Sub committee for Sailing

At the TNSA in keeping with the idea of improving sailing on all fronts, the committee of management has formed a sailing subcommittee where the focus will only be on sailing issues. This subcommittee will oversee the physical layout of the premises, keep tabs on boat maintenance, suggest improvements, formulate training modules and choose a junior coach who will be able to focus his attention on the Lasers and the Optimists. With the winding up of the Cadet Class Association it has become TNSA policy to use these boats to introduce sailing to newcomers and help build their skills till they are ready to move over to either the Enterprise or Laser class of boats. With the TNSA having in its possession a number of 4.7 rigs it is in a unique position where it can support and help serious 4.7 sailors acquire their own rigs for training and participation in the Nationals.

The Sailing subcommittee has identified Ms. Nilma Shah who will be overseeing boat maintenance and a new format is being designed by her and Capt. Ravi Kumar that will list out all the boats at the TNSA; their allocation status, and rigs and sails that belong to the TNSA as also other spares procured from members who had sold them second hand to the Association. It has become TNSA policy to buy equipment from dependable sources second-hand especially if they come from members and this will help keep our boats racing all the time. This has ensured that though the Indian Navy has kept four Lasers at our premises, the top and bottom sections needed to be replaced with second hand stuff. It is indeed a pleasure to see twenty to thirty sailboats from

*Continued on page 3*

## IODA Asians at Chinese Taipei



The IODA Asian Championship 2006 will be held July 27th through to August 5th 2006 in Fulung, Chinese Taipei. The shore venue will be the Fulung Sailing Club, located in Kung-Liao Hsiang, Taipei County, Chinese Taipei. The racing area will be offshore Fulung Beach. This Championship is being organized by the Fulung Sailing Club and the National Optimist Class Committee under the authority of the International Optimist Dinghy Association (IODA) and with the permission of the Chinese Taipei Sailing Association. Competitors and team officials will be housed in Fulung Beach Resort Hotel, within walking distance from

the sailing venue. Official accommodation will be available from 14:00 on July 27th 2006 until 11:00 on August 5th 2006. All three meals will be provided. The first official meal will be dinner on July 27th 2006 and the last official meal will be breakfast on August 5th 2006. And for those who do not want to eat esoteric dishes, special food will be provided if requested in advance.

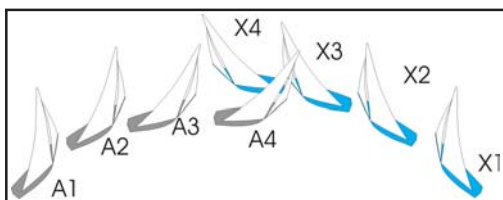
The format of the championships are such that in the *Asian Individual Championships* if there are more than 80 sailors entered, the entire fleet will be divided into 4 divisions (as far as possible with the same number of boats), each of which shall sail at least once

and if conditions permit 2 to 4 times, with each of the other divisions. For the *Asian Team Racing Championship*, all National teams that have at least 4 sailors will be entitled to race in the ATRC. The ATRC will only be raced once the first 5 races sailed in the IAC have been completed. After those first 5 races sailed in the IAC the total points of the 4 sailors with the best cumulative results from each country will be added to give a total team score. That team score will determine the seeding for the ATRC. Teams shall comprise of 5 sailors of which 4 shall sail in each race. Composition of teams will be at the discretion of the qualifying country.

The series for individual championships will consist of up to 12 races, of which 3 shall be completed to constitute a championship. In case the fleet is divided, each race of two divisions will be scored as one race in which all competitors of those two divisions have entered. Only races, which have been completed for all 4 divisions, will count. Each boat's total score for the IAC will be the sum of her scores for all races except that when 10 or more races have been completed, her two worst scores shall be excluded or if only 5 or more but less than 10 races have been completed, her single worst score shall be excluded.

For results and other details check out the event website [http://www.sailing.org.tw/ioda2006\\_asian/index.htm](http://www.sailing.org.tw/ioda2006_asian/index.htm)

## Sailing Quiz



This quiz will test your knowledge of the following rules: Rule 10 On Opposite Tacks; Rule 16.2 Changing Course, Opposite Tacks

### Question

On a windward leg in light winds, X on starboard and A on port are on converging courses. At approximately three lengths from X, A bears away to avoid X. X then bears away, so that the boats remain on a collision course. Both A and X continue to bear away, until they finally pass one another with the wind approximately abeam. A protests. Who will be penalized?

*Answer on Page 4*

## **A new Sub committee for Sailing....**

our young association heading out to race. The presence of a functionary exclusively to oversee this aspect will ensure that the TNSA staff find the motivation not to slacken up.

The sailing subcommittee will also ensure that the layout of the premises and the boatshed would be optimized for usage and access. Just before the Hutch Laser Nationals, it was a massive effort by an anguished Captain of Boats that led to the whole boatshed being cleaned out. It is difficult to find a more hardworking laconic functionary of the TNSA especially if you discount the sessions on the water. Not for him the elaborate planning and the drawing. His forte is to get into the thick of it all and maybe things will fly, but when they are finished flying the place will have a look of respectability. Shantha Ravikumar and Rani C Das are also in charge of the premises and optimizing their layout. An attempt is being made to map out the lockers and their occupants at the TNSA so that more empty lockers can be found for sailors who are boat allottees. It is our intention to provide first preference for the TNSA office and boat stuff, after which allottees and committee members will take second peg, following which will be other members.

The idea is to provide this as a service to regular users of the Association. There will be an attempt to rationalize the layout so that needs of sailors/ students/ coach/ classroom can be effortlessly met. Another issue that has been hanging fire for sometime is the need for a catering facility with a little more variety than Lays and Kurkure. At the risk of sounding like we have received an advance from the Captain of Boats to publicize his munificence it is

*Continued on page 4*

## **Interview with Mr. Goran Petersson, President, ISAF.**

*Mr. President Petersson, the World Sailing Games 2006 have had a promising launch. Kindly let us have your opinion about the future of the sailing sport.*

Göran Petersson: 'Excitement' is the keyword for me. We do need exciting formats. What is it that makes sailing so exciting? Speed, Action are the 'ingredients'. The race process must still become more transparent both for the spectator and even more for the media. After the Olympic Games 2004 in Athens we sat down together with the TV Broadcasters and exchanged ideas as to how to improve the locations and the programmes. We saw that many more medals ceremonies are required, they draw more attention. The sailors must be readily available for the media for interviews directly after the race. The boats must be easily identifiable and crew names and nationality flags must be visible on the sail. We must also limit the number of participants: 20 to maximum 40 boats. Also the new Finals format which we shall see at the World Sailing Games will be an important step ahead. Only the Top-10 are admitted: This is easy to overview and in the ideal case all ten have chance to win a medal.

*What will happen in the classification? Which categories will be furthered?*

Not every new category will have as great a success as the 49er. The essential would be to have an equal variety. We will have to concentrate on the Olympic categories and give them much more attention. This also based on the fact that concrete plans exist to create a World Cup for the Olympic boat categories. Which boats will be allowed to start at the Olympics remains a political issue. Too many changes will not be possible for the immediate future. The 29er category gets mentioned again and again when talks focus on new olympic categories. We shall see what the Olympic Committee has in mind.

*Over 60 nations are taking part in the World Sailing Games and yet among them there are still numerous 'developing countries' in as far as sailing is concerned. What is ISAF doing in this regard?*

There is a great potential in African and Latin American countries. ISAF has come up with a programme to gain trainers for these regions who are able to train both sailors and trainers. Besides, and we must not forget: Excellent officials are also required. Besides, we are financing the participation of athletes in major events. Approximately 15 athletes are on the spot here in Burgenland under this programme. That our sport is enabled to set sails in these countries, depends also a lot on the politics applied to the various boat categories. Laser boats are not very problematic in this respect because they are rather reasonable pricewise and comparatively easy to transport.



*The future of the sailing sports has also a lot to do with work on the youth programmes...*

..exactly. 'Fun and friends' must be the focal point. It can not always mean race competition, children want to have fun and play. From my own children I know that they especially enjoyed sailing when they were able to share it with their friends. Exactly that is the key. If we succeed with this mixture, then for sure less athletes from the age group of the 20 to 25 year olds would disappear.

*What about females in the sport of sailing?*

Females are underrepresented. Amongst the organizers just as well as amongst the athletes. This is a subject on which we must focus a lot more. How 'female' the sailing sport is, depends a lot on the politics about which boat categories are sailed. We must keep an eye on finding attractive boats for which females show ideal physical and weight prerequisites and which offer universal fair conditions. In this connection the 29er is mentioned again and again.

*The top-level sailors are professionals. What about the jury?*

What we need are professional referees whereby professional means very experienced and well-trained persons. Their payment is another question: Anyway, we must reach a reasonable level here - in keeping with the sense of our sport. The organizers will have to establish the amounts in this respect. One thing must be clear though: Only with 'on-the-water-judging' can we reach reality and what is wished by all is that protest trials after the races be eliminated and that the Winner would be the one who crosses the finishing line as First.

*The World Sailing Games take place for the first time on a lake in a land-locked country and in the center of Europe. How can we make sustainable use of the experience gained?*

The World Sailing Games are a great chance for Austria to show which potential is hidden in the sailing sport. Not only from active sailing point of view, they prove that one is able to do great sailing right in the heart of Europe. Also what is economically viable for tourism. For the future continuity is required: A World Championship in a given category or a similar big event. This would be important. The location has proven to be great and the wind is fair.

*From the Scuttlebutt Sailing Magazine*

## Racing Scene at the TNSA



There was a hell of a lot of activity at the Association as the racing season kicked off in earnest on Jun 11. Three races of the Swift Trophy were held. These are a series of nine races with seven constituting a series. With eight to nine races completed the sailor gets to discard his/her worst result. Enthusiasm was high as there were twenty boats out there on the water in different classes: the Optimists, Cadets, Laser full rigs, Radial rigs and the 4.7 and a lone enterprise with Navraj Singh Siddhu in it. The Enterprise suffered a gear failure and was ruled out of the competition. Midway through the first race the Cadet team of Bheeshma and Arun had a capsized with a tardy recovery that cost them a DNF in the first race and a DNS in the second. The results will be computed on the Portsmouth Yardstick Index and will be posted on the members page of the site as it gets done.

Jun 25<sup>th</sup> was meant to bring in the first three races of the Metexim Trophy and conditions were ideal for fast and furious sailing in a lake like sea. But what could not be handled were the gusts. Blowing steadily up to twenty knots the gusts would touch anywhere between thirty to thirty five knots and stoke patterns on the water along with a certain characteristic hum as the wind hit the water hard suddenly. Needless to say, racing was abandoned because of the violent wind conditions as there were six capsizes and the TNSA found itself hampered by lack of rescue on such days, one launch having been relegated for overseeing the newcomers from the Summer Sailing Camp. The newcomers were having the time of their lives as there were blown around and there were a few who watched the wind's energy with shock and awe.

## Sailing Quiz...

### Answer

After the start rule 16.2 prohibits a starboard tack boat from changing course if that requires a port tack boat, that is about to cross and is keeping clear, to have to change course immediately to continue to keep clear. When X alters course between position 1 and 2, A does not have to make an immediate change of course, so no rule is broken. When X alters course between positions 2 and 3, she breaks rule 16.2. Boat A was keeping clear at position 2, but after X's latest change of course A has to change course immediately to continue to keep clear. Penalize X.

When the wind is stronger or the boats are moving faster, if X performs a similar manoeuvre she will break rule 16.2 when further from A.

*When two boats on opposite tacks are clearly on collision courses, they are not 'about to cross or crossing' (reference rule 16.2), so rule 16.2 does not apply.*

*From the ISAF TRCB*

### From the rule book

Rule 10 states: When boats are on opposite tacks, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.

Rule 16. Is about changing course

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

**16.2** In addition, when after the starting signal a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *starboard tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

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## A new Sub committee for Sailing....

nevertheless important to state that Mr. Munna Jamal has donated a massive Westinghouse three-door fridge, along with a cooking range/oven and chimney and topped it all with a microwave oven too! Thank you Munna, if people are not going to get better stuff to eat at the Association henceforth it is the problem of the sailing subcommittee!

For details of the training program and the policy on how the TNSA is going about utilizing the services of a junior coach, the obligations, entitlements of such a functionary and the program objectives check out our next newsletter.

## Bonne Bouche

A man sees another leaning against the wall of a large building.

The second man is puffing away, one cigarette after another. The nonsmoker says, "Sir, I couldn't help noticing how you chain-smoke. How many packs do you smoke a day?"

"Four." "How long have you been smoking?"

"Thirty years."

"That's over forty thousand packs. Why, if you didn't smoke, you could have saved enough money to buy this building."

The smoker takes a deep puff and says, "Do you smoke?"

"Never."

"Do you own this building?"

"No."

"Well, I do."



## That's Once

A Lot of my friends keep asking me about my domestic tranquility and this has long been the talk of the town. A local newspaper reporter was inquiring as to the secret of my long and happy marriage.

"Well, it dates back to our honeymoon," explained the man. "We visited the Grand Canyon and took a trip down to the bottom on the canyon by pack mule. We hadn't gone too far when my wife's mule stumbled. My wife quietly said, 'That's once.' We proceeded a little further and the mule stumbled again.

Once more my wife quietly said, 'That's twice.'

We hadn't gone a half-mile when the mule stumbled the third time.

My wife quietly removed a revolver from her pocket and shot the mule dead.

I started to protest over her treatment of the mule when she looked at me and quietly said 'That's once.'

## Tickets please

Three lawyers and three engineers were traveling by train to the same meeting. At the station, the lawyers each buy a ticket but the engineers buy just one. When asked why, the engineers coyly said "You'll see."

They all board the train, the lawyers taking seats, but the three engineers all crowding into the bathroom. After the train has left, the conductor comes around and takes the lawyers tickets and knocks on the bathroom door and says, "Ticket Please." An arm stretches out from the bathroom and the conductor takes the proffered ticket. The lawyers were very impressed.

On the return trip, the lawyers proposed to emulate the gearheads and bought only one ticket. To their amazement, the engineers bought no ticket at all. When asked, the engineers said, "You'll see."

All board the train and the lawyers and engineers cram into separate bathrooms to await the conductor. After a few minutes, one of the gearheads emerges from the bathroom, goes over to the lawyers' bathroom, knocks on the door and says: "Ticket please."