

TN SAILS

The monthly newsletter of Tamil Nadu Sailing Association



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Enterprise Worlds at Colombo

A Madras in Srilanka

— Navaz Currimbhoy



The venue

The Enterprise Worlds 2005 were held at Negambo Beach in February of 2006. This event had been postponed to 2006 on account of the Tsunami in 2004. Negambo is a beach side village about thirty kilometers from Colombo (the drive however feels like it is sixty) and a nice pretty place where most brochures and notice boards are in German. Prices are

photo credits Sarah Wimaladharm

usually quoted in Euro and Madrasis get a curious look from shopkeepers. (Till you start speaking in Tamil with them) This beach had wind surfers, sail boats, kite surfers and the traditional catamarans for hire.

The Colombo Motor and Yacht Club [CMYC] was the place where all the official functions were held. The Royal Colombo Yacht Club was dislodged from the harbor several years ago and has yet to take root at a beach called Lavinya. Is there a lesson in there for us all? This rather impressive [CMYC] Clubhouse is on the lake Boolgota and they have boats ranging from GP 14, Enterprises, Optimists, Lasers and some that are powered.

The people

We reached the day before the event began, and it seemed like nothing was in place. Like regatta's at home every thing came to life on the day before the practice race - including the

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Chennai to Pondicherry

Gryphon's first voyage

— Jan Imhoff



While there have been instances of sea voyages in the Seabird Class from the Western Coast, there is no news of similar expeditions on the East Coast. But this is going to change, as it has already as our member Jan Imhoff and his friends did when they sailed from Chennai to Pondy on February 20th. Here is the story in first person:

We arrived at the Chennai Port on Monday Feb 20th at 9 am. Two friends Frederick and Aubert accompanied me. By the time Gryphon was ready and loaded (food and drink for two days, tools, navigation equipment, position lights for the night - 2 car batteries to power them and, and and) it was noon. We hitched up a 8 HP outboard on the swimming ladder aft (the diesel engine is not working) and cruised out of the port. A slight Southeasterly breeze was blowing, that gave us 4 knots and took away the blazing heat. - Great feeling to go out like that with two days and one night ahead. We gave the boat a good cleaning, removed all the dust and grit - at Chennai there is tons of the stuff floating around, hah!) and then checked her thoroughly, tightened the stay wires, stowing away the fenders. The hull is completely dry - that is a relief, the month of repair and a new gel coat were worth the effort. The rudder is secure and moving easily in the new hinge blocks.

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Pio Trophy for March

As the Pio Trophy could not be sailed last month, it is being sailed this month. Please note that henceforth, all trophy races will be sailed on the last Sunday of every month so that there is adequate time for dissemination of this information through the newsletter.

Selection Trials for Foreign circuits

The Yachting Association of India is conducting a selection trial for Men - Mistral Light, Mistral Heavy, Laser Standard, 470, 420, Women - Mistral, 420 and in the open class - Laser radial, Match Racing and Laser 4.7. Eligible boats may enter by completing the attached form and sending it to The Chief National Coach, Yachting Assn of India, C/o INWTC, Pilot Bunder Road, Colaba, Mumbai 400 005 by 10 Apr 2006. Except for Match Racing there will be three races each day for a series of twelve races from 17th to 24th of April.

The winners will get to tour the foreign circuits in preparation for the Asian Games 2006.

Asian Sailing Championships in Doha

The 12th Asian Sailing Championship will get underway from 16th - 25th March 2006 at Doha Sailing Club, Ras Abu Aboud, Doha - Qatar. The classes being sailed are the boards, 420, 470 for men and women, Optimist for sailors of both sexes under fifteen years and Laser 4.7, Radial, Hobie class and Match Racing in the Beneteau First class open to all.

Here's wishing the Indian Contingent

All the best!

NT Worlds in Colombo contd...

sailors, their boats and the race committee material. The wind was great till the day of the practice race and dropped steadily as the event progressed. Why, on the last day, in the race committee boat we had to wait hours for the wind to set (No! - Homi was the I.R.O and that means you don't mix any kind of beverage with race officiating) The Srilankans



did that to hold their first international event and the news in the pipeline is that there are likely to be other World Events hosted by them in the future.

The competitors were arranged accommodation at hotels on the beach, and sailing was off the beach. The wave pattern on the shore was much like what you see in Madras in this part of the year and so despite there being over forty competitors only one boat got damaged in the launch and recovery. The race committee had Homi Motivala as the principal race officer and Per Swanson on the race committee boat (Per set up all the marks, flags, boards etc. to perfection) Mohan was the hard work man on the race committee boat and Hiran was the recorder. The Gybe mark boat was manned by Ms. Dayanti and the windward mark boat by Steve. Asita and I were on the leeward mark boat - on the port end of the start line. There was adequate rescue (an NGO with all weather boats and volunteers ensured that). Ajay Balram headed the jury. A total of forty-five boats participated. To me the mix of participants was the most attractive aspect of the event was to see father and daughters, son and father teams, which made it a truly unique experience.

The action

The wind was near fifteen knots on the day of the practice race and as the regatta progressed it kept dropping. I recollect the first day's race was on a compass bearing of 00 (Due North) and the last days was on 265 (almost West) and this made the conditions challenging. The opening and closing ceremonies were truly spectacular (even for the Asian eye; the Brits I am told were even more impressed by it).

Richard and Pete from Britain (who have won several such events earlier) won the championship and they did not have to sail the last race. Their mantra was "consistency" and they showed that they had made a habit of it. Young Akshaan from Srilanka sailed some good races and managed to finish well until the wind dropped. He was the junior champion of the event however. There were several ladies teams too - Alice who had sailed in 1997 at Goa when I had participated (at that time Alice was two months pregnant) and she too was a serious contender. She got a DSQ in one race and could not finish ahead of the other women.

In true tradition, the sailors came with their families for the event, I know of one dad who was there with his (non sailing) daughter and her friend. Another sailor was there with her entire family - they were doing a 3-week trip in Srilanka.

The final word

On the last day I had an opportunity to go to CMYC, where lunch was served for the "sailors" after much frothy beverages were beheaded and it was a meal worth remembering. On the lawns of the CMYC were laid out two sets of tables - one on which the food was served and the other (with checked table covers, good crockery and cutlery - I should know!) on which about 30 of us sat, ate,



made jokes and drank much more beverage of more than the average kind. The food (divine Prawns, Potato in hot garlic sauce, Beans in white sauce, Grilled Fish which was the size of an Optimist Rudder - all this was brought by the ladies from home. The barbecue had 4 types of meat and smelt out of the world. This whole event was in the out doors - in the shade of a giant Acacia tree. A beautiful setting indeed!

All in all a worthwhile experience.



Chennai to Pondy...

From the sea Chennai stretches quite a bit and by 4 pm we still could see the skyline. So we ran the engine as support and that gave us another one and a half knots. Soon the sun set, and the first stars (Venus and Mars) appeared. I had checked the moon timings, but it was due only around midnight (little below half moon). We sailed along the 50 feet depth-line to give us some safety (it provides a lot of comfort to have an echo). Lots of small fishing vessels out there, mostly without any light and we had to look carefully for the nets, which have only tiny floats and are barely visible.

Aubert elected himself Chef and prepared delicious cheese sandwiches, with olives and tuna. Forget any club sandwich you ever had at the Taj.

Quite early the lighthouse from Mahabalipuram becomes visible (single flash (1s) every 10 seconds). Around 8 pm the log

showed 25 miles and we started looking for land signs. A friend of ours lives on the beach shortly before Mahabalipuram and that was to be our first stop.

Frederick knows that stretch of beach well because he has done a lot of windsurfing there.

Nonetheless we called up our friend with the cell phone and she came to the beach to give us a bearing. She said that she could see our red and green navigation lights clearly and flashed her torch. We made straight for her light and anchored at about 15 feet (60 meter off the shore line). Then it was time for swimming trunks - no dinghy!

We swam across and she offered us a welcoming snack. About an hour later we swam back, lifted anchor and continued. Still there was no sign of the moon, but many lights on the shore helped us to take our bearing.

We took shifts during the night - one at the helm while the other two would sleep below. It is quite comfortable, the swell was soft and the water splashing on the hull gives a relaxing feeling.

Around midnight there was the first disruption. We had sailed into a fishing net! Luckily it was only the rope at the end and a float. We pulled the sails down, and with the boat hook we managed to maneuver the net around the keel and we were able to untangle it quite easily.

Around 2 am Frederick (he was at the helm) woke me up and said we were running low on fuel!

Two options: Anchor on the shore and wait for sunrise, or try to find some fuel in the middle of the night? Swimming across with a fuel can? - that was not the most attractive thought.

We steered closer to shore (about a mile South of Kalpakkam) towards the light of a fishing village. Some fishing boats were coming in from their night fishing and one came close to us. Frederick hailed them and asked the somewhat perplexed fisherman for a ride to shore. They agreed and he grabbed the empty fuel can and off he went! We lowered the anchor and waited.

About an hour later he came back with the full can - and a broad grin on his face. What a feat!

So we set off again. During the night we were "caught" twice more in nets until 5:44 the sunrise gave us more light to see the nets. And what a sunrise, a golden-red ball of fire!

On the second day the wind was even less, so we had to motor most of the time - thanks to Fred the little outboard tuckered away bravely.

We sighted Pondy from quite a distance but it took until almost 4 pm until we reached the lighthouse and could turn into the harbor. The harbor entrance is a little tricky because large parts are silted. However we were prepared as we had done a survey a few days before with a dingy and a portable echo to identify the channel. The Gryphon was securely anchored by 4.30 pm.

Eighty-four miles in twenty-eight unbelievable hours.

A great trip!

Volvo Ocean Race 2005 - 2006

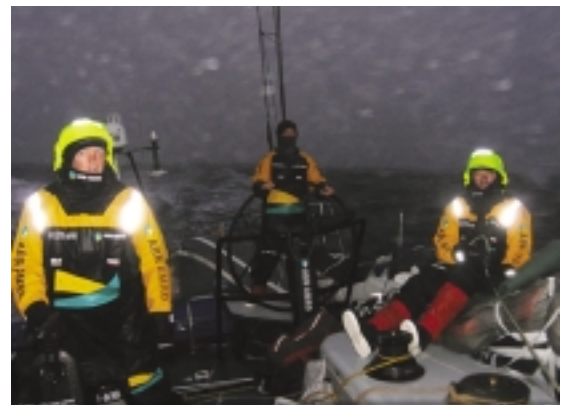
Having set sail into the southern ocean on Jan 2nd, the seven crews started the toughest leg of their round the world race. The first leg from Vigo to Cape Town saw three boats suffer serious damage. Shipped into Cape Town they joined in the In Port Races where those boats that had been repaired checked out their ability to last out the most difficult three legs in the southern ocean. Still one of the boats could not compete and had to be shipped into Melbourne - the next destination.

From Cape Town, the rest of the fleet headed out to Melbourne with the two



ABN Amro boats along with Pirates of the Caribbean following conventional wisdom and heading out South, while Moviestar went East. Leg 2 started with scoring waypoints set at the Kerguelen Islands and Eclipse Island off the West Australian coast and two ice gates imposed on latitude 42 degrees south. The boats had to pass through the gates, thus ensuring they stayed north of the ice. This time the Volvo Ocean Race race managers wanted to keep the fleet away from icebergs that break

off from Antarctica at this time of the year. The speed at which the Volvo Open 70s travel - more than 30 knots before the westerlies that blow along these latitudes called the Roaring Forties - means that any impact with an iceberg or smaller lump of ice called a growler could be potentially terminal. Out in sixty-foot seas, completely in the dark it is no fun, having to come up on a piece of ice through sudden impact. So, the job of a skipper is to decide the route not only for the chances of winning, but also staying alive to win.



Volvo World Race ...

To give you a fix on conditions here's Brian from ABN Amro One "Last night was amazing, pitch black, no moon and we were running under full main and mast-head spinnaker in 26 knots of wind. We were traveling at the same speed as the wind and half under water at times. One man is holding the spinnaker sheet trying to make out the shape of the sail out of the gloom and two others are manning the handles, trimming the sheet when needed. As you plunge through the waves the water rushes back across the deck, it seems in slow motion, but when it hits you are knocked off your feet."

But Sanderson skipper of ABN AMRO One was nervous.

"...the conditions here are quite quickly getting worse and we go from not having quite enough sail up, as we are working hard to try and keep this missile under control, and then off she goes roaring down a wave at 30 plus knots.... I mean the boat is in perfect control, as long as all is going well, but we have done some jumps at the end of some of these waves that would make Evel Knievel proud, and it will only take one really bad one and for

sure damage will follow."

"So I sit here typing to you guys with that sick feeling in my stomach just out of worry. I know this could be the windiest night of the leg and so we are doing a lot to throttle back. It's like thinking you're safe on your bike without brakes because there are no hills, then you turn a corner in the middle of a pitch black night and remember that you live in San Francisco!"

At 0908GMT and 40 seconds on Jan 20th, the gun went to signal the winner of Leg 2, Volvo Ocean Race 2005-06 and the crew of ABN AMRO ONE could at last relax. Eighteen days 22 hours, eight minutes and 40 seconds after they crossed one line in Cape Town, they crossed the other in Melbourne. ABN AMRO TWO finished behind them with



Movistar finishing third and Pirates of the Caribbean finishing fourth. However, the 6100 mile leg from Cape Town to Melbourne proved that the boats were not tested fully yet. The Dutch boats fared best finishing one- two followed by Movistar, and Pirates of the Caribbean while Ericsson was shipped over to Melbourne and Brasil 1 who set sail got dismasted and had to dock in at Fremantle from where they were shipped by road to Melbourne.

Leg 3 to Wellington

From Melbourne, after an in-Port Race, it was off to Wellington, which was just a pit stop before the next 6000+ nm leg to Rio De



Janeiro. The third leg started slowly on 12th February, the middle was frenetic and the finish was epic, while there was plenty of high-speed action in between. After 1,450 nautical miles, the race to win top podium position into Wellington was finally decided in nail biting fashion at 0009 GMT - and 26 seconds - on Thursday February 16, when Spanish boat Movistar, skippered by Bouwe Bekking from Holland, led Mike Sanderson in ABN AMRO ONE over the finish line by nine seconds. This is the closest finish in the history of the Volvo Ocean Race and in its predecessor, the Whitbread Round the World Race.

Leg 4 to Rio de Janeiro

From the start line in Lambton Harbour, on Feb 19th, right in front of the Wellington waterfront, the fleet will round buoys off Lambton and Newlands. Once away from Wellington the boats will head south to get to the big winds as soon as possible. Next stop Cape Horn. At 55 degrees south and 120 degrees west an ice waypoint has to be passed to starboard to prevent the boats getting too close to the major iceberg areas. After Cape Horn, apart from the great relief of leaving the Southern Ocean, there is a tactical battle to be fought all the way to Rio.

Here is a fact for you: the Volvo Open 70 can hook in to the average depression and sail on the front of it fast enough to stay with the system for days on end.

More at the Volvo Ocean Race website

Rough Seas

Most sailors have a lurid fascination with bad weather. The sailors of TNSA are no different. Otherwise sane and responsible members, hostage to this fascination love to head out into cyclone wracked seas with that dangerous gleam in their eyes. An almost illicit delight it is this sailing the Godforsaken seas, doing something against common sense and having a heck of a thrill at the same time.

Weekend after weekend, as the cyclones rolled in, on the sea off Chennai, the flag of the *Pride* was seen flying briskly. The crew often in windcheaters and broad smiles rubbishing newspaper warnings "fishermen along the Tamilnadu and Pondicherry coast have been advised against venturing out to sea". Bah! There is considerable debate about which trip had the most thrilling moments, the highest waves. Like the prototypical angler exaggerating the size of his catch, the debate on who encountered the strongest wind and the highest wave will be conducted over swilling glasses. Certainly Harish and Ranjith both newcomers into the world of sailing can vouch for experiencing white-knuckle trips.



Sailing — China & India

On good record, Harish was seen holding on to the shrouds and came close to testing the rest of crew for a man overboard drill!

And yet just after our good boat, the *Pride* shudders and slams down a 20 foot swell there is a thought on everybody's mind – hopefully the Swedish designers of the *Maxi 7.7* class did their homework. Considering the twenty-five odd years that the *Pride* has spent in the tropics and is still able to withstand this punishment it is evident that they have done a fantastic job. And so a vote is put out to everyone on board – “Should we go on?”. YES!!! comes the answer and so the *Pride* went on to conquer another wave.

What is it that fascinates sailors to challenge the elements and head out on storm tossed seas and accompanied by roaring winds? Victor Mallet refers to the “*The Art of Coarse Sailing*” as recommended reading for heavy weather sailors. This is a classic on adventure sailing and offers its own esoteric guide to measuring wind speed based on the Beaufort scale. These range from “beer froth blows off” (force 4 – 15 to 20 knots) to “Public house sign blows down” (force 8 – 33 to 45 knots). The monsoon of 2006 didn't gust strong enough for the TNSA burgee to blow away – but on our beautiful *Pride* we had several days of beer froth flying off our cans... Cheers!

– Ashish Mehta



Introduction

How does China, a country comparable to India in terms of population, economy etc, garner world sporting attention by producing Olympic Champions all the time whereas in our country it is an euphoric moment bordering on national hysteria if a solitary Indian medal is won or closely lost. Research into the background of the issue will show that as far as infrastructure is concerned China is leagues ahead, with stadia, courts, pools etc which are every bit necessary for large scale public involvement in sporting activities. While it is beyond the scope of this newsletter to examine the issue in toto, we have attempted to look at the sailing aspect of it and this is what we have learnt. Readers will do well to remember that the 2008 Olympics is in Beijing.

Catch 'em young

A Chinese report says that primary school children took to the sea and learnt to sail in 30 optimist class sail-trainers off Beach Number One in Qingdao Bay, being taught basics by two instructors from the Netherlands who had flown to China. This was a joint venture between Qingdao boat builder Zous Marine, The Qingdao Government and the China Yachting Business Partnership. The sailing school is aimed at raising interest in sailing among Qingdao youngsters ahead of the 2008 Olympic regatta two years from now. And it is hoped it can help erase the myth that sailing is the preserve of the rich. The children paid 200 rmb (1rmb= 5.5 Rs) for a two-week course. “Many extended for the month,” said Penny. Penny and husband George of Zous Marine build 600 Optimist boats a year at their small factory in Qingdao and export 80 percent, but Penny says domestic sales are increasing.

“The boats cost 6000 RMB, which is quite an investment. (Why do *Praaga* boats cost close to Rs. 60,000/- for us and at the TNSA at least, our experience has been that we have had brand new hulls, which have shown structural damage. The quality then will improve by having more players in the field) The school, which is being supported by the Qingdao government, says it hopes to expand next summer and is also planning to offer weekend courses.

Qingdao – sailing venue for 2008 Olympics

Such schools should ensure sailing remains a Qingdao specialty long after the Olympics, said Bryan Dodd of the China Yachting



Business Partnership that seeks to promote sailing in China. “I think there will be a steady stream of interest before the games. But after is the most critical time. China is spending millions of dollars on incredible sailing venues. But it will need the community and grassroots level sailing enthusiasts to give it business in the long run,” he said. He added: “Our goal is to teach over 1000 youth how to sail prior to the start of the 2008 Olympic games. We want to develop sailing so that the stigma most Chinese have about of it being for the wealthy is lost. We aim to show sailing is fun, open and available for all people to try, inexpensive to participate in, and a great form of recreation for the family. (Hey isn't that what the TNSA is all about?)

The 2008 Summer Olympics will be held primarily in Beijing, yet outside Shandong province, few are aware that the sailing activities are anchored entirely in Qingdao. But why should sailing have its own venue and infrastructure in a separate city when it is an expensive minority sport for rich people, and there are no sailing enthusiasts in China? Some very common misconceptions there and they are applicable here to. So let's see how the Chinese looked at them?

The Chinese method

To identify and promote sailing and other water based activities the Chinese conducted a feasibility study on the Recreational Marine Watercraft Industry of China to understand the current environment for leisure boating in the country, and to discover how the culture of boating differs from other western boating communities. They found that the Estimated Economical Impact on Boat Sales within China if China's annual market demand reaches just 15% of the annual US demand (105,350 boats sold/yr) and the average boat, priced at an underestimated nominal cost of \$1,500 China is looking at a minimum annual retail market (Manufacturer to Dealer) of: USD \$158,025,000. If the Chinese market demanded 1 million boats by 2014 (only 4.3% of the total Affluent Chinese population), a domestic boat production of over 100,000 boats/yr for 10 years is required. That is an annual retail market of: USD \$150,000,000. (Note: The average boat price includes watercraft such as: motorboats, canoes, jet skis, sailboats, and luxury yachts.)

The Chinese method

Apart from this the waterways and beaches would be cleaned up thereby impacting on environment in a beneficial manner and projection of tourism with generation of resources - jobs related to this activity. To look at sailing as an activity for an elite group would be to miss the wood for the trees.

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China vs India....

The beneficial spin-offs in various directions should instruct governments, corporate and other players interested in social stability and sustainable development to treat it seriously.

Common Misconceptions

However, a few myths on sailing need to be deconstructed if sailing is to get its due attention in the public eye.

The first myth: **sailing is a minority sport**. Considered worldwide, the resources generated through employment in various aspects like building, maintenance, tourism etc by this recreation industry are huge. There is no reason why it should be any different in India with its majestic coastline. It is just that the average Indian's love of adventure lies largely untapped because of very poor awareness. To address this issue the Press and media have to be roped into projecting this activity in a positive way.

Role of TV

To give you an idea of the role of TV in promotion of a sport and its financing, here is a comparative account of sailing and rugby in New Zealand where 1 in 4 people own a boat. Sailing is a huge \$20bn a year sporting industry – and that's just the equipment. But still it has such a low profile because of TV. It is easy to provide multiple camera angles where the playing area is only 100m x 50m football pitch, but when that area could be 650 miles long, it is not so easy. There are also programme schedules to think of, what does the producer do if the wind doesn't blow? It is also easy to understand when a goal is scored, one hardly needs the commentator, but understanding and explaining why this sail shape is fast and that sail shape is slow requires more time and discussion. *As long as there is some action all is well on TV!*

The second myth: that sailing is priced to be the **plaything of the elite**. Sorry, but you need

lots of money to reach the top of most sports. Certainly at the top of sailing, the bigger boats do require fat wallets, but just like football and other sports, usually, the wallet is corporate, as many companies see sailing as an exciting and inspiring sport that they want to be associated with. For example, Oracle and BMW sponsored a yacht competing in the Americas' Cup last time round to the tune of US\$80m (and still only came in second).

The third myth: and this is seriously unique to our country, is that sailing excellence is the **exclusive purview of the armed forces**. While this is mostly true if you look at the results of the nationals in the various classes, excluding the junior, Optimist class of dinghy, the other pertinent observation to make is that serious civilian challenges to this supremacy are not supported by either other Government or Corporate interests. Consequently we have top-level national sailing champions (from the forces of course) who go abroad at the taxpayer's expense only to give a poor showing in International events. If you consider that a country like China could produce an Olympic Medal in sailing (windsurfing at Athens 2004), and it was considered as the poorer cousin of our country mind you, matching us in numbers but not on quality of life or freedoms, then the reason for our failure is all the more deplorable. This poor show will not augur well for the sport, especially if the need of the hour is to project sailing as a desired activity for establishing Indian supremacy in the global sailing arena.

Conclusion

The inference to draw would then be for the YAI - Yachting Association of India - to redefine its goals and think of generating infrastructure for the sport: creating or partnering sailing schools, disseminating boat building expertise and sail production technology to far flung coastal destinations across the country, where corporate and government resources can be marshaled into a partnership to serve sailing's best interests. After all the YAI's executive consists of the Who is Who of the Forces Establishment and its supreme head is the Chief of Naval Staff and execution of its blueprint will not be hampered by shortage of power or proximity to it. If Maruti is a good and cheap Indian car worth exporting we can definitely make cheap dinghies/boats/jetskis/motor and sail yachts of International class so as to enable our sailors to enjoy the best of both worlds – good boats at a good price.

At the TNSA we are sure that this revolution in thinking will happen soon.

Sourced from Myredsail web resource.

Bonne Bouche

Why should I?

A local United Way office realized that the organization had never received a donation from the town's most successful lawyer. The person in charge of contributions called him to persuade him to contribute.

"Our research shows that out of a yearly income of at least \$700,000, you give not a penny to charity. Wouldn't you like to give back to the community in some way?"

The lawyer mulled this over for a moment and replied, "First, did your research also show that my mother is dying after a long illness, and has medical bills that are several times her annual income?"

Embarrassed, the United Way rep mumbled, "Um ... no."

The lawyer interrupts, "or that my brother, a disabled veteran, is blind and confined to a wheelchair?" The stricken United Way rep began to stammer out an apology, but was interrupted again.

"or that my sister's husband died in a traffic accident," the lawyer's voice rising in indignation, "leaving her penniless with three children?!"

The humiliated United Way rep, completely beaten, said simply, "I had no idea..."

On a roll, the lawyer cut him off once again, "So if I don't give any money to them, why should I give any to you?"

Put that limb away

A lawyer defending a man accused of burglary tried this creative defense: "My client merely inserted his arm into the window and removed a few trifling articles. His arm is not himself, and I fail to see how you can punish the whole individual for an offence committed by his limb."

"Well put," the judge replied. "Using your logic, I sentence the defendant's arm to one year's imprisonment. He can accompany it or not, as he chooses." The defendant smiled. With his lawyer's assistance he detached his artificial limb, laid it on the bench, and walked out.

Back in a few moments

A pick pocket was up in court for a series of petty crimes. The judge said "Mr. Banks you are hereby fined \$100." The lawyer stood up and said "Thanks, my lord, however my client only has \$75 on him at this time, but if you'd allow him a few minutes in the crowd. . ."

