

TN SAILS

The monthly newsletter of Tamil Nadu Sailing Association



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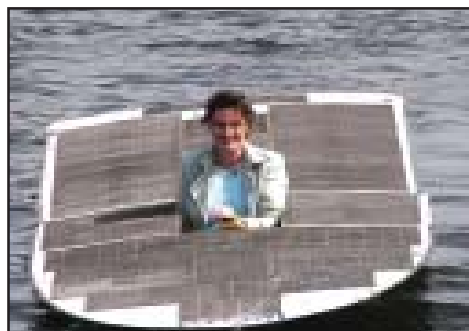
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Solar boat launch – Asian Premier event



*Dutch Minister for External trade
launches Nuna.*

The Netherlands' Minister for Foreign Trade, Ms. Van Gennip, visited the Port of Chennai on Sep 8th to launch a solar boat built by students of her Alma Mater, Delfts University, Netherlands. The Tamil Nadu Sailing Association had been offered the privilege of hosting the Asian premier event in the Port of Chennai, in the presence of the Ambassador of the Netherlands to India, Mr. Eric F C Niehe, with the Chairman, Chennai Port Trust presiding over the event.



*Commodore TNSA with other dignitaries
on the Dais*

This event was coordinated by the Tamil Nadu Sailing Association and it is a matter of pride for us that the drive has been assembled in India and designed by the German firm Moog.

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Muttukadu and back – by Boat!

Usually around the time that the AGM of the TNSA comes around, there is a revival of the urge to cast off early in the morning. Last year it was the day after the AGM that TNSA sailors cast off in the Pride, their voyage delayed by a spell of insane wind and pouring rain, with a rainbow wishing them Godspeed.

However, things were a little more organized this time around as there were two boats going out and with the Commodore as Chief of Expedition, crews were found for the two boats. Ravi Santhanam had the Pride to himself having tuned her to his satisfaction, and to help him were his daughter Mrinalini, her friends, Akshayah and Sooraj with Nilma playing Auntie to the group. In the Swift captained by Ashok, the helm rotated amongst Capt Ravi Kumar, Ashish Mehta, Shantha and yours truly. The cast off time? An ambitious 5.45 in the morning with latecomers instructed to take a flying jump into the designated boat from Dufferin point if they missed the bus... sorry the boat at the wharf. The goodies loaded and engines started it was time to Heave ho!



Pride sailing out of Chennai harbour

In the beautifully lit Port with the noise of the machines dimmed to an occasional metallic clatter in the background of the lightening sky, the two boats cast off heading out with the Indian Navy's Capt Bala signing us off at the Port. The Indian Navy was kind enough to equip our two boats with wireless sets so that Tiger – the Navy's work boat could communicate with Shark – the Fast Attack craft of the Indian Navy and Dolphin 1 – The Pride and Dolphin 2 – the Swift.

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Amit Arvind qualifies for Asians with the help of 'Sunny-SDAT'

Lt Amit Arvind qualified to represent the country in the Laser Full rig at the Doha Asians. As the Navy's consignment of boats were yet to reach and it was critical for Amit to have a good boat, the INWTC, with whom we have a happy relationship sought our help and ladies and gentlemen – the news: 'SUNNYSDAT' helped him find the success that he needed at the selection trials in Mumbai in Sep.

The INWTC expressed their gratitude at our prompt response to their request and the TNSA reiterated the fact that any relationship is a two-way affair.

Sailing Quiz

1. Class rules are not permitted to change any of the rules that are in the rulebook. T F
2. After a boat passes head to wind in the middle of a tack, she is not considered to be "on a tack" until she reaches her new close-hauled course. T F
3. Two boats on opposite tacks can be *overlapped*. T F
4. You *finish* when you cross the finish line in the direction of the course from the last mark, after sailing the course properly. T F
5. If the right-of-way boat can sail a straight course without touching another boat, then the other is *keeping clear*. T F

Answer on page 6

...Solar boat launch – Asian Premier event

It was the boat's second outing, having done outstandingly well in its race in Europe where it came first in a 275 km race finishing 9 hours ahead of its closest rival.

It was therefore a wonderful opportunity for the Dutch to showcase their intellectual capacity while at the same time sensitize our citizens on the new applications of this eco-friendly technology. With the current rise of India in the comity of nations, the Netherlands Government has felt it appropriate to launch the solar powered boat in India. Complimenting this is the fact that the Chennai Port is celebrating its 125th year of operations. It is a historical fact that the first Chairman, Sir Francis Crick had been an avid sailor and the Tamil Nadu Sailing Association has coordinated this event with the current incumbent Chairman K. Suresh IAS, who maintains this sterling tradition by being on the governing council of the TNSA.

Solar boats are electrical boats, with independent, quiet and clean engines and they have been in the business from 1838. These boats have been in use at the same time as combustion engine boats and ships, and ironically the combustion engine technology got a fillip with the invention of the electric starter motor!

History shows that e-boats are nothing new, but solar drive systems are an interesting development. E-drives are very efficient. Cruise ships, submarines and torpedoes use electrical motors for propulsion. The torque exists over the entire speed range, so that large propeller diameters can be driven slowly. Thus, shaking, rattling and the stench of fuel are eliminated.

Billiards / Snooker Session for seafarers at The Seafarers' Club has been arranged from 1st November 2006. **SHRI M. BASKARAN, All India Billiards and Snooker Referee**, would coach the seafarers between 1800 hrs and 2100 hrs from Tuesday to Sunday. The coaching fees are as follows:

1. For beginners - Coaching Fee Per Month = **Rs.500/-** including usage.
2. For players - Usage Charge Per Hour / Per person = **Rs.20/-** for normal days playing



three eco-friendly boats

Did you know the top speed in an electric boat? Almost 82 km/h and that is held by a 70 year old lady!

Now electric boats have started becoming commercially viable with the solar panel arrays that help replenish batteries, which drive the motors of these crafts. Solar electricity plants are reliable and durable. Solar plants produce a safe, self-sufficient source of energy.

This is a field that is making rapid strides as it presents a challenge to the world's scientific community. There is a race in developing the most in this field. In Australia, every year on the Environment day June 5th, the 'Brain-Sport' kicks off at the World Solar Challenge and participants traverse more than 3,000km over the Australian continent - from tropical Darwin to balmy Adelaide, in cars powered by nothing more than the sun. Three years in a row the Dutch have won this race.

Some of the support cars have been unable to keep up with the solar cars as they touch speeds of 130km/hr as Nuna 3 the Dutch entry raced ahead of the competition!

The Sun God smileth at its solar subjects!

Billiards / Snooker – Coaching Class for seafarers

3. Billiards and Snooker table shall be available for playing on all days with normal usage charges. Ladies prefer ring to learn or play Billiards and Snookers exclusively can prefix the timings with the Coach and the Club management. **No usage charges shall be levied for ladies.**

Dr. P. Misra, Chairman of the Seafarer's Club welcomes one and all to use this facility provide at the Club, exclusively for the members of seafaring fraternity. So cue in, if you wish!

...Muttukadu and back – by Boat !

We were setting off as if on a perilous mission and we had the backing to dredge out our remains if we went down somewhere on the way. But nothing so catastrophic happened and the worst was when Ravi S found himself hopelessly entangled with the fishing net of a catamaran. But that was to come much later.



Out of the harbour the Sun peeped shyly from under its blanket of clouds and for the first hour was quite bashful hiding behind them in parts sometimes. Only at noon were we to be reminded of its full power and glory. There was a balmy land breeze and the water was like a gently undulating terrain of grayish blue. We were doing a steady 5 knots towards the South and carefully avoiding the breakers heading off recklessly to the shore and the bobbing floats of nets laid out by fishermen paddling around in small catamarans. By 7.30 in the morning we were clear off the Lighthouse and the Sun was beginning to assert itself lighting the cityscape to the West. Early morning walkers and beachgoers were surprised to watch a couple of sailing boats weave their way through motorized catamarans returning to shore.



Pride with the city in the background.

Soon on board, it was breakfast time and as in any other journey the appetite is keened to a fine point, sailors dug into their picnic hampers and had a jolly breakfast. The only thing missing was hot tea, as the thermos was filled with coffee. Every action has an equal and opposite reaction and so it was with the food. Upright sailors found themselves swaying to the bobbing boat and gently lowered themselves to the deck to catch 40 winks.

By nine am the two boats had crossed the Theosophical society's Park at the Adyar Estuary. The breeze started to pick up



Swifts sails along as a wave breaks in the foreground.

swinging south but still coming in from land, making it still a close reach for the sailors making them wonder if they would be able to go up to Mahabalipuram's shore temple before they turned back. Different landmarks were identified along the way as we sailed at a brisk pace heeling to a freshening breeze and a Sun that was making the water look like molten green glass.

"Water!" Startled by this cry, other sailors on board looked at their fellow who wanted to ease himself over the side but did not have the habit of publicly emptying his bladder. Though both the boats are equipped with toilets, the TNSA does not have experienced plumbers who can check out whether its lines were isolated and so a makeshift arrangement in the form of temporary loos were organized. But the prospect of having to shoot at a moving target inside a cabin which was heeling in the gusts prompted this sailor to take the easy way out by going down the swim ladder at the stern of the boat. Watching this activity from the cockpit of the Pride, its helm shouted "Windward!" awakening its dozing denizens from peaceful slumber to lift the Genoa and see what the crikes was going on. Needless to say, all rules of sailing were observed as our windward boat called "Obstruction" meaning this public curiosity was mainly obstructing the free flow of urine, following which the Pride bore away and 'water' could be bailed out of a sailor. A picture shot from the Pride with impish glee by its helmsman has been censored.



Fast Patrol boat of the Indian Navy makes circles around the sailboats

Soon, the wireless crackled as Capt Bala enquired about our whereabouts, to which the GPS was whipped out and our longitudinal and latitudinal coordinates were read out to him. I guess, he must have fed them to his on board computer and just pushed the throttle. Soon we could see a boat raising a two storey wake heading out towards us. The sight filled us all

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...Muttukadu and back – by Boat !

with awe and pride at human ability and intellect for having created something like that.



MGM where we anchored and swam

The boat settled into its wake and with a warning to us to keep clear Capt Bala did a perfect three quarter circle around us raising spray which left everybody on board gaping. So much so, the Pride crew and the paddling fisherman did not notice that their boat's bulb had got entangled in the fishing net. With the brisk breeze filling her sails, she was straining like a dog on a leash held captive by some invisible leash. Freeing her by cutting of their net, and receiving adequate compensation for this consideration, the fishermen waved us off. Well not exactly with such bonhomie, but you know one has the prerogative of a writer to garnish his story sometimes and address reader sensibility of being spared the details of heated exchanges. So it goes...

At 10.30 we came in sight of MGM's Dizzy World and its beachside resort. Having decided to have a half an hour pit stop and then start back as Port rules do not allow crafts to be out on the water without lights, the sails were lowered and the anchor lifted out of its hold and dropped. Frantic action was happening in the cabin as sailors donned sailing garb to get into swimming gear, which is usually only a one way street, as you shed off garments and don the mandatory briefs. It was such a pleasure to take a jump from the deck into the cool blue and one could have definitely gone head first in a graceful dive if one was absolutely reassured of not surfacing with the briefs circling the ankles filling the sailors on deck with sheer joy.



Swimming in the aquamarine

A race to the other boat moored a couple of hundred meters away started in earnest and all the swimmers were greeted with cool fruit juice by the Pride's Captain Ravi S as we huddled in its cockpit feeling the cool sweet juice flow down the gullet even as the wet skin was starting to twitch in the cool breeze despite the Sun. Grabbing a packet of groundnut chikkies the

trio jumped off to return to the Swift as the Captain of the Expedition was threatening to heave anchor and head off leaving the truant swimmers to their fate.

By 11.15 am then, we were homeward bound. That is if you discount the speed that we were doing - 1.5 knots and at noon under the glaring Sun, sun block was heaped on to the skin. But there was no escape and no respite. For about an hour sailors knew what Coleridge was talking about when the wind died down after the albatross was killed in his *Rime of the Ancient Mariner*. But we live in post modern times and comfort comes at the flick of a switch or a press of a button. And so it was that Ashok pulled out this gadget and pressed a button and out festooned a brilliant blue umbrella. Reminded one on advice that the doctor gives when patient ask what to do about the mosquitoes which keep biting despite lighting a coil, switching on a mat and applying heaps of *Odomos*: sleep under a mosquito net! Quite simple, really. And so it was with Ashok *switching on* his umbrella.



Protection from the Sun

All the while on land, there was a different level of activity as Bijoy met up with Ajit and his son Rukshan and they both motored up to the fishing village from where our SDAT sailors come. They were getting ready to rendezvous with the sailors on their return and Mr. Antony our manager was organizing a motorized catamaran to reach them to our boats. Furious haggling ensued till one of the parents of the SDAT fisherfolk kids training with us hitched up her sari and growled menacingly following which a mutually advantageous figure was agreed upon for the brief trip and Bijoy called up excitedly telling us that they were on their way and they could spot our sails in the distance. We scanned the horizon but could not spot any craft for quite sometime.



Rendezvous at sea

...Muttukadu and back – by Boat !

The breeze having picked up we were moving once again raising a neat little bow wave. Soon in the distance we could spot a yellow sail bobbing along at breakneck speed more like a surfboard and before you could say Jack Robinson or Robinson Crusoe if you prefer, she had turned into wind dropping her sail and motoring up to ours with its three excited passengers. The daunting task of getting in and out of a moving sailboat was accomplished with little difficulty and Ashok who had to attend a social function at the Singapore consulate waved a cheerful goodbye. Ajit was to remark later that there would have been many places that Ashok would have gone to and a number of times he would have been met with a chauffeur who opened his door to his passenger in respectful deference but this trip and arrival would have been something different if not unique.

Picture this: A prosperous looking gent with long flowing mane and dark wrap around glasses, a T-shirt draped over his body suit suddenly appears out of the blue literally, in a catamaran and as it ploughs into the beach, he steps out and lifting a shining mobile gets engrossed in conversation and what do regular beach goers think? This curious apparition then walks up to a big car

whose chauffeur has already been told of its passenger arriving and discreetly holds the door open for him following which the man and the car disappear at a furious pace down the road. The wonder of watching the scene would only have been compounded by consternation and suspicion of being invaded by an underworld Don type. Of course, this thought did not occur to Ashok as he was planning out his shave/shower and entrée at the function.

Out on the water the wind had turned fully east as the boats reached back to the Chennai harbour completing their trip at 5 pm. There were jubilant shouts of exultation from shore as Office staff who secretly feared their future were overcome by relief at seeing all their sailors returning safe and sound.

As for the sailors, the only thing that could be said with any certainty was the way they looked back towards the sea and deep inside they knew that its call and attraction were the siren song to which they danced. A day trip was already in the bag. The next one would take them out of sight of land and then once the boats were fully equipped with their navigation lights, an overnight trip in the cool months of January or February and after that...

The possibilities are endless!

NIOC 2006; NOAI Report



At-the-start-line1

The National Inland Optimist Championship (NIOC) 2006 was conducted at Khadakwasla Lake, Pune under the aegis of the National Optimist Association of India (NOAI) from 15 - 20 October 2006. The event was hosted by the Corps of Engineers Sailing Club (CESC), Pune. The National Inland Regatta Fleet Championship 2006 was also sailed co-jointly to give an opportunity to maximum sailors to participate. The same was sailed in the old Optimist hulls. The event was conducted at the picturesque venue of Peacock Bay, Khadakwasla, National Defence Academy (NDA), Pune. Out of the 15 clubs affiliated to the NOAI, the following 12 clubs fielded their teams for the NIOC 2006 and National Regatta Fleet Championship:-

Corps of Engineers Sailing Club (CESC); Indian Naval Watermanship Training Centre (INWTC), Mumbai; Royal Bombay Yacht Club (RBYC); Colaba Sailing Club (CSC); Bombay Sailing Association (BSA); Tamil Nadu Sailing Association (TNSA); Goa Yachting Association (GYA); EME Sailing Association (EMESA); Marve Sailing Club (Marve SC); NDA Sailing Club (NDA SC); BEG Sailing Club; Secunderabad Sailing Club (SSC).

A total of 44 sailors (including 10 girl sailors) participated in the Championships. 29 sailors participated in the NIOC fleet and 15 sailors participated in the National Regatta Fleet. The youngest sailor was merely 8 years of age. Each club team was accompanied by adequate number of coaches and officials/ guardians.

The Championship was declared open by Lt Gen Ashok Kapur, PVSM, VSM, Chief of Staff HQ Southern Command in a glittering ceremony held at the Peacock on 16 October 06 in the presence of Lt Gen AK Chopra, PVSM, AVSM, Commandant NDA, Maj Gen AK Bedi, Officiating Commandant CME. Other senior and eminent personalities were also present for the function. **Races.** The first three days witnessed good but shifting wind conditions that offered ample challenges to the sailors. It was truly a test of might and skill under varying wind directions. However, the penultimate days saw very light winds. Accordingly, the last two races were abandoned. As against a total of nine races planned, seven races were sailed by each fleet.

Regatta Ball. The host club hosted a Regatta Ball for the participants and officials on 19 October in the CESC Sailing Club.

The Closing Ceremony and Prize Distribution function were held on 20 October at the Peacock Bay, NDA amidst much fanfare. Lt Gen



On-the-run

AK Chopra, PVSM, AVSM, Commandant NDA declared the Championship closed in the presence of Maj Gen A Bedi, Officiating Commandant CME and other dignitaries.

The following committees were constituted for the conduct of the Championship:

Jury: Mr CS Pradipak -Chairman; Mr Sevi Singh; Mr Umaji Chowgule; Mr Cyrus Heerjee; Sub Maj Ramkumar Singh

Race Committee: Brig AP Singh, SM**, VSM -Principal Race Officer; Col S Shekhar, SC; Sub Maj Ramkumar Singh and Hav V Harihara.

Measurement Committee: Col S Shekhar, SC; Mr Sheri Bamboat; Capt Supreet Grewal
In addition, organizations to look into the aspects of safety and rescue, security, beach master functions, medical support, boat crews etc were put into place to ensure the smooth and safe conduct of the Championship.

Administration: Accommodation, transport and messing were arranged by the Corps of Engineers Sailing Club ie the organizers of the event. Participants, officials, coaches and guardians were not charged for the accommodation, messing and transport provided. All arrangements for pick up/ dropping of teams/ officials from/ to the Railway Station/ Airport were made by the host club.

The results:
NIOC 2006: Winner-Master Xerxes Bamboat (RBYC); Runner up-Master Varun A Thakkar (TNSA)

NIOC 2006 (Girls) Winner -Miss Shweta Sadanandan (TNSA); Runner up-Miss Ayesha Lobo (CSC)

National Inland Regatta Fleet Championship 2006: Winner-Master Kumaresan Selvam (TNSA); Runner up-Master Nikhil Kala (BEG SC)

The following trophies were awarded to the winners of the NIOC 2006: -

TNSA Trophy for Overall Winner - Xerxes Bamboat (RBYC);

Sea Cadet Best Girls Trophy - Shweta Sadanandan (TNSA);

Chowgule Trophy for Best Sailor below 12 years - Varun A Thakkar (TNSA)

The TNSA Trophy for Overall Winner of the NIOC was recently instituted by the TNSA and has been awarded for the first time. In addition, the winners of each of the races sailed in the NIOC fleet were awarded individual prizes. All participants were awarded Certificates of Participation. The event attracted considerable media attention and was very well reported by the print media. The event was also fairly well covered on television by Doordarshan and Sahara TV.

Overall the event was well organized and conducted and the same was well appreciated by both the participants and officials. Competition was intense and fortunes swayed till the last race. There was considerable bonhomie amongst the children of all clubs who made the best of their stay in the serene surroundings of NDA and the College of Military Engineering (CME) and have expressed a strong desire to be back in the coming year.

NOAI Secretariat

President YAI bids *Au revoir!*



President YAI at Chennai

Dear All,

As I lay down the office of the President YAI on 31st October 2006, I would like to convey my deep appreciation for the support and assistance rendered to the Association by so many members of the extended sailing fraternity to further the cause of this noble sport. Today, it is our youth who are the driving force behind India's resurgence on all fronts, and it is essential to imbue them with a spirit of adventure and sportsmanship at an early stage in order to ensure their all round development. Sailing is an ideal sport for young men and women to face the challenge of the elements and learn the virtues of camaraderie, stamina and fortitude.

Although the sport has grown considerably in the past few decades, given the size of our country, much more remains to be done to popularize it amongst our youth. The YAI has launched an initiative to open Sailing Schools in different parts of the country with the help of State Governments, and made a beginning in Bhopal. While persevering in our quest for excellence as well as medals in international competitions, we must not slacken our efforts towards broad-basing the sport.

Our veteran sailors have a major role to play in this endeavor, and if each yachtsperson decides to "give back" to sailing, what the sport has given him or her, we should have a pool of volunteer coaches who can spread the gospel of sailing country-wide. While bidding *au revoir*, I express the sincere hope that the sport of sailing will continue grow from strength to strength in the years ahead, and that the spirit of sportsmanship will always prevail.

I wish all of you fair winds following seas.

Thank you Sir, and our best wishes to you. In the TNSA you have a permanent friend.

Admiral Arun Prakash PVSM, AVSM, VtC, VSM, ADC

President YAI

Bonne Bouche



Give it a name

The man told his doctor that he wasn't able to do all the things around the house that he used to do. When the examination was complete, he said, "Now, Doc, I can take it. Tell me in plain English what is wrong with me."

"Well, in plain English," the doctor replied, "you're just lazy."

"Okay," said the man. "Now give me the medical term so I can tell my wife."

Always pay attention

First-year students at Texas A&M's Vet School were receiving their first anatomy class, with a real dead cow. They all gathered around the surgery table with the body covered with a white sheet.

The professor started the class by telling them, "In vet medicine it is necessary to have two important qualities as a doctor: The first is that you not be disgusted by anything involving the animal body. For an example, the Professor pulled back the sheet, stuck his finger in the butt of the dead cow, withdrew it and stuck it in his mouth. "Go ahead and do the same thing," he told his students. The students freaked out, hesitated for several minutes. But eventually took turns sticking a finger in the anal opening of the dead cow and sucking on it.

When everyone finished, the Professor looked at them and told them "The second most important quality is observation. I stuck in my middle finger and sucked on my index finger. Now learn to pay attention."

ANSWER TO SAILING QUIZ

1. False
2. False
3. True
4. False
5. False