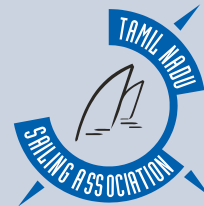


TN SAILS

The monthly newsletter of Tamil Nadu Sailing Association



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FOR PRIVATE CIRCULATION ONLY

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AGM of the TNSA

The AGM of the TNSA was held on 27th September at 7 pm. A band of committed members attended the AGM and followed the proceedings carefully to see how it had done over the past year and see where the Association was heading. There was overall satisfaction at the turn of events as the Treasurer was commended upon an excellent job whereby the accounts were compiled with the new Chartered Accountant Mr. Charles along the same model as a company account with the various heads of assets, liabilities - a comprehensive document with the complete list of members of all categories. He was also commended on an excellent job of raising funds through the National Coastal Sailing Championships which helped build on the asset



Commodore Ashok Welcomes the gathering

base of the TNSA in the form of 4.7 rigs, a new O.B.M and other accessories. Modest man that he is the treasurer acknowledged the commendation with a note that he was helped by a number of members and other committee members.

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Cognizant professionals go sailing

Just as in the previous month, when a batch of IT professionals came for a day on the wa-

ter, this month on Sep 23rd too thirty two of them visited the Association for a hands on experience of sailing. In attendance that day, was the well-known and respected journalist from the Hindu, and its principal photographer. The result of this exercise was a great time for the IT professionals, an eye opener for the journalists and some good publicity for the sport and our Association.

Getting back to the Day out for these newcomers, there was a presentation, which was made by our VC - VC, er Vice Commodore, V. Chandrashekar who not only gave a brief account of sailing but also the TNSA. Capt Ravi Kumar filled in with a short ses-



Mayhem at the Startline

Continued on page 2

Training activities receive a boost

The latest sailing sub committee meeting focused on the aspect of training for all sailors. The captain of boats has directed that henceforth there will be no induction of new sailors in the monsoon months as this could strain our resources in the event of a rescue. The sailors will be split into three groups. The optimists will be divided into Team A and Team B, with the Team A sailors being under a dedicated coach who would be the Junior Coach and Team B would include newcomers who needed to be indoctrinated with the basics. The lasers would hog the full interest of the Captain of Boats. This arrangement would last till the next year's events. So please ensure who your coach is get into a fruitful relationship which will help you achieve your goal in sailing.

Sailing Quiz

- 1 If you're in the middle of a race and you see a cruising boat in danger, you are required to help them if at all possible. True/ False
- 2 A boat can be penalized under the Fair Sailing Rule only if no other rule applies. T/ F
- 3 If you are disqualified from a race under the Fair Sailing Rule, you cannot use that score as your throw-out race. T/ F
- 4 When you break a rule but no other competitor or race official protests you, you are not required to take a penalty. T/ F
- 5 If you participate in a race conducted under the racing rules, you must agree to be governed by those rules. T/F

Answer on page 4

Cognizant professionals go sailing



Racing in Enterprises



Waiting for their turn in launches

sion at the boatyard identifying the various parts of the sail boat and familiarizing newcomers with sailing jargon, giving VC enough time to coax a cable that communicates with the projector to get its act together. Not for nothing, is VC an IT professional in his own right and has a successful IT business that takes him frequently out of the country.



VC makes a presentation

With the conclusion of the presentation, the stage was set for a harbour cruise in Jolly boats! The whole contingent was divided into two batches, one under the direction of Capt Ravi Kumar and the other with the HR officer of the Cognizant group, Mr. Nagarajan. It was an educative experience for all concerned as both



On the jolly boat

Ravi and Nagarajan reeled out statistics on boats, ships and tsunami damage in the Port much to the disbelief and frequent consternation of their respective groups. Out of the harbour and out on the swells the Cognizant troupe had a wonderful time riding the swells and feeling the heel of the huge keel boat, as it turned across them. It was not long before some of them worked up the courage to ask the boat's helmsman to give them the wheel. It was a wondrous experience to these landlubbers to feel that they could move around on the water and also drive over it like they would their cars on the city roads.

Back at the Association premises it was time for lunch, which was prin-

Continued on page 4



A Select group of committed members at the AGM

For people already in Organizations like Rotary, Lions, Round Table etc, the management of an Association like the TNSA will seem easy. Most of the committee members are successful professionals and businessmen and with the expertise and other resources at their disposal it would seem to be a foregone conclusion that such Associations have a secure future. However, the significant difference is that in a group where all members are equal, the lesson that is constantly being learnt is the management of self in a community without losing the focus on the objectives of the bigger group in the background. This is the bigger challenge and many groups can be found floundering because they cannot come to grips with this matter. Thankfully at the TNSA, the love of sailing is almost palpable and that sustains it to go further.

Concluding the meeting, the Commodore expressed his happiness with the turn of events and highlighted the fact that the Association was continuously seeking options of enlarging the member base while at the same time promoting the sport in new environments, like the IAS officers domain, the press and through the introduction of the Sailing Schools project of the YAI. This would position the TNSA favourably as being the puissant force in the State as far as the Sport of Sailing was concerned.

Sailing Strategy: Real life example:

You are the top American at the Star Worlds, and you are forming your plan on how to close out the event. What do you do? Here is what the US team of Andy Horton and Brad Nichol were thinking, eventually going on to finish fourth in the Worlds:

“Going into the final day we needed to finish ahead of the French and put a boat between us and Brazil to finish second in the regatta. Hamish Pepper from New Zealand had ten points on us, so we needed him to make a mistake to have a realistic shot at passing him. Our plan was to sail for a top five result, focusing on the two boats closest to us, and shoot for second. The pin end of the line was 15 degrees favored for the first start and still 10 degrees favored or the second start under black flag (automatic disqualification for being over the line). We decided to push down to the favored end since we needed a good result. As we approached the line there was a boat parked close to the line in our way. With 30 seconds to go we were forced to make a big move to avoid the roadblock, which hurt our acceleration. We started at the pin end with Brazil below us and the Italians and French above. We had a good start but Brazil hit the line with more speed and we were forced to tack only minutes after the start.” *From Scuttlebutt magazine.*

Junior National Championships

The YAI JUNIOR/YOUTH NATIONAL CHAMPIONSHIP 2006 is being organized by the Yachting Association of India and Goa Yachting Association from 5th to 11th November at Goa in the Laser Std (boys), Laser Radial (boys and girls), 420 (boys and girls) and windsurfing (both boys and girls) classes.

It is a Cat A event and all competitors have to be nineteen or younger, born after 31 Dec 1987. On the 5th and 8th there will be a coaching camp by National Class coaches. Racing will be limited to three days with four races to be sailed daily and a total of twelve races to constitute a series – a move that is in line with International format of racing where shorter courses are laid and more number of races are conducted. Boats are being provided by the Organizers and will be allotted on the basis of draw of lots. The entry fee for this sailing extravaganza is a surprisingly low 250 per head! That is 500 for the double-handed dinghy 420 and 250 for all other classes. So, go ahead take this opportunity and head out west. It is bound to be a great experience and a wonderful way to spend a week on the water.

For details please contact us at tansail@gmail.com or YAI Youth co-ordinator, INWTC, Pilot Bunder road, Colaba, Mumbai 400 005. Telephone: (022) 22151826, mob: 09322238578 E mail : indianyouthsailing@gmail.com Goa Yachting Association, Dona Paula Beach Resort, Dona Paula, Panjim, Goa E Mail: pescador@sancharnet.in

Team TNSA for the NIOC 2006

The TNSA is sending a huge contingent of fifteen sailors, ten in the National fleet and five in the Regatta Fleet. Nishanth, Hussein, Ishwarya, Niveditha, Varun, Ganapathy, Praveen Dhanasekaran, Shwetha, Rufus and Gerad will sail in the National fleet while Nicholas, who is a 98 born and the youngest probably to attend a National, will be accompanying the SDAT children, Kumaresan, Praveen, Pratap and Priyanka. The team's manager is none other than committee member Mr. Patrick Vetrivel, who will be accompanied by his spouse and helping with her expertise in packing the Optimist boats for the trip so that they do not suffer any damage in transit and accompanying the team also will be Mrs. Reshma, Ganapathy's mother. Mr. Yogesh and Mr. Lingesh will be the two sailing instructors who will be accompanying the team. A total contingent of twenty one people all charged up and ready to go.

The salient point is the travel arrangements for the SDAT children. While all our members and children are traveling in the III tier A/C class, these children could not be made to travel in a different class all by themselves. The unique feature was underwriting of their travel costs by committee members on a voluntary basis so that they would travel in the same class as the rest of the sailors. To make them feel comfortable and presentable plans were made so that good clothes, which our children had grown out of would be added to a pool. This trip might not only be an exercise in sharing but also a first hand experience on caring about the underprivileged. The first and fundamental rule of sailing is helping those in need of help.

Sailors at the TNSA are learning about the myriad implications and the wisdom inherent in this rule and its application in various aspects of a sailor's life.

Training newcomers

All newcomers will be trained by Team B coach and our sailing instructors. Team B will be trained on both Saturdays and Sundays. Please register with the TNSA office if you wish to learn and we will fit you into a program that will meet your requirement.

Cognizant professionals go sailing

cipally vegetarian fare, following which the Optimist sailors from age 7 onwards put up a sailing demo for the visitors so that they could familiarize themselves with the forces that acted on the water and in it.

Soon after that the stage was set to divide the visitors into four teams, each named after a star. Each team was allocated a motor boat and an Enterprise to which they could board in turn. A triangular course was set by newcomer to course setting Ms. Nilma Shah. Nilma then discovered how tough the job of a race officer was, as she gamely tried to keep track of all the collisions at the start line. It was pure mayhem, out there! And everybody was enjoying it to the hilt. IT professionals who had till then gone on a staid ride on the Jolly boats, as they are called because of their names, suddenly found the thrill of the sailboat as she heeled in obeisance to the Wind. A number of them had a chance at the helm for a short period and could only marvel at the challenge that it held.

Concluding the day after a sumptuous tea at the Association verandah, the HR manager Mr. Nagarajan, summed it all up for all the visitors by saying that this was such a thrilling experience and a fulfilling day.

That was just the beginning of a great weekend at the TNSA!

Press coverage for TNSA

The TNSA is actively pursuing press coverage to project our activities in the Port to the public at large. A large segment of the city's denizens are blissfully unaware of our frenzied activity every Sunday in the Port. With better exposure, we hope to draw more people to the sport. It is not exactly advertising but as someone said, there is no point in "winking in the dark."

There was press coverage of sailing in the India Today for two months consecutively followed by a smart write up on the TNSA in the Indian Express the next week. This was followed by a press coverage in the Hindu's Metro Plus detailing the Cognizant visit to the TNSA. The TNSA acknowledges the help of the Hindu's photographer Mr. Shaju John who has provided the same photographs printed in this newsletter for his paper. Soon after this came the news of the Fisher folk children training in the TNSA and the article that highlighted not only our commitment to the sport but also to broad basing it. As they say about the rains in the beginning of a monsoon "Watch out! There is more to come.

ANSWER TO SAILING QUIZ

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

Sailing can be dangerous

Most of us never think about the dangers of sailing. The following incident actually happened. It shows how easily accidents can happen in sailing.

In 15 knots of breeze boat S rounded the windward and short offset mark on starboard tack. Boat S put up their spinnaker to proceed to the leeward gates. Boat P on port tack, mistook the offset mark for the windward mark. On seeing the lead boat round the correct windward mark Boat P bore away and started to thread their way through the boats that had rounded the windward and offset mark.

The crew on boat S, not seeing boat P, nor expecting a boat to be in that position, hopped out on the trapeze. The crew of S and boat P made a heavy contact. Unconscious, the crew of boat S still connected to trapeze fell to the leeward side of boat S. Boat B behind boat S saw the incident and S crew limp on the leeward side of the boat. Boat B stopped with the crew of B jumping into the water and rescuing the crew of boat S.

The crew of boat B stayed with the crew on a rescue boat to the boat went ashore with a waiting ambulance to take crew B to hospital. Crew S will make a recovery and hopefully be sailing soon.

Every week we see boats come in on port tack at the windward mark. This incident was made worse by boat P making a mistake in identifying the wrong mark as the windward mark. This was an accident, though every week end we see similar incidents. Boats coming in on port tack to the windward mark without any rights. It was also a concern that in an 80 boat race only one boat stopped to offer assistance. Sailors should remember that if they do not offer assistance they can be protested under Racing Rules of Sailing Rule 2.

Boat B was given redress and a good finishing place though she did not have to complete the race for this to happen. This is done to compensate sailors who assist so that they do not lose positions on the racecourse.

Sailing is safe sport if we all take a few precautions. If someone does get injured or a boat is severely damaged, please stop and offer assistance.

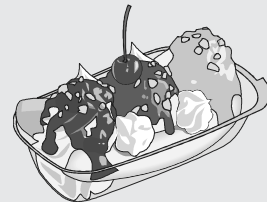
The other option is to penalize boats on Port tack with greater frequency so that they do not become the cause of collisions. Fact remains that Port tack boats have all to lose while Starboard tackers have only their boats to lose. This is an anomaly in the racing rules that is crying out for more stringent punishment.

Bonne Bouche

A solemn procession

One Autumn day Bill was out raking leaves when he noticed a hearse slowly drive by. Following the first hearse was a second hearse, which was followed by a man walking solemnly along, followed by a dog, and then about 200 men walking in single file.

Intrigued, Bill went up to the man following the second hearse and asked him who was in the first hearse. "My wife," the man replied. "I'm sorry," said Bill. "What happened to her?" "My dog bit her and she died."



Bill then asked the man who was in the second hearse. The man replied, "My mother-in-law. My dog bit her and she died as well." Bill thought about this for a while. He finally asked the man, "Can I borrow your dog?"

To which the man replied, "Get in line

Three Professors two many

Three professors had walked down to the train station from the University. They were so absorbed in their conversation that they didn't hear the train arrive, but they did notice the noise of the train as it started to depart.

After a desperate rush two of them manage to scramble onboard. The third looked sad and a passing railway official said, 'Don't feel bad, atleast two out of three of you made it.'

'True...', sighed the professor, 'But the other two were only here to see me off!'

An epiphantic realisation

A little boy opened the big family bible. He was fascinated as he fingered through the old pages. Suddenly, something fell out of the Bible. He picked up the object and looked at it. What he saw was an old leaf that had been pressed in between the pages. "Mama, look what I found", the boy called out. "What have you got there, dear?" With astonishment in the young boy's voice, he answered, "I think it's Adam's underwear."

School

A little girl had just finished her first week of school. "I'm just wasting my time," she said to her mother. "I can't read, I can't write and they won't let me talk!"