



# Lake Deneys Yacht Club

P.O Box 40, Deneysville, 1932 - **Tel:** 016 371 1393 - **Fax:** 088 016 371 2343  
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## NEWSLETTER – FEBRUARY 2011

### LDYC Round the Island Race – by Roy Dunster

Probably one of the things that says the most about the Round the Island Race (RTIR), hosted by Lake Deneys Yacht Club (LDYC) on Vaal Dam, is that their partner (sponsor) for 2010 and 2011 was SAMSA (South African Maritime Safety Association).

While SAMSA frequently gets criticized in this magazine (Sailing) and in general yachting conversation for not understanding us too well, LDYC has succeeded in working with them to host the country's largest sailing regatta. Moreover, the relationship has been successful, with SAMSA increasing its involvement this year to include sponsoring the post-event television feature and co-sponsoring the prize giving. The other sponsor was LDYC itself, providing an extensive entertainment programme and great racing from gate money and entrance fees. The club was backed heavily by its membership too – an incredible 237 members worked as volunteers to make the event the massive success it was.



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For 2011, the RTIR kept its successful formula of a three-day regatta with two days of warm-up races before the main event. LDYC also stayed true to its tradition of investing heavily in entertainment with live bands on Friday and Saturday night and an innovation this year in the form of a 30m screen showing high end sailing footage (e.g. the America's Cup), live feeds from the racing during the regatta and a live feed from the cockpit of one of the aircraft taking part in the air display that has become part of the event. Further interest was provided by the J22's holding a match racing regatta in front of the club on Saturday.



## One of the Air Shows

Entries in 2011 were down on 2010 – about 330 compared with approximately 440 the year before. However, keelboats (with a lot of crew) stayed strong while there's been a drop-off amongst the catamarans and dinghies. There were still 3000 paid visitors through the LDYC gate. The gate fee of R50 per head was probably controversial, but meant that the entry fee could be

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lower and it also enabled the club to run its (expensive) entertainment programme.

The RTIR started as an inter-club event (in 1958) and this year there was an attempt to revitalize inter-club competition via the Offshore Sailing Academy RTIR Trophy, where the positions of the top five performing yachts of each club contributed to the overall score. This year the winning club was LDYC.

The Commodores Cup was the first race of this year's regatta and was sailed in around eight knots of wind on the Friday. Tielman Burger had the distinction of being the owner of the first two boats after he generously loaned his L26 "Tatoosh" to Luke Wagner (1<sup>st</sup>) and his JS9000 "Agattu" to Gregg Hurter (2<sup>nd</sup>). Third place was taken by Dirk von der Fecht's Flying Dutchman "Strocam Mining".



Saturday's Tune-up Race was sailed in light, patchy conditions peaking at around 5-6 knots. The medals were taken by Hans

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Rogotski's 505 "Flying Freddie", from Dirk von der Fecht and Neil Armstrong on the J22 "Hang Ten".



## Sailing is a family sport

One of the cool things about RTIR in recent past is that it has been used as a showcase for new boats. The first Sea Cart 30 (trimaran) into South Africa used the RTIR as its first major event and holds the race record, while honours last year were taken by the relatively new Multi 23. Certainly the level of boat needed to win line honours has been raised. This year, the boat was the Nacra F20 Carbon cat, complete with curved daggerboards, a 10.5m mast height and a design pedigree from the Morelli Melvin design office, who worked on BMW Oracle's America's Cup winning trimaran.

The forecast for this year's race wasn't great but there was a breeze in time for the Ultra Class start at 08h10 and the best pressure of the day was for the 2.5 hours or so that it took most

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of the Ultra Class boats to finish. The top three on line honours and corrected time were identical and, in fact, the top 18 corrected time positions were taken by yachts in the Ultra Class. First and second were claimed by the two Nacra F20 cats sailed by Wolf Seits (No name) and Barry Hundley on "Swamp Critter" respectively, with the Inter 20 "Double Espresso" (Mark Kopel) in third. First dinghy was the 49er "Thunder Bunny" (Andrew Tarboton) in fifth (ninth elapsed time) while the JS9000 "Agattu" (Gregg Hurter) was ninth (14<sup>th</sup> across the line). The winning time was 1 hour 25 minutes, comfortably outside the record of just under an hour, but also well ahead of the second boat at 1 hour 30 minutes.

While the Ultra Class yachts had usable breeze for most of their race, some of the other competitors weren't so lucky and conditions became really light as the day progressed. Eventually about 100 yachts retired and the slowest finisher, a Hunter, completed the course in just under 6 hours 40 minutes.



## **LDYC had a 1st class rescue and first aid team**

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LDYC takes their biggest event seriously and planning for 2012 has already started, beginning with a post mortem of the 2011 race two weeks after it was sailed. It's acknowledged that the most obvious thing that needs work is the handicap system and the goal is that you should be able to bring any boat, prepare and sail it well, and have a shot at winning the race on corrected time. The club is trying to make sure it properly understands other systems and it intends to launch its own next year which should combine learnings from IRC/CHS/Portsmouth and its own statistics. LDYC has also decided that its almost entirely web-based publicity campaign this year probably didn't work as well as they'd hoped so it will be back to posters at clubs around the country next year.

It's always a pleasure to see the effort LDYC goes to getting the Round the Island Race right. Certainly their ability to interact positively with bodies like SAMSA sets a great example for the other clubs, as does the effort of so many of their members giving up their time to ensure that their club hosts a great event. The presence of some truly interesting new yachts each year gives the hard core sailors something to look forward to, and there is still the challenge of trying to break the record of 55 minutes 37 seconds established by Danie Colyn and team on his Sea Cart 30 in 2007.

## **J22 MATCH RACING**

### **Round One goes to Sternagel by Ingrid Willcox**

Round one of the J22 Match racing series took place on Saturday 4<sup>th</sup> February 2011, the day before the start of the Round the Island Yacht Race at Lake Deneys Yacht Club on the Vaal Dam.

Eight teams competed for the number one spot in this, the first of three in the series of regattas which will determine who will compete in the upcoming ISAF Nations Cup to be held in Cape Town from 5 – 8 May 2011. These 3 match racing events leading

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up o the Nations Cup will result in a Northern Region Match Racing Ranking Ladder which will assist in the selection of the team(s) to represent South Africa.

The first match was between Ewald Sternagel and Richard Weiderholtz. Weiderholtz incurred a penalty and was just beaten by Sternagel.

Match two was between Paul Thompson and Dirk Manten. Thompson felt he had a good enough lead to take his penalty and Manten reached in the win the bout.

The two Durban teams, headed by Andrew Tarboton and Luke Wagner respectively, were the next to take up the challenge. The dial up was good, but then they seemed to forget that they were match racing and each went his own way. Match racing is very different to a normal race where it's the norm to go for clear wind and speed. In Match racing one has be aggressive and attack your opposition in attempt to get as many penalties against him. Tarboton was a clear winner.

Time for Shellee Nel and the girls' team to race, and Graham Baker was the victim. They attacked each other immediately going into the usual circling. Nel could have taken advantage of the weather boats situation but chose to gybe away and came back on starboard just before the start gun. Baker had to tack to avoid the starboard boat and this gave Nel a clear advantage as she headed for the start. Nel kept an eye on Baker up the beat, covering when necessary. She rounded first. Baker tried to catch her Port-starboard as he approached the mark but she was too high up and she was safe. The girls were clear winners.

It was now round two where the winners take on the winners and first up were Sternagel and Tarboton. Sternagel was the victor. In the other winners' match Nel versus Manten was taken by Nel and the girls.

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The first of the losers' matches was between Wagner and Wiederholtz. This proved to be the closest match of the day. The two boats attacked each other from the start Wiederholtz having a slight edge over Wagner. A good tacking dual evened up the beat. Wiederholtz rounded the top mark slightly ahead of Wagner who covered downwind trying every move to blanket Wiederholtz and pass, but to no avail. As Wiederholtz and his crew are J22 sailors their boat handling was just that much better than the others, who had never put foot on a J22 before. The slight edge pulled them through to victory and the chance to go up against Baker to see who would take third place overall. This also proved to be a close contest but Wiederholtz kept his cool and overcame any attack from Baker to take the bronze.

The final match to establish who would take the title was between Sternagle and the girls. This started with both boats attacking. Sternagle was extremely lucky to have survived a port-starboard incident. Nel could not find her protest flag in time and lost the opportunity to protest and give him a penalty. The girls, however, had a brilliant first beat, reaching the top mark well ahead for Sternagle. It was really looking good for them and then a slight lapse in concentration on Nel's part resulted in them just skimming the mark. Disaster, they had to re-round. Sternagle slipped through. The girls never gave up and chased to the end but it was Sternagle and his team that took the gun and round one of the Match Racing Series.

## King of the Vaal

### Johnny takes the Crown by Ingrid Willcox

Deneysville Aquatic Club once again hosted the King of the Vaal Regatta on 29<sup>th</sup> and 30<sup>th</sup> January 2011, where all and any class of keelboat come together to establish just who would be the "King" for the season. The final results are calculated using the NKA handicap system.

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The regatta was scheduled to start at 12h30 but it was windless. Eventually there was enough to go, but the wind was light and very shifty throughout the weekend. Race Officer Noel Abendroth managed to get in five races over the two days.

The star of the regatta was no doubt Johnny Smit on his Stadt 23, "Jem". He won four out of the five races. At the prize giving he revealed the secret of his success. "Go for the puffs and make sure wherever possible to be in clear wind." This is certainly sound advice and should be a lesson to all. Johnny praised his crew, Sleigh and John Haynes who are, in his words, "the best spinnaker flyer and best foredeck in the country."



**Hilda and Johnny Smit, John Haynes and Jacques**

Second overall was Rob Willcox, the defending champion, who had to sail his L26 short handed when one crew member did not pitch up. This meant another crew took on the onerous job of foredeck, a position she had never tried before. She soon learned that the

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little triangle at the front of the boat has many traps and pit falls, especially if you are not aware of them. Three up on an L26 certainly leaves no time to relax and enjoy the sail.

Shaun van Rensburg and Carey on a J22 was third overall.

There was a recall in the second race. Frank Lenz on the J22 "Jazzy" thought he was over and went back only to find that the flag stayed up so it was not him, but another J22 sailed by Neil Armstrong. He eventually managed to get himself out of a bunch of boats and restarted. Despite the fact that he started almost five minutes after the fleet, he picked up the new breeze which took him past everybody to the front where he stayed for the entire race. Armstrong finished fourth overall.

In another incident, Will Goodlet on his JS9000 sailed too close to the weather mark and because the keel on that boat is so long he managed to hook into the anchor rope of the buoy. It took him quite a while to get untangled.

Fifth place went to Phil Bennett and crew (Clive Whitburn, Mark and Nicholas Abbot). They were in a very comfortable second place on Saturday night, but Sunday was just not their day. Their late start in the final race really did not help their overall placing.

Frank Lenz sailed consistently, finishing fifth and sixth in all the races. Trevor Hulleman found the light winds and "Miggies" all too much and headed for home, thus missing the last race of the weekend. The Pacer 27 sailed by Rob de Vlieg was well ahead of the fleet, but could not get far enough ahead on time to take the honours.

So congratulations to Johnny, Sleigh and John – worthy Kings of the Vaal.



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## THANK YOU

Mancom would like to thank Eddie Swart whose business EJ Stainless Steel who sponsored LDYC with the beautiful stainless steel foot rest that he has installed around the bar.

Many a member have almost stumbled trying to put their feet up onto the foot rest, only to find that it is no longer there. Thank you Eddie and Alba.....



***"Laughter is God's gift to us to help ease the pains of life's tough times."***

***anon***

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