



Lake Deneys Yacht Club

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E-mail: ldyc@telkomsa.net - **Website:** www.ldyc.co.za

NEWSLETTER – JANUARY 2011

Lance Reynolds

The Great Zambezi Sailing Adventure

*Savor the majestic
Zambezi River from
Kariba to Victoria Falls.
Watch it, raft it, sail it,
fish it. Make it yours.*

January 22, 2011



Calling all South African sailors!!

A wonderful ten day adventure package that offers all the fun and wonder of the majestic Zambezi River, anchored on five days of sailing in flotilla on Lake Kariba.

Look at our new web page - <http://www.zambesisailing.com> and see the Raffle prize for your club of a free holiday for two all round in Zimbabwe!

Only the skipper of each catamaran need be a sailor; and only as a dingy sailor.

Make a crew of family, and a flotilla group of friends

Contact us on lance@sailsafaris.co.zw



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Treasurer: C Harvey, **Secretary:** L Quinn, **PRO:** T Wolmarans,
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Greetings Sailors and Boaters

Let us take this opportunity to wish everyone a fantastic new year and may 2011 bring us joy, riches, fun, laughter, friends, family and plenty of good wind for the sailing.



I went for a walk to the beach yesterday (29 January 2011) even though it was -6 degrees.

This is a statue on the beach walk way which marks Sail square. I think it is really great and thought you would enjoy the sail designs. The beaches here are great and I can't wait for the summer to walk to the beach every day.
From Sheryl Fisher in China

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Rolex Sydney to Hobart Yacht Race 2011 **"Awesome Experience", by Jenny Smith - on board** **"The Glass Island", in Sydney Harbour**

I was fortunate to be in Sydney for the 26th of December 2011, which, for yachties is renowned as Sydney to Hobart Day in Sydney harbour.

Every yachting enthusiast, uncle auntie and his dog make their way to the area, boarding all kinds of craft, yachts and ferry boats to witness the excitement as the large number of racing yachts prepare for pre-start positioning.

I am not a seasoned user of public transport, and here in Australia, staying with my cousin up the Central Coast, I needed to be taken to the train station, catch 2 different trains to arrive in Sydney to find my vantage point aboard "The Glass Island Luxury Cruise", in order to witness the start.



The Restaurant - See the Opera House in the distance

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This in itself was an adventure, not being familiar with the train stations and their different stops, as related to the position of King Street wharf, in Darling Harbour. I ended up a little further from where I intended to be, feeling a bit lost! After asking for directions from a really unhelpful "Information office", (which turned out to be for train info only!), 2 helpful young cops took pity on me and offered assistance. They realized I would miss my cruise if they didn't act quickly, so they escorted me back onto the train and rode stop closer to the destination, then they got off the train and walked me to the dock to meet my cruise, - (imagine that happening in South Africa!), I was really grateful.



Spectator craft viewing the lead yacht leaving Sydney Harbour

While thanking them and joining the queue on the walk – on, a couple standing there heard me speaking and the

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gentleman said, - "Excuse me?, are you from South Africa", I turn around and said "Yes. Why". He said he used to be from the Cape, near Worcester, and made a joke, maybe because I was from SA that I needed the police escort to arrive at the boat!! (ha ha). Anyway they were really nice people and guests of the owner of the cruise boat we were boarding. This turned out to be really useful, as the owner paid for the drinks!

We were shown on board and to our table in the vast, glassed floating dining room, all very elegant, with white table cloths and silverware, champagne, oysters, prawns and a whole seafood buffet. A great way to experience the premier yacht race first hand.

The open air viewing deck on the roof was the perfect spot to see all the action close up, as the photos will indicate.



And then there were those that just needed to be seen...

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There were two starts, with the larger yachts leaving first. Favourites, Wild Oats XI, Investec Loyal matched-raced one another's pre-start movements and many other close contenders were all close by. The thrill of being amongst them, even though behind a very well defined "press/spectator craft line", policed by Sydney harbour patrol, we had an almost "touch them" position on the start line, - awesome! We could almost smell the adrenalin.



Just after the start of the race

Our craft was positioned in the ideal spot to follow the yachts as they headed out towards the harbour exit en route to Hobart in a moderate 10 knot breeze, expected to build overnight to 30-40knots and even more. Fortunately no tragedies that would remind us of the 1989 race occurred, yacht with problems did retire, and the eventual line honours winner was the pre-race favourite Wild Oats

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XI, even though they had to survive a protest pertaining to a radio regulation on entering the Bass Strait.



One of the really crowded spectator craft

Race details and results are, by now old history, yet I wanted to share my wonderful experience with all of you.

Report by Jenny Smith from Australia

SINGLE HANDED ROUND THE ISLAND RACE

We hosted the Single Handed Round the Island Race on 1 January 2011 with a surprising entry of 28 boats of which 15 yachts were LDYC entries.

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First home was Ryan Sheferman on the Hobie 16 “Hot Stuff” in a time of 1 hour 35 minutes.

Second boat in was “Fast” the dragonfly skippered by Brian Lion-Cachet.

The third boat back was the P19 “Bad Attitude” sailed by M. Kloeck.

The final boat came in at just under 4 hours.

PREPARATIONS FOR ROUND THE ISLAND

Ye Olde Bridge Building

SAMSA told us two weeks prior to Round the Island that we were getting our sponsorship from them. They had visited the club and wanted to use Ye Olde Bridge Building as their VIP lounge.

This meant that everyone had to work double time to get it ready. Did anyone notice that it has been given a face-lift and it is now painted a pale green, the windows are all in and the doors can actually now lock.

The previous week the bridge building was still accessible by land. One week later it was under water up to your knees. The walk way had to be rebuilt, flattened and neatened for Round the Island and it was done.



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All Roads lead to LDYC

Due to all the rain, the roads were looking and feeling terrible. The entrance to the club, where the hole was, had to be repaired and pipes were fitted under the road to improve the water flow from the farmer's land next door. It was also filled with stone to level the road.

All our roads inside and outside the property were graded before the event. Trees were trimmed up, grass was cut and boats moved. Whew. I just get tired talking about it.

Old Workshop revamped

The guys from Jireh Technologies needed a space to do their thing with the Wifi. We had nowhere to put them and the decision was made to clear out the Old workshop area.

Trailer loads of stuff were taken away to the new workshop to be sorted out at leisure by John Williams after Round the Island.

Andre Kapp put a new floor into the old workshop. A wall was built and the aluminium door installed to make the area lockable. A brick wall was built in front of the doorway and the floor lifted to stop the rain from pouring into the area.

The walls have been painted white. The room still needs quite a bit of work. Once this has been done the new charcoal coloured carpet tiles will be installed.



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This area will be ready to be used as the new board room. It will also be an excellent room to hold sailing courses, Skipper's courses, etc.

Electrical Work

We were advised that our electrical supply would not be able to handle the additional load. We knew this from last year's Round the Island, where we were continually having power failures.

Generator

We have been experiencing problems arising from the frequent power failures that Deneysville suffers from. Loss of stock in our freezers after long hours of no electricity and the need for a steady electrical supply so that the compressors do not need to be replaced on a regular basis, are two good reasons.

With Round the Island coming up and the number of power failures that we had last year fresh in our minds, it was decided by Mancom to lease the generator for six months with a view to buying it after we have received approval from our members at the AGM in May 2011. The generator needed to be large enough to give us the necessary power for efficient running of the club.

Members may already have noticed that it was installed in the court yard area of the workshop, near the club house. It automatically kicks in approximately 10 seconds after the power goes off and is run on diesel. Once the power comes back on, it automatically re-charged before switching itself off once again.



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Richards Bay to Durban Race

Over the weekend of the 21st to the 23rd January the local catamaran sailing contingent towed their boats down to the coast to compete in the Richards Bay to Durban race; which was organised by the Hobie Association. Due to Kobus van Huyssteen's regular participation in their events all over, with his beloved Hobie 14, he arranged with the organisers to admit the 2 active Tornado teams from the Vaal Dam to participate.

Consequently, Kobus and I left at 8 pm on Wednesday evening (along with our ground crew) in order to be able to build the boat, test it in the harbour and be able to relax a bit before the trailable hobbies arrived. We arrived in Richards' Bay at 4.15 in the morning; at which time the temperature outside was 29 degrees C already - and we were famished! So we set our tents up and immediately went in search of breakfast... MacDonalds breakfast it was; and we had to use the drive-through and then sit outside to eat!

Whilst our ground crew slept under a nearby tree, Kobus and I then put the Tornado together. Two and a half hours later; by building for a half-hour, jumping into the pool, building for another half-hour and back into the pool and so on; we achieved a completed boat by 11 o'clock on Thursday. Then the first of the Hobie sailors started arriving.

At 11 am on Thursday, the weather suddenly changed, and within a few minutes we had 30-knot wind blowing onshore; gusting up to 50 knots! There was water and wind everywhere. Our tent was flattened, to say the least, and we had the boat tied down very securely; and we resigned ourselves to watching the weather from the clubhouse.



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By Friday morning, Vernon Brown and his crew, Wolfie, had arrived and were building the other Tornado alongside the Hobie teams, and by Friday at 11 there were 14 boats assembled, from Gauteng and Natal, so a warm-up event was called.

On our first outing the boats all had to gibe around a buoy on the far side of the shipping lane inside the harbour area and then proceed out to sea to round the Waveminder buoy approximately 4/5 km out to sea; after which we would sail straight back through the harbour to the marker off the small ship harbour. This was repeated, and we finished in front of the clubhouse on the second lap. Charles Girard won this sprint event by a country mile on the Hobie 18 Wildcat (probably because he is so different in his approach to sailing from any of the other sailors! He is crazy),

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Mark Witjenberg came in second on his Hobie Tiger, Lee Hawkins was third on a Tiger, there were a few Hobie 16's next, and we managed to beat the 3 tail-enders by virtue of raw speed on the last bit of the sprint.



We went for a snooze and to relax, and when we heard the second (far better) race announced Kobus and I were about to order lunch from the club... so we went out hungry... but this leg was truly brilliant!

The second warm-up race was run straight out past the Waveminder, with a gibe to take us south towards Durban. We were then sent 5 nautical miles down the coast, up to the first river mouth, where we turned around and headed back towards the Waveminder on a broad reach with spinnakers up. This was great sailing, and the Tornado overtook the entire fleet of boats except Charles Girard, Mark Witjenberg and Vernon Brown on his Tornado on one leg! We ended up having to turn back at the

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harbour entrance to make way for an ore container ship of enormous size, which at one stage was within 200 metres of us!

On Saturday morning, Kobus and I elected to start with the small catamaran fleet (mainly because we had no serviceable GPS), and this turned out to be a good move; as we always could see at least one or two boats, and therefore knew we were heading in more or less the right direction. Kobus invited our ground crew to sail with us on the leg to Sinkwazi, so we were 3-up. We pulled the spinnaker up, and made up for this handicap in weight by flying out to sea and past a couple of other boats.

The first hour and a half was brilliant, with a following wind of up to 25 knots all the way. Then the Spinnaker delaminated at the top... we pulled it down, immediately slowed down and started darting back and forth, trying to maintain boat-speed but losing water by the minute to the other boats who went straight down the coast. The other sport catamarans soon caught up to us as a result, and left us floundering as they flew past!

After six and a half hours on the water, Kobus was exhausted and went to sleep under the boom; and I was given the helm. We had completely run out of wind at this stage, but nevertheless were able to catch up enough to have sighting of another of the boats, about 2 km ahead of us.

At the Tugela Mouth the NSRI came and offered us a tow, which Kobus accepted. We landed at Sinkwazi beach 45 minutes later, with only our jib up: hairy moments indeed! The Hobie guys were brilliant, and came down the beach and into the surf to catch us and haul the boat out of the sea.

Sunday's leg of the race was cancelled due to high wind forecast in Durban, so we all packed up.



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All in all, a great time was had by all, and LDYC was represented by the Tornado and Craig Teasdale, who finished 3rd with his cousin on a Hobie 16.

There are photos of this event on the Hobie North website.

Report by Peter Pace



"Great things are not done by impulse, but by a series of small things brought together."

Vincent van Gogh