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LAKE DENEYS YACHT CLUB

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*Property Dev. To be completed and returned *



**Sad to report the recent deaths of Bill Emerson 28.07.1935 to 17.08.2004
A dedicated club member putting in many years of bridge duty We'll miss you Bill!
And that of Bruce Olfson (son in law of Ken Smith) 06.08.1952 to 02.10.2004.
Bruce our club still rings with your music. May both of your souls Rest in Peace.**

We wish all of our new members a warm welcome. Please read up on our RTIR Press Release on notice boards for fascinating information on the history of LDYC.

RTIR is just around the corner and we are requesting help with the usual Gate Rosters, Ticket Sales etc. and work parties are being planned in the coming weeks. We need the help of ALL members
While this event is not running the same way as last year, the main accent will be on the race itself.
We have a number of ideas but welcome all input.
We need goodies for goodie bags, and samples of anything can be utilised.
Entry will be R200.00 and R150.00 and gate entry will be R25 over 16 years.

Sponsorship is urgently required to keep Signal running, (see adverts) we have cut down the issues to 3 per annum but still need sponsorship for this amount. Also, we need financial help with Mini Golf Course in the planning stages (see Vice Comm Report)

I have recorded previously that Committee members put in long hours of work(unpaid)and effort to keep the club sound and running as well as promoting interest and enthusiasm. We DO need assistance and support in our efforts to raise funds especially in our big events.

GOLDEN RULE:- WEAR LIFEJACKETS AT ALL TIMES ON THE WATER.SAFETY IS ESSENTIAL. LET US KEEP UP THE WONDERFUL SAFETY RECORD THAT THIS SPORT HOLDS.

**Christine Durrant - Editor
011 918 4736/082 436 7232**





COMMODORES REPORT
Rob Barrett

LAKE DENEYS YACHT CLUB

We are nearing the end of 2004 and it the time of year that Christmas Holidays plans are in an advance stage of planning. The last three months have seen a hive of activity at the club with a number of sailing events including the Finn and Laser Nationals. We have also had a number of juniors sailing camps, which has been well attended. Activity at the club has been at an all time high with lots of entertainment and events, which has been well organized by our committee and their helpers. There are also a number of events being organized for the up coming Christmas holidays.

During the last 3 months the committee appointed a new caretaker / manager to replace Pauline and Chris who left us at the end of July. The position was advertised in a number of newspapers and we received thirty applications for the position. After a number of short listing and interviews the committee appointed Roland and Rosa Kleyntjan who took up the position at the beginning of October. Welcome Roland and Rosa.

In the absence of a manager for two months Mick Tuck in his normal helpful way jumped in and took up the reigns and as we the committee have come to know Mick did a fantastic job of keeping our club in pristine condition. Mick once again thank you for climbing in when needed.

The Special AGM, which took place on the 5th September, whereby the committee called on the members to vote on the electrification of the campsites which was present by John Lee at the AGM in May. The Development Committee where giving the opportunity to report back on the options for the 17 hectares of empty land next door.

Firstly on the electrification of the sites I will attempt to answer some of the question that have been received by the committee on the outcome of the vote which was an overwhelming yes.

John Lee did state at the AGM in May that the cost amount of R 800.00 was only an indication of cost and was only for materials. The cost of R 1000.00 given at the special AGM is now the total estimate including labour.

The meeting was advertised at the AGM, on the web site, in the signal magazine (which is posted to each of the members individually) and on the notice board in the club house. Other than phoning each member what other notification could have been given?

With regard to the issue of date of the meeting. this was published in two places of the signal, one the wrong date and one with the right date and members who arrived for the meeting on the date where given proxy forms to record their vote. These votes where included in the final tally.

There are at present 159 occupied sites. The voting represented a percentage of 33.33% of the site owners. There were 63 site owners present at the meeting or voting by proxy. The vote in favor of electrification represented 84% of these members. The vote was a poll of site owner and the results were a recommendation to the committee. The voting rules applicable to the constitution, although met in term of quorum and majority vote, did not apply in this case.

There is no doubt that pro-electrification lobbying took place. This is, however, the nature of politics. Members that were strongly opposed to the electrification had ample time and opportunity to undertake similar lobbying but failed to do so.

The amount that the site owners have to pay for the electrification should be recoverable when they give up their sites as improvements.

Secondly at the special AGM the development committee gave the meeting a number of ideas for development of the land next door. As this is a time consuming task the membership present at the meeting gave the committee a strong yes to continue the investigation to the possible development of the land. Further volunteers joined the development committee and a report to the Management Committee is scheduled for later this year. Members will be kept informed on regular basis.

On the subject of payments, as at the end of September 2004 there is an amount of R200 000.00 still outstanding from members who have not paid their subs? I urge all members who have not paid their subs to do so to avoid any further action being taken. If however due to circumstance you are unable to make the full payments please feel free to contact Johnny Smit, Rodney Beresford or myself to discuss this matter.

As this is the last Signal for 2004 may I wish the entire membership a Merry Christmas and a Happy New Year and trust that we all reach our holiday destinations and return home safely.

Yours in sailing and boating

Rob Barrett

Commodore LDYC now Let me introduce.....



Hello everyone

Our names are Roland & Rosa Kleynjan, recently appointed Manager & Manageress of your club.

Rosa & I look forward to meeting the many challenges that a job like this must obviously present and wish to assure everyone that we will always attempt to fulfil the needs of all members and LDYC We look forward to meeting everyone in person
Roland.

ONGOING REMINDERS

**THEFT: PLEASE ENSURE CARAVANS AND VEHICLES ARE LOCKED WHEN NOT IN USE.
KEYS MUST NOT BE LEFT INSIDE VEHICLES ON FORESHORE.
THEFT IS RIFE AT THE MOMENT AND WILL NOT IMPROVE.
THE OWNESS FALLS ON THE OWNERS.**

**IDENTIFICATION STILL NOT VISIBLE ON CARAVAN WINDOWS.
THIS IS IN YOUR INTEREST.**

Our Rear Commodore reports all race results can be accessed from website and notice boards and thanks all who assisted and took part in the Annual Sail Past in September. It was well attended.

VICE COMMODORES REPORT

Johnny Smit



LAKE DENEYS YACHT CLUB

Once again time for our Signal bulletin.

Everything ashore seems to be running quite smoothly at present. Our new managers, Roland and Rosa have settled in nicely and I would ask that members welcome them and assist them wherever and whenever necessary.

A truly warm thanks to Mick Tuck who as always did a brilliant job as stand in manager in the interim, which allowed us to conduct our interviews without haste. How can we forget to thank Mick's wife, Veronica for her support and patience while living "Home Alone" for such a long time. It really has been appreciated, by Committee and members alike. Thank you both very much for all that you have done for our Club.

New attractions for future, it was mentioned at the Management Meeting, that there are not many activities for families on shore, so.....we have arranged to have our own Snooker table, as well as two Table Tennis tables installed to encourage some competition. The volley ball court is in the process of being moved and improved to be positioned alongside the playground and slightly under the trees, as well as a concrete mini golf course, this will require some sponsorship and we have already 3 holes at R1000.00 each promised. We can guarantee some good advertising in return for a well laid out and professional course. This project could become a very popular activity but needs to be done correctly.

Our entertainment officer is busy with plans for forthcoming events, please watch our notice boards and website.

With immediate effect members are required to utilise their keys for entry and exit via main gates.

Both gates are in good working order, but one gate is being kept inactive due to the possibility of lightning strikes.

Should members require an extra key then this can be obtained from the office at a cost of R30..

Stickers are also available for car windscreens to ensure speedier entrance.

Would members and visitors please sign the register at the gate, which will allow better record keeping and monitoring for future planning.

New club direction signs have been made available and donated by ABI.

Also please note our new stocked ice cream fridge in bar.

"Round The Island Race" workshops are being formed to discuss and plan tasks for this event. All persons are requested of their input, contact me as soon as possible. Time is marching on.....

Johnny Smit

Vice Commodore

When we had water!!!!

Interim Treasurers Report

Un-audited interim management reports

Income statement for the six months ended 30 September 2004

Income	760,385
Membership & Joining Fees	561,214
Bar/Kitchen Income	136,954
Daily Hire	13,313
Donations Received	1,000
Regatta/Regalia/RTI/Misc	47,905
Operating Expenses	556,795
Bank Charges	7,960
Bar/Kitchen Expenses	108,608
Entertainment/Functions	9,850
Electricity/Gas/sewerage	14,017
MV Running Maintenance & Cleaning	13,501
Insurance	84,864
Mooring Costs	33,142
Regatta Costs	12,192
Salaries & Wages	14,127
Security	156,003
Telephone	52,102
Printing & Stationary	11,736
Other Expenses	15,170
Operating Profit	203,591

Balance sheet as at 30 September 2004

Accumulated Funds - B/F	1,502,016
Retained Earning - CY	203,591
Accumulated Funds	1,705,607
Long Term Liabilities	70,987
Current Liabilities	30,367
Equity and Liabilities	1,806,961
Fixed Assets - Net	1,169,129
Inventory	62,884
Accounts Receivable	3,765
Cash & Bank	571,183
Total Current Assets	637,832
Assets	1,806,961

Apart from the initial rush, payments have been slow. According to the debtors list there is approximately R170k still due to the club for 2004/5 subs and around R60k for prior years. The member's lists have been poorly maintained in the past. I suspect that around R70k has been erroneously invoiced.

We are in the process of updating the members database (and invoicing information).

Please return the information sheets that were sent with the previous issue of the signal. Statements have been sent to all members showing account balances. Should you disagree with the balance on the statement please contact us to remedy the situation. The committee is already in breach of Section 18.3 of the Constitution, as it has not, as yet, posted a list of defaulters on the club notice board. Should we not receive a response to the statement we will assume that the balance is correct and proceed accordingly.

Special note : When making payment directly into our bank account please include your name as a reference and fax a copy of the deposit slip. There is approximately R13k of deposits that I am unable to allocate.

If you are unable to pay your subs for financial reasons, kindly contact Johnny or Rob to make arrangements for the structured payments. All such arrangements will be kept confidential.

The kitchen has, for the first time in many years, made a small profit even after taking into account the new equipment that was purchased and expensed. Special thanks to Wesley for his work on the stock control and invoicing systems.

Apart from the normal running expenses we have had to undertake a number of maintenance and repair projects. The main items being the refurbishment of the tractor, the maintenance of the clubs boats and the repairs to the jetty. Other abnormal expenses include payment of Pauline's leave pay (no provision for leave pay was provided for in previous years), payments for PAYE not paid to receiver (some dating back to 1999), new kitchen equipment and extension of the security fencing down to the water line.

I have sent out invoices totalling R159k for the electrification project. To date I have received R22k.

The financial position of the club is, at present, fairly sound. I estimate that we should finish the year the around R100k surplus. This is, however, largely dependent on how the finances for the RTIR pan out.

Rodney Beresford
Treasurer.

Some Words of Wisdom

Well behaved women rarely make history.

A smart man covers his ass, a wise man leaves his pants on.

Always remember to pillage before you burn.

Buy land - they've stopped making it.

If life gives you lemons, stick them down your shirt and make your boobs look bigger.

If you and your friend are being chased by a grizzly bear, don't worry about out-running the bear, just worry about out-running your friend.

If you think your wife's jewelry is an investment, try selling a few pieces.

Never argue with a man carrying a water buffalo.

Never buy a car you can't push.

As we wander through life in search of the answers to the three eternal questions, Why am I here? Is there life after death? and the ever perplexing who let the dogs out?, its nice to know that we can draw on the experiences of those who went before.

Here is some advice from the sages of the past.

Never squat while wearing spurs.

If at first you don't succeed, look in the trash for the instructions.

It's a big mistake to allow any mechanical object to realize that you are in a hurry.

Paper is always strongest at the perforations.

The bad guys don't always wear black hats, the good guys rarely win, and the Cavalry never, ever shows up just in the nick of time.

Harbour Master



Hi All,

Since our last issue of Signal we have experienced a combination of rapidly falling water levels and heavy winds. I am pleased to report that **LAKE DENEYS YACHT CLUB** to date no boats have been lost to the “putty” , however, they have been subjected to repeated severe conditions and as such I would urge **all** owners to visit their boats in order to check aspects such as bow shackles, safety chains, Samson posts together with security of tiller arms and booms.

During my rounds I have observed a number of yachts using moorings other than their own, please ensure you only use your own mooring. Such actions confuse your harbour master who is known to suffer from “senior moments”.

Recently I have identified a number of “Ghost” boats in our fleet, these are boats that to the best of my knowledge either belong to non-members or alternatively members that have not registered their boats in line with club procedures and are using a mooring that is not their property.

Please be aware that a defined process exists within our club member’s handbook for the registration of any watercraft yacht, catamaran, dingy, tender or powerboat.

Over the last three months I have for my sins been acting as manager of LDYC and have found it difficult to juggle Administrative, Grounds Management and those duties of Harbour Master.

Combined with ever decreasing water levels(> 1% per wk) which necessitates movements of boats, paperwork associated to boat inspections etc have taken a back seat however, be assured that now Roland and Rosa are well ensconced in their new post I will be free to concentrate on this aspect of the job.

To Roland and Rosa I personally wish you every success in your new undertaking. I have been fortunate to have the pleasure of sampling their hospitality and am sure their “youth” and “enthusiasm” can only bode well for our club.

Definition:

Fear/Trepidation – Your Harbour Master standing in the pub rum and coke in hand watching yachts dance on their moorings during a heavy storm.

URGENT NOTICE

Registration of Yachts.

LDYC Constitution Part III Section 40:

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Every yacht owned by any member of the Club shall be registered on a form specified for the purpose by the Secretary. In the event of any change of ownership or name the same shall be notified to the sailing secretary. The secretary shall be notified of the disposal of the yacht by any member. A list of all yachts by name of owners shall be maintained in the clubhouse.

A recent audit of the catamarans stored next to our clubhouse has revealed that a large number of these yachts do not comply with the above rules. Any member owning one of the yachts listed below which are not correctly identified must take the necessary steps to register the same.

Any boat not registered and correctly identified by the 10th January 2005 will be considered club property and as such auctioned to defray costs. Management Committee.

UNCLAIMED AND OBSOLETE TENDERS AND CATS WILL BE AUCTIONED TO DEFRAY EXPENSES SHOULD THEY NOT BE CLAIMED BEFORE 10thJ ANUARY 2005.

See attached.....3 pages 9/10/11

L.D.Y.C. MANAGEMENT COMMITTEE 2004/5

Portfolio	Member	Home	Bus	Fax	Cell	Email
Commodore	Rob Barrett	849 4190	740 6425	740 6422	083 234 7044	robbarrett@mweb.co.za
Past Commodore	Andrew Kirk	726 3674	280 2000	021 403 0443	082 772 3884	adkirk@chevrontexaco.com
Vice Commodore	Johnny Smit	827 8405		827 8846	082 416 2921	bassetbodies@global.co.za
Rear. Commodore	Tielman Burger	918 4763	894 7171	894 7111	083 375 3867	tielman@crowncast.co.za
Public Relat. & Signal	Christine Durrant	918 4736	918 4736	918 4736	082 436 7232	jcdurr@mweb.co.za
Estate Managers	Roland&Rosa Kleynjan		016 371 1393	016 371 2343	083 733 2553	ldyc@telkomsa.net
Secretary	Caroline Morris	793 1372	302 4137		082 779 3607	cmorris@silica.net
Treasurer	Rod Beresford	849 2913	452 1930	452 6455	082 785 6425	rberesford@radinterface.co.za
Entertainment	Susan Stouffs	918 5898	397 9314	397 9318	083 459 2314	susan@hertz.co.za
Trustee No 1	John Durrant	918 4736	927 2662		082 465 7799	johndur@aviation.denel.co.za
Trustee. No 2	Tom Cole	308 3114	308 3114	308 3115	083 390 9333	tomc@protekon.co.za
Grogfather	Wes Johnston	609 3942	605 2722		083 960 4628	misimae@icon.co.za
SAILING COMMITTEE						
Rear. Commodore	Tielman Burger	918 4763	894 7171	894 7111	083 375 3867	tielman@crowncast.co.za
Sec.-Trophy & Sail Meetings	Sheryl Fisher	793 5904		475 0973	082 337 2173	ssands@lantic.net
Bridge Officer & NKA	Geoff Teasdale	475 4348	789 2831		0832739542	teasdalg@jhb.gabrobins.co.za
Judge-Handicapper	Keith Vennel	792 4249	792 0243		083 227 2720	keith@acenet.co.za
Harbour Master	Mick Tuck	609 5657	609 5657		082 873 0391	mickjt@hotmail.com
Sailing PRO	Austin Daly	475 8239			083 294 1186	austin@accesswec.co.za
Cruise Captain	Simon Fisher	793 5904	475 0973	475 0973	082 570 3367	ssands@lantic.net
Dev. Sailing	Chris Phillips	678 6964				cphillips@canyon.co.za
Junior Commodore	Dirk Manten Greg.James	787 9876			082 703 0061	manten@lantic.net
Junior Sailing	Roy Spurdle Arnold Spies	462 3782	332 1532		0834413617 0824546281	roy.spurdle@zaf.dupont.com
Powerboats & Rescue	Ken Barrett Warren Luttig	792 3517	012 803 5124		083 291 0771 083 3276620	kbarrett@lantic.net
Safety & Certification	Mark Ward		899 2018		082 890 7104	mark.ward@batemanbv.com
Website	Arnold Spies	462 3782	332 1532		082 454 6281	aspies@icon.co.za
NSA	Daphne Kasselmann		824 2402	827 0853		nsa@global.co.za

LDYC SIGNAL TO BE ACCESSED ON WEBSITE.....ldyc.co.za

LDYC CLUB EMAIL ADDRESS..... ldyc@telkomsa.net

IMPORTANT TELEPHONE NUMBERS.

N.S.R.I. 016 371 0059 AMBULANCE 082911 SA POLICE 371 1110

DENEYSVILLE PHARMACY 016 371 1387

LAKE DENEYS YACHT CLUB

P O BOX 40
DENEYSVILLE
1932

TEL: 016-3711393

FAX: 016-3712343 E-MAIL ldyc@telkomsa.net

ANNUAL FEES FROM 1ST APRIL 2004 TO 31 MARCH 2005

CATEGORY	JOINING FEE (ONCE OFF)	ANNUAL FEE	NOTES
FAMILY	R2000-00	R1725-00	HUSBAND & WIFE + CHILDREN 0-11 YEARS
SINGLE over 30 yrs SINGLE 18 – 30 YRS	R2000-00	R1430-00 R1100.00	SINGLE MEMBER, NO CHILDREN
JUNIOR	R250-00	R205-00	MEMBER'S CHILD 12-18 YEARS
OUTSIDE JUNIOR	R275-00	R310-00	AGES 12 – 18 YEARS
STUDENT	R275-00	R310-00	FULL TIME SCHOLARS
COUNTRY	R275-00	R320-00	OUTSIDE 200 KM RADIUS OF CLUB
PENSIONER	N/A	R335-00	TO CURRENT MEMBERS OF MORE THAN 5 YEARS STANDING
CARAVAN SITE	N/A	R2 200-00	
KEELBOAT STORAGE/MOORING MAINTENANCE	N/A	R480-00	GENERAL MAINTENANCE OF MOORING, BELOW WATER LEVEL
CAT/DINGHY/POWERBO AT STORAGE	N/A	R350-00	

**UPDATED July 2004 DISCOUNTS FOR CURRENT MEMBERS:
FEES PAID BEFORE END APRIL 2004 – 7.5% DISCOUNT ON SUBS
FEES PAID BEFORE END MAY 2004 – 5% DISCOUNT ON SUBS**

JOINING FEES ARE DUE ON APPLICATION OF MEMBERSHIP

MEMBERS' VISITORS FEES: all visitors to be signed in at the gate by a member

DAY VISITORS (TO BE ACCOMPANIED BY A MEMBER)	R25-00 PER DAY
POWERBOAT LAUNCHING	R50-00 PER DAY
CAMPING (TENT) SITE	R30-00 PER DAY + R25-00 PER PERSON PER DAY
CARAVAN SITE	R60-00 PER DAY + R25-00 PER PERSON PER DAY
COTTAGE RENTAL	R100-00 PER NIGHT + R25-00 PER PERSON PER DAY

BANKING DETAILS ARE AS FOLLOWS:

N.B. MASTER CARD & VISA CARD FACILITIES ARE AVAILABLE AT THE CLUB

**MASTER CARD AND VISA CARD FACILITIES ARE NOW AVAILABLE.
BANKING DETAILS FOR DIRECT DEPOSITS:-**

STANDARD BANK VEREENIGING. BRANCH NO 04637. ACCOUNT NO 021820112

ACCOUNT NAME LAKE DENEYS YACHT CLUB-. DEPOSIT SLIPS TO ROSA

Month	Day	Event	Host Club	Place	Time
5-Feb	Fri 4	ROUND THE ISLAND RACE WEEKEND	LDYC		
	Sat 05			Notice	Notice
	Sun 06	BIG BANDS			
	Sat 12/13	<u>Northwest Championships</u>	TYC	Notice	Notice
	Sun 13				
	Sat 19/20	VCA Junior Championships	VCA	Notice	10:00
O 20th	Sun 20	<u>Northwest Championships</u>	Harties	Notice	Notice
	Sun 27	LDYC Summer 3 & LD Prizegiving	LDYC	Notice	Notice
5-Mar	Sat 05	Summer Cruise Weekend	JETTY		
	Sun 06	MOD SUMMER 6	AOL	MA	10:00
	Sat 12				
	Sun 13				
	Sat 19/20	Hunter Nationals and in house Disco	Vaal Dam		
	Sat 19-21	Aeolians Regatta/F1 Nat/S23 Owner's Challenge	AOL	MA	11:00
O 20th	Sun 20				
Human' s Right Day	Mon 21				
	Sat 26	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE MEETING Vaal Cats 2; & Island style evening	LDYC	COMM ROOM	10H00 12H30
	Sun 27	LDYC Summer 4 & Prizegiving	LDYC	Castle	10:30
5-Apr	Sat 02				
	Sun 03	NKA Winter 1	VCA	MA	10:30
	Fri 08/9/10/11	EASTER REGATTA JUNIOR WEEKEND Disco, Italian evening, Social & Volleyball Challenge	LDYC	Castle	
O 17th	Sat 23	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE MEETING	LDYC	COMM ROOM	10H00 12H30
	Sat 23	Ancient Mariners Evening entertainment	LDYC	MA	Notice
	Sun 24	Texwise Autumn 1	LDYC	Castle	10:30
	Sat 30/31	Presidents Race/NKA Prizegiving Autumn Cruise Weekend	VCA JETTY	MA	10.00
5-May	Sun 01	<u>NKA Winter 2</u>	VCA	MA	10:30
	Sat 07	LDYC ANNUAL PRIZEGIVING DINNER JUNIOR AGM & PRIZEGIVING	LDYC		19h00 14H00
	Sun 08	LDYC ANNUAL GENERAL MEETING			11H00
	Sat 14	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE MEETING FINGER SNACKS & HAPPY HOUR	LDYC		09H00 12H30
O 15th	Sun 15	Texwise - Autumn 2	LDYC	Castle	10:30
	Sat 21				
	Sun 22				
	Sat 28	LDYC BRIDGE TRAINING	LDYC		12H00
	Sun 29	Texwise Autumn 3	LDYC	Castle	10:30
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Month	Day	Event	Host Club	Place	Time
5-Jun	Sat 04				
	Sun 05	NKA Winter 3	SPYC	Harties	10:30
	Sat 11/12	J22 & Mistral Highvelds Soup & Sherry evening	TYC	Notice	Notice
O 12th	Sun 12	Texwise Autumn 4	LDYC	Castle	10:30
	Sat 18				
	Sun 19				
	Sat 25				
	Sun 26	BRASS MONKEY 1	LDYC	Castle	10:30
JULY					
	Sun 03	NKA Winter 4	LDYC	MA	10H30
	Sat 09	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE HAT PARTY	LDYC	COMM ROOM	09H00 12H30
	Sun 10	BRASS MONKEY 2	LDYC	Castle	10H30
	Sun 24	BRASS MONKEY 3	LDYC	Castle	10h30
AUGUST					
	Sat 6	MANAGEMENT COMMITTEE MEETING SAILING COMMITTEE	LDYC	COMM ROOM	09H00 12H30
	Sun 7	NKA Winter 5	VCA		10H30
		GRAND SLAMS			
	Sun 14	BRASS MONKEY 4	LDYC	Castle	10h30

LDYC CHRISTMAS TREE

The WHARF

HOURS:-

FRIDAYS

17H00 UNTIL 21H00

SATURDAY & SUNDAYS

07H30 UNTIL 21H00

MENU

BREAKFAST	R20.00
BREAKFAST KIDS	R12.00
HOT DOG	R 5.00
TOASTED SARMIES:	
HAM AND CHEESE	R 6.00
CHEESE AND TOMATO	R 5.00
TUNA MAYONAISE	R 6.00
CHICKEN MAYONAISE	R 6.00
HOT PIES:	
CORNISH/STEAK & KIDNEY	
CHICKEN AND MUSHROOM	R 6.00
HOT CHIPS	R 5.00



Diary of a Novice

Rodney Beresford

My sailing experience started with me as a kid being dragged down to the Vaal to crew for my father on his Hobie 14. After he sold it and built a Miracle (a relatively boring yacht for a thirteen year old) my interest in sailing waned for many years until I had the good fortune to purchase an old Hobie 18 at a very reasonable price. I sailed for a year or so at TCC. In 1998 I was persuaded by my brother to take part in the Round the Island Race and shortly afterwards joined LDYC. Although the RITR 1998 was officially my first race (I have taken part in every one since then), I have always approached it more as “cruising with attitude” than a serious race.

My interest then turned to keel boats and I purchased a Stadt 22. The combination of the two yachts was a pleasure. I had the Hobie to go speeding around the dam in high winds and the Stadt for a leisurely sail (or motor) in low winds. I had always promised myself that I would take part in the club races but had never got round to it. Serving on the committee gave me the ideal opportunity (race weekends and committee meetings coincide) to try my hand at racing. I chose the winter series to start my racing “career”. I figured that there would be fewer yachts taking part in the series (wrong, 22 yachts took part in the series), it would be easier to handle the yacht in the lighter winds and I would be more competitive, (wrong, the lighter the winds the greater the skill required and for two of the races we had fairly heavy winds) and that it would be easier to raise a crew as they would not be involved in other activities (wrong, to get regular crew out of bed on a Sunday morning in winter in time for the race can be a problem).

Leg 1

I enlisted the most experienced crew I knew. My brother (who had raced Tornado nationals) and my father (an old salt who learned to sail on a leaky Lello in Cape Town). Suitably armed with this wealth of experience I set off for the start line. “Ok” my brother said, “lets get the spinnaker ready”. I know I have one of those somewhere down below. Normally it’s only Sharron (my audible speed limiting device and wife) and myself sailing so I’ve never used it. We hauled out the spinnaker only to find that one of the ropes (oops sheets) was missing. “Think we’ll miss it?” I enquired. “Races like these consist of start into wind and a downwind leg. Without we won’t be competitive, but let’s go anyway.” my brother informed me.

For a novice, approaching the start-line is a nerve wracking affair. There seems to be hundreds of very large yachts aimlessly milling around. As you get closer, however, it becomes apparent that there is a very specific pattern to their movements. Being a novice I decided to hang back a bit rather than get in every one’s way.

The next problem a novice encounters is figuring out the confusing array of flags that are raised and lowered in the starting procedure. This problem is compounded when you are far away from the bridge boat making it difficult to identify which flag is which. I had downloaded the procedure from the clubs internet site and thought I knew the flags. I confused the one minute flag with the five minute flag and crossed the line last by a long way.

The Stadt 22 is a fairly nippy, especially in the light winds we had, and by pointing fairly high up I was able to recover some of the ground we had lost, only to lose it and more on the downwind leg. From then on we fell further and further behind. Luckily, as a novice, we only were only required to complete two laps and so avoided being lapped. We finished first (and last) in the novice section. I had always considered myself to be reasonably competent skipper (i.e. I had never lost any crew members or hit anything hard or expensive) but it was obvious that I had a lot to learn.

The second race of the day got under way. This time the start was better but we still crossed the line last. We managed to catch and pass a Nimbus before the first mark, only to have the race called off due to lack of wind. We headed back to the pub to endure a good natured ‘penalty’ for being the only yacht in the novice class.

Leg 2

In the interim I purchased a Nimbus. This being my first real sail on her I enlisted the aid of her previous owner, Mick ‘watch where you’re pointing’ Tuck (aka Friar Tuck, Captain Courageous or ‘No Reef’ Tuck) as crew/coach. My brother was not available for the race. Sharron agreed to crew and I recruited an old friend, Hayden, who had regularly crewed for me during the RTIR.

We were late, as usual, and were still setting the rigging as we headed off to the start line. Paying more attention to the rigging than where I was going and in spite of Mick’s warning that the area was very shallow and having a cockpit mounted depth sounder I managed to run her aground. Mick jumped on the radio and within minutes a rescue boat was on the way. Fortunately I managed to save some of my dignity by freeing her before the rescue boat arrived and headed off to the start, arriving just in time to confuse the start flags again.

We crossed the line in last place, on the wrong tack and completely in the wrong position. From there on we fell further and further behind. I struggled to cope with the differences between the Nimbus and the Stadt especially when it came to the pointing abilities in light winds. Mick, with seemingly infinite patience, was a constantly having to remind me to ‘watch where I was pointing’. We made the first mark, raised the spinnaker and headed off to complete the shortened course. We finished but were excluded as we failed to make the cut-off time. Racing was abandoned due to lack of wind and headed back to the club.

Leg 3

Mick was unavailable for this race so I recruited my brother-in-law, Ryan, who had never crewed before. The idea was that we would arrive early and have a practice sail before the race started. We arrived at the club to be greeted by a mirror smooth dam. I had visions of taking the whole day complete this distance race.

Ryan was running late. Sharron, Hayden and myself headed out to Kamoya to prepare her for the race. With time running out Ryan called me on the cell. He was stranded on the jetty with no sign of Thomas. We had leave or miss the start. We slipped the mooring and slowly headed to the start line. Thomas arrived in the nick of time and we exchanged Sharron for Ryan while under sail on the way to the start line.

While being far from a perfect start, this one was much better. I still feel that the flags were not up for the correct amount of time but, due to the fact that none of us were wearing watches, I have no way to confirm this. I think we crossed the line third last. A great start in comparison to the others.

We headed off to the first mark with no problems. As we reached the mark the wind died completely. There is nothing more frustrating than staring a patch of wind 20 meters in front of you and not being able to reach it. To make matters worse the majority of the fleet were not affected by this dead patch and were tearing off into the distance. Luckily for us, when the wind did come back it was in a slightly different direction allowing us to take a more direct route and make up some ground on the fleet. As we rounded Beacon Island the wind started to pick up in a big way. By this time the front runners were already on their way back to finish. We now forgot about the fact that we were trailing the fleet and enjoyed the challenging winds, noting each new ‘speed record’ we achieved. Then we saw what looked like an error from a yacht in front of us. It appeared that she had tacked too early and would have to make an additional tack in order to round the DAC mark. Our excitement was, however, short lived. As we approached the mark, the wind swirled forcing us to put in an additional tack to round the mark. We rounded the mark and headed off on a downwind run. Unfortunately I had run the spinnaker sheets incorrectly. We were unable to raise it properly and were forced to fold it away. Full credit to Hayden for managing to pack it away without incident in some fairly heavy winds. We were now last in race.

We rounded Beacon Island and headed for home. The wind had now really picked up. We enjoyed an exhilarating sail back to the finish line. The water was just starting to edge over the toe rail. I had to fight against my experience as a cat sailor telling me ease out the main or tip over. To our relief they were still accepting finishers. Although last across the line, we had completed the race.

The wind was now so strong that it took a few tries before we managed to pick up the mooring buoy. We headed to the pub, expecting to be classified as last again. It was a minor victory to find that we had finished second last on handicap.

Leg 4

Not much to report on this leg. Unfortunately I allowed to sail to flap too much in the high winds and broke all the sliders (the little plastic bits that attach the main to the mast). We were forced to retire without completing a lap.

We finished the series 8th overall on handicap and first (and last) in the novice section. A tribute more to perseverance than good sailing.

Ok, so, at this stage, it would take a stroke of blind luck for me to finish in the top order of a race. I lack the racing skills of the other skippers and I lack a really competitive yacht.

So why race then?

First and foremost, its great fun. The tension of the start, the excitement of the race and the joy of sailing all add up to making it a great way to spend the day. It's also the best way to learn the real art and science of sailing. You will learn more about sailing in a single race than in a whole year of "floating" around the dam.

Why did I wait so long to start racing?

I, wrongly, had the impression that the club racing was limited to few top class skippers who would resent the intrusion of a newcomer. I could not have been more wrong. I was enthusiastically welcomed and found many of the experienced racers to be extremely helpful.

I thought I lacked the skills needed to race. To race is actually very easy. To win is another story. All you need is a good working knowledge of the "rules of the road", the basic ability to control the yacht in varying wind conditions and directions and of course a yacht. The rest you can learn as you go along. If you are uncomfortable with the start, hang back a bit until you gain more confidence. You don't have to win on your first attempt.

I lacked a competitive yacht. This is still true. Don't let my casual attitude towards the club racing fool you into believing that it an event not taken seriously. We have skippers in our club who regularly take honours at national events. Don't expect to seriously challenge the top boys (and girls) unless you are prepared to put in the time, effort and money required to purchase and maintain a truly competitive yacht and to train yourself and crew. I set myself goals that are attainable for my yacht's abilities and take small victories from achieving those goals.

Why write this article?

Simple. This is not an article written by a top class sailor. If I can do it so can you! Lets get more members out there and racing. There is nothing sadder than the sight of an unused yacht sitting on the water rotting away. You never know, there could be a world class racing skipper hiding inside you.

Rodney Beresford

I thought this was a hilarious article and cried with laughter!! Thanks Rodney!.Editor.

CRUISE CROATIA

Skipper:- Jim Haddock
Mate:- John Durrant
Purser:- Bill Matthews
Deck Hands: Jean, Annette and me!

Sailing vessel "MODEA" 36 FT OCEANIS
Sailing Dalmatian Coast from 10th September to 25th September 2004

WARNING.

I take full responsibility for the writing of the following article, using a smidgeon of poetic licence and have documented events as and when they happened.....without prejudice or censorship.!

After a busy week in UK visiting family in London, Preston and Scotland, on 10th September we flew from London to Split via Da Vinci airport in Rome. Must admit to feeling quite emotional flying over Italy and the Adriatic Sea, it all looked so beautiful. The warm sunshine seemed to be prevailing as it did through the following two weeks. Met by Jim and Bill waiting for us at Split. Felt so happy to see them.

Such a warm welcome from whole crew on arrival at Primošten apartment, where we would spend the night and take charge of our charter the next day.

Must admit to having quite a panic attack the night prior to leaving London, with visions of horrendous storms at sea and worse "shark attack" which would leave Cathy, an orphan altogether. I can never thank my sister in law and brother as well as Cathy's sister all living in Durban enough for taking such good care of her in my absence.

Croatia previously known as Yugoslavia known for the white rock on which homes and churches are built on both mainland and islands, the main produce is wine, fish, fruit and olives (all wonderful) of which none are exported.

"Modea", a magnificent yacht, 3 small but sufficient cabins, fair sized galley with lots of cupboards and toilet and shower, gobsmacked!! When I first saw her, ship's wheel must have been all of 1m in diameter. John taken with the GPS, we settled in and were ready for the off.

Saturday 11th Parted Split harbour under full sail at 15h00 and moored at Stomorska small harbour to quench thirsts and to spend first night.

Sunday 12th On a beat up through the Splitska Kanal where we dropped anchor and enjoyed a swim, snorkel and delightful lunch (to be referred to as S,S, & L) onwards to Pula and into port at 17h30 for happy hour.. Wind east/south east 4/16 knots. This town is built on the marble, which was used to build the White House in USA. Dined at Konoba Lado where we enjoyed pork skewers roasted on an open fire.

And so to bed.....

Croatia Contd.....

Monday 13th Beat down the coast to inlet at Vela Luka, moved onwards to Polvja for S,S & L., just wonderful! Barometer reading 1000mb. We then laid two tacks into Baška Voda beautiful resort town nestling beneath the mountains which turned pink while the sun set.. and enjoyed a truly wonderful meal at King Restaurant with Jim and Jean swooning over the calamari. Late night walk before retiring.

Tuesday 14th Anchor drop at Radaèar for S, S & L must admit, this snorkelling is really gripping stuff with large schools of various shaped fish, spotted, striped, red finned and purple tails, followed by a lovely sail to Jelsa (a favorite) Had dinner at Konoba Napoleon 10 metres from boat and enjoyed giant pizza.

Jelsa as well as other islands showed lots of evidence of rebuilding, conclude a combination of war damage and tourist preparation.

Wednesday 15th.. Departed Jelsa on island of Hvar early to pass through Pakleni islands at 15/20 knots South westerly and broad reached on full main and jib at 6/7 knots. Devoured the most deliciously creamy scrambled eggs with french bread while sailing then later enjoyed the usual S,S & L in a small cove called Parja, near the top of the island. Water as usual, crystal clear down to 30 meters.

Spotted 2 schools of dolphins app. 40m away off starboard bow. Wonderful sight!!

Strong, steady winds all the way down Hvar Kanal, small drama with roller furling drum, Jim lay on foredeck to try to sort it out as wind was very fresh. We then motored to cove of VINO GRADISÈ where we dropped anchor for Tagliatelli cooked on board and a rock n'roll night.

Thursday 16th Barometer dropping, wind and rain forecast, although weather still glorious, decided on a visit to Hvar town centre this morning for a couple of hours then off to Vela Luka later on to freshen up and settle for the night.

Friday 17th Awoke to fresh north easterly, still no rain! Made headway to beautiful small inlet, protected on all sides. Lunched on lovely cheese, cold meats and salads, as always digested with the lovely local wines. Onto Brna just a short trip motoring through the islands necessary because of underwater jutting ledges and rocks. Tied up alongside an Austrian couple very helpful and friendly and we shared the same tiny bistro called "Galeb," just off the beaten track for dinner on a lovely balcony John & I had the most divine Croatian style steaks cooked with creamy mushrooms that just melted in the mouth, dessert consisted of a bottle of fig house wine (lime green) called "Slibervitz" (try saying that when you had a shot!), management presented us with a bottle to take home. Jim can vouch for it' s other qualities! This mineral looked highly inflammable could be mistaken for lighter fuel and goes with my strong recommendation should you wish to be carried home.!

Croatia Contd.....

Treated our neighbours to a glass of Amarula liqueur smuggled from SA. We did manage to converse in a fashion with the help of Jim's limited German and Bill's unrehearsed lion growls describing the wildlife, which took us all by surprise, and caused such hilarity. Our gracious proprietor offered us a VERY special lunch for the following day, although he was closed, we graciously declined. We had laughed till we cried at stories by Jim of past cruises with comments from Bill (precious man!), Jean's hand signals and smattering of German and could I ever forget Annette's tears of laughter at Jim's story of his fig leaf episode with someone's extra large boobs resting on each of his shoulders, embellished with John's added imagination with suggestions that Jim should have beat his privates with a stick to tame the beast. (John did add that this method honestly does work!) We logged 21nm that day.

John swabbed the decks the next morning after breakfast, the deck is now spotless, daily ritual of S,S & L. Approximately halfway through our trip and having difficulty recalling villages we've visited, coves we've snorkelled in, breakfasted in, lunched in. Do recall seeing all size, shape and colour of fish, especially the rather large red-eyed fish (or was that a crew member?). All so amazing.

Sunday 19th Spent the evening and all day in Korčula sightseeing, souvenir shopping and enjoyed a meal under the trees, from the town square "could hear the male voices singing from the church. Went back in time watching the local women, mainly wearing black shawls, long skirts with black boots either coming from or going to Mass, Croatia being a Catholic country, the revere their dead very much by way of spotless graves with flowers and even lights and candles burning. The churches are all very old and beautiful, with silence and an aura of holiness inside. Lit a few candles for our loved ones.

Moved on to Rašišće through Peješki K and under full sail and moored in a tiny harbour. John & I walked around the headland and chose a magnificent hilltop site with views all around to build our house on!!!!

Sundowners on board prior to dinner then feel we had all earned an early night

Monday 20th Jim, considerably discussed options as always and all agreed to change plan in favour of fantastic sail to the bottom of the island of Hvar where once again, S, S & L on the beach this time.

Afterwards motored around to Podgora (mainland) wonderful bay surrounded by mountains, Jim spotted flying fish and consumed superb meal on the wharf after watching a gloriously orange sunset Weather still holding. Barometer reading 996mb and travelled 22nm today.

Croatia Contd.....

Tuesday 21st Today decided on a return trip to Jelsa, which we all fell in love with, watching dolphins beach in a grand performance on glasslike water, then motored to ‘Nude Island’ this is where the binoculars took a beating.

Party split up and walked around the island with John doing his thing (see picture!) Jim also, backsides as white as the moon and just as illuminous! Then the lunch in the bay

Moved on and tied up at Jelsa and hired scooters for the afternoon, travelled overland through mountains, took lovely photos from the top visited Verbroška and olive groves, then on to late lunch of pizza followed by homemade ice cream and a beer for John. We returned to the clan at Napoleons for supper, they remembered us from the last visit.

Wednesday 22nd Left Jelsa, no wind, and headed for Bol to snorkel and visit their beach which forked out like a tongue into the sea. Lovely snorkelling but fairly drastic shelving, forever on the lookout for that telltale fin and rows of teeth!

Later we motored up coast to see the U-boat pens at Milna, and toured inside by dinghy, very dark but extremely interesting the way in which they were hidden from enemy aircraft and ships. The small beach nearby was forbidden to tourist, wonder why? Spent the night in Milna at ACI marina.

Thursday 23rd Breakfasted in cove beyond Milna (Island of Solta), upped anchor at 10h30 in 8/12 knots and revelled in lovely downwind slide/reach to Rogac where we tanked up (fuel!) then onward to Veli Drvnik island for swim. Fresh winds powering us to 15/20 knots where we laid several tacks to Maslinica after shortening sails. Two more sleeps before we have to relinquish our trusty steed (permission Shrek), to other hands, so we went to the lovely Castle Restaurant called ‘Martinis Marchi’ which Bill had sussed out earlier, wonderful ambience and superb meals, with dessert on the house because the waitress had ‘taken a shine ‘to John.

Friday 24th Last full day, rain forecast and wind (20/30ne) barometer dropped to 980!, Skipper reckons he knew we were in for it, for me ignorance was bliss! We sailed around the island of Solta then tightened up to close hauled, made a few tacks, then shortened sails to 2 reefs, eventually took the sails in and motored to Stomorska, some very big gusts while taking up the mooring. The waiter from the restaurant on the wharf assisted with the lazy lines and we reciprocated by having lunch in his bistro. Went for swims and walks still no sign of the ‘weather’ Hit us at 03h00 Jim up, John up, then all up! Set an extra spring from amidships to capstan on wharf on the starboard side, once set all was well, although skipper slept in saloon.

Croatia Contd.....

Saturday 25th All up early, just 29nm to Split, wind very fresh, moody cloudy skies with an occasional shaft of sunshine, for me it was a white knuckle ride, with deep troughs and angry looking seas.

My worst nightmare had arrived.....the 'Bora' was in at 30/35 knots, face to face with my demons, while remainder of crew knocking back the occasional beer or glass of wine.

Almost two hours later we tied up in Split with gusts hitting us abeam. A flying visit to Trogir with Bill and Annette proved to be yet another cherry on the top, we climbed the battlements and relished in the most wonderful views, closing the visit with a superb lunch and local wine.

The trip finally over with some truly wonderful memories never to be forgotten. The hundred and more raucous laughs we had with friendships strengthened. Must make a point of voicing appreciation for our great skipper, who gave consideration and care to all, always felt in capable hands and without you Jim, we could never have done it!! Skippers Log shows 265 nautical miles. Thank you all.

Christine Durrant and crew of 'Modea' 13TH October 2004

Tales *aStem*

Fellow hydronauts,

Spring and swallows have arrived, the dam will fill and our private jetties will be back in use. "Hello, this is LDYC, did you get our urgent fax?" "No? Oh, you are in the Adriatic? Fancy that. Well, the water has dropped... What? Your uninsured new boat? Yes, very sad, but it is all explained in the fax....No, I can't read it, I left my glasses at the house. Get to a fax next Tuesday and I will resend you. Have a nice holiday." Heaven forbid! [Rosa & Roland, our new management, forgive me, I take liberties.]

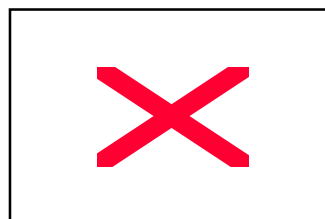
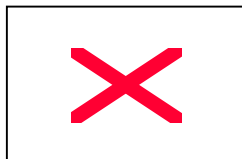
A recent report from Zimboland, north of Limpopo announced that headmasters of previously advantaged schools were either in prison, on the run or hiding for raising school fees 10% p.a.. This increase, in a country suffering an inflation of 600%, was just too much for the govt.! Closer to home, right on the shores of Lake Deneys, certain club members endured a 22% increase in subs. This, in a land whose inflation rate is single digit. So ask yourself: Should the conspirators be in prison or in hiding? Wait! Do not answer. We members are accommodating and it is a small price to pay after all.

Tielman was organizing Laser & Finn races, so I volunteered as Finn-class marker. Friday saw 80 boats waiting in vain for wind. Saturday started with a freshening breeze and in no time we were racing. But things happened 130km away at Water-Kloof Airbase: "Stop the airship, ground all planes". A dust storm had turned ugly and was coming our way. Big question: Abandon racing?. No ways! We had wasted day already. Some had traveled from south of the Orange. The show must go on. So, the gale dragged our markers and Red Dog's anchor. Dog couldn't reverse and only turn to port so in minutes, the anchor rope fouled a prop while we hooted finishes with Philemon holding the flags! We started race 2 and the gale promptly capsized 15 Finns. En daar le die ding! We abandoned the markers and turned to rescue until Red Dog's deck was awash and sinking. So we abandoned rescuing, floored both motors and the three of us lent forward to drain the deck. Recovering a bit, one of my crew attempted to right a Laser until all that was left was a raised open hand. We pulled him aboard with Dog bashing the Laser. What a day and how pleasant to return to the hard with all accounted for. The bar did record sales if that is any consolation.

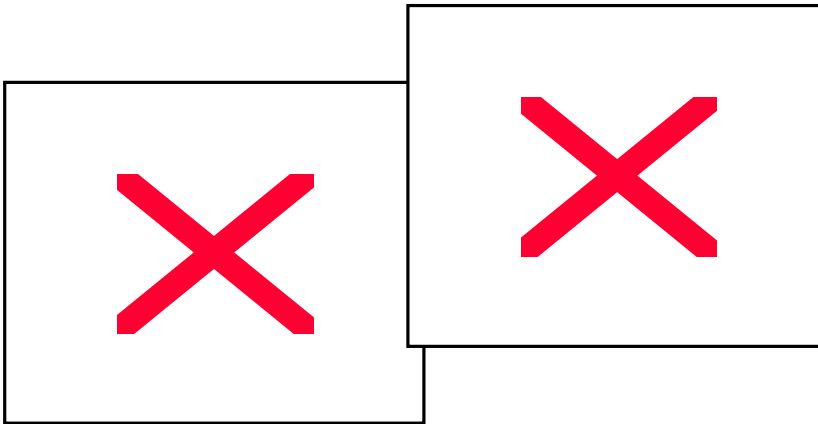
Enough! Space's up. Time to tug the uphaul, bear off & shoot the breeze.

Tom Cole

October 2004



SIGNAL ADVERTISING



As our supply of Signal covers has been almost depleted, we have advertising available as follows:

Cover (Coloured)	Full page Coloured =R1200.00	per annum
	Half page Coloured =R 600.00	per annum

Will require the positives for the covers.

Pages (Black and White)	Full page Black and White = R900 00 per annum)
	Half page Black and White = R500.00 per annum)

As +- 400 copies of Signal go out to all members, various yacht clubs and to businesses every four months, we need to cover the escalating costs of printing.

Your company adverts big or small can do this. I would require a copy of the ad together with your cheque, made out to L.D.Y.C.

c/o The Editor at:- P.O. Box 14359, Farrarmere 1518. 082 436 7232

We need the support of our members in this endeavour.

Christine Durrant