



**LAKE DENEYS YACHT CLUB**

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9412**

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**SEPTEMBER 2003**

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It has been decided by the Committee, that this issue of Signal will be the last one posted to members. Without sponsorship we cannot carry the rising cost of postage any longer. Signal will still be written quarterly and posted onto the website then hard copies can be obtained from the Clubhouse. Our sincere congratulations and best wishes to the Manten family on the arrival of their much wanted little daughter. Friends and members at LDYC wish you all well.

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**RTIR** looming up again, as yet no sponsorship, samples for 600 goody bags are required urgently to be collected for and then packed in good time. We desperately need help in the following areas:-

Regalia, Foreshore grounds, Data Capture (will be trained) Fleamarket stalls (R100) per stall. Bridge duty, Ticket sales, and Bar and Gate Duty Rosters (contact me)

This event is becoming increasingly more difficult to manage by the Committee and Management only. We need your help. The handicap will be posted onto the website along with application forms.

Safety again becomes an issue. Our safety rules printed in this issue and are to be enforced.

Grounds and clubhouse receiving many compliments Tks Mick for Trophy room improvements also flag officers and managers for painted ablutions and far too many improvements to mention. Spring truly is in the air.

Thanks are forwarded to members and sailors (you know who you are and so does the Committee.) for hosting Benoni Club day, the hospitality was unbelievable. Especially toward the handicapped, disabled and previously disadvantaged.

A warm welcome to all new members, will members make a point of introducing yourselves to these new friends, who need to be included in our club activities .Our entertainment section is up and running again, see coming events further in the magazine.

Christine Durrant  
Editor  
011 918 4736  
082 436 7232

**Commodores Report**  
**Rob Barrett**



LAKE DEANE YACHT CLUB

Having been elected to this office I would firstly like to thank all the members for having entrusted the management of your club to me and secondly electing a very fine and experience management committee for me to work with. Most of the committee have served as committee members in the past and have shown once again that they are passionate about the club. Congratulations on your elections to office.

The members who visit the club on regular basis will have noticed that we have started refurbishing the Club House starting with the ablution blocks. To keep the cost of refurbishing to a minimum there will be a call made to members to assist and work parties formed to carry out some of this refurbishing. This is a good way to create camaraderie amongst the members, yachties and power boaters alike.

We have had a number of functions over the last four months, which has not had the support of members. Your committee gives up an enormous amount of time and energy to bring entertainment and social events to the club, I urge each and every member to support these functions and your club. For those members who did attend, I thank you and hope they were as enjoyable to you as they were to me. Participation by members is a prerequisite to a strong healthy club whether it is racing, cruising, power boating or just social. I appeal to members to check the calendar in this issue of Signal and get involved with the club activities.

With the dams in Gauteng being very low, LDYC played host to number of Cat Regattas over the last month, which helped to boost our sales in the bar and canteen during the lean winter months. We also held junior sailing course and once again urge members with children to encourage them to take part in this activity.

The management committee is hard at work planning for the RTIR 2004 and trust that we will all support them in their endeavour to make this sailing event the biggest in the Southern Hemisphere.

Yours in Sailing and Boating  
Rob Barrett

**RTIR 2004**  
**Notice To All Members.**

It is that time of year again that the committee starts with the planning of RTIR 2004.

This event, which is the biggest inland sailing event in the Southern Hemisphere, if not in the world, is owned and run by LDYC and it's members.

The RTIR attracts a large amount of sailors from all over the country. We the host club, need to ensure that each one of these sailors feel that they have had the best time of their lives while visiting LDYC. In order to achieve this we as members need to work together and show that we are the biggest and the best sailing club in Africa.

There are a number of duties that need to be performed and the more volunteers we get the less workload for individuals.

I therefore appeal to **all the members of LDYC**, to make themselves available, on a voluntary basis, to assist in running this event. You can register your support by e mailing, telephoning or faxing the club manager. Alternatively you can put your name down on the form provided on the notice board at the clubhouse. If you have expertise in a field that can be utilised please mention this.

It happens only once a year, so please support your club.

Yours in sailing  
Rob Barrett

**REGALIA:- is being sold at giveaway prices don't miss out.**

**FOR SALE; TWO WINDSURFERS**  
**WHAT OFFERS???** (to boost the Junior Sailing section)  
**PETER COXALL 082 570 3403**



LAKE DENEYS YACHT CLUB

## VICE COMMODORES REPORT Mick Tuck

Hi to one and all, I had thought my previous report was indeed going to be my last. However for my sins you saw it fitting to re-elect me for a further term of office, thank you for the vote of confidence. I am exceedingly fortunate to have the assistance of Wesley Johnson as “Grogfather” and Susan Stouffs as my Entertainment organiser. Susan has already arranged two evenings of entertainment that was enjoyed by all present. Wesley not to be outdone is in the process of designing and implementing a new stock control system that will integrate all stock movements related to our bulk, bar stocks and till figures.

For those members that have visited the club recently, it is apparent that water levels have subsided considerably, in fact to such an extent that your committee has a number of serious decisions to take with respect to our harbour and the moveable jetty. It is our intention to increase the depth and widen the channel into our harbour, and in addition erect permanent harbour entrance markers that will clearly demarcate the channel when water levels are higher. As previously reported our walk-on jetties are being refurbished, however it was necessary for the water to subside before work could progress on the spine. With the waters receding it has become apparent that the rails are becoming distorted due to sand being eroded from under the sleepers. A quick calculation of costs to bolster and re-enforce under these rails with concrete will be in the region of R18000. On the request of members, mainly the fairer sex a small toilet will be sited at the slipway which we hope will aid in reducing any discomfort for the future.

Work has started in renovating our clubhouse, to date Ken Barrett has fit six new wash-hand basins in the ladies toilet (thank you Ken) and Chris has completed painting this facility. By the time this goes to print the men’s toilet will also be completed. The village of Deneysville under the auspices of their Business Development Forum, have recently organised local school children to decorate a number of forty-gallon drums for use as rubbish bins. In my opinion the results were stunning and in turn we thought it a fun idea that could be used in our club. So, members here’s an opportunity to clean you’re garages of any unwanted paint. Once sufficient paint has been collected we will organise a “paint a bin” for our children. To Ken Barrett another thanks, this time for your ideas regarding the improvements around our foreshore (it’s nice to know that one member reads my report) they will certainly be considered and acted upon if funds are available. That’s it for this issue as I’m told my report is late and holding up the works.

One Liners: If you try to fail, and succeed, which have you done?

Vice Commodore – Mick Tuck

Harbour Master – Concrete Block Brigade

As one would have expected from Kees my task of taking over this job was made easy by his organisational abilities. Each aspect of the job was explained in detail, and records going back years handed over.

With a certain degree of intrepidity I now have to move my first boat but there was no need to worry because I had a well-oiled team to assist me. My team is made up of Abraham the matriarch, a person with more than ten years experience of the job and a continual smile on his dial, then there is Lukas a quiet but hard working individual.

It doesn’t take a rocket scientist to realize the amount of effort required to raise and lower each mooring block and after my first day on the job I had nothing but admiration for these two men.

In the past I have been told that moorings have gone “missing” causing consternation, indignation and in some instances aggression between members and “staff”. In my short time in this position it is apparent that if a mooring has no boat attached then the survival of that mooring is solely dependant upon the condition of its mooring buoy. Although every effort is made to identify and replace suspect buoys, there may be an instance when a mooring is lost because its supporting buoy deteriorated to such a degree that it could no longer support the weight of its chain. I would like to enlist the help of all members who have boats moored in our harbour, if when you go to your boat and you see a suspect mooring buoy please let me know.

For new members there are a number of second hand moorings on our books, these are for sale at about 50% of the cost of new mooring.

Safe boating!!  
Mick Tuck

Wonderful improvements in Trophy room and renovations, carried out by our esteemed Vice Commodore  
Take a look. A wonderful result Mick. We thank you. Editor.

## REAR COMMODORES REPORT

Tielman Burger



LAKE DENEYS YACHT CLUB

Highlights from the sailing scene, Rob Samways on “Elfstoy” was placed 2nd in the Stadt 23 Nationals and 1<sup>st</sup> in the Northern Provincials.

Alex Schon and the Spies family on “Rigby” scored a 1<sup>st</sup> in the Formula One Provincials with Chris Phillips placed 2<sup>nd</sup> on “Dreamtime”, Chris also scored a 2<sup>nd</sup> in the PHRF 2 Division in the NCS/MSC Regatta in Durban on “No Compromise” (with “Jolly Roger’s mast), Chris sailed on all of these boats during the time when “No Compromise” was out of action, due to losing a mast in the F1 Nationals in March. “Jolly Roger” was also holed when it ran aground on Beacon Island.

Glen Marshall on the L26 “Mischief” had a close 2<sup>nd</sup> in the NKA Provincials and the first local boat Glen sailed an excellent regatta against top competitors. Well done.

NCS/MSC joined up with Seal Point, Victoria Lake, Vaal Cruising and Aolieans to field five boats in the L26 Nationals and Lipton Cup. “Tatoosh” (LDYC), “Mischief” (Seal Point) “La Digue” (VLC) 5<sup>th</sup> in the L26 Nationals out of 36 entries. “Bladerunner”(VCA) and TYCO(Aolieans). The quality of skills from sailors and boats in the L26 fleet was an enjoyable experience.

LDYC had more than twenty sailors in the various vessels in the two regattas. This was outstanding.

Club racing held it’s own during a cold and busy Winter, and a big thank you to the loyal supporters of our club series. The Winter series was won by Mervyn McLuckie on “Upstadt” from DAC, 2<sup>nd</sup> was Sleigh Haynes Jnr on “Windsurfer” and 3<sup>rd</sup> was Glen Marshall on “Mischief”.

Juniors, Ladies, Cruisers, Dinghies, Cats, Hunters, Mistrals, Jaguars etc, and novice racers, please join us each Saturday afternoon prior to club racing day for fun racing from 14h30 to 17h30. Normal sailing instruction apply, only difference is when the first boat finishes, all boats are to complete their lap and results are calculated on average lap times and only LDYC handicaps apply. First racing has started on 30 August followed by prizegiving in the bar afterwards.

Big boats, Dragonflies and other casual racers, please enter our Distance Championship in the following dates: LDYC Winter 3 was sailed on 20<sup>th</sup> July, LDYC Spring 1 was sailed on 31 August and LDYC Spring 3 was sailed on 12<sup>th</sup> September .

PNYC “Endurance Race” to be held on 18 October, Seal Point “Big Boat Regatta” on 25 & 26 October LDYC “Nocturnal Challenge”(night race) to be held on 8 November, DAC “Pursuit Race” to be held on 23 November. LDYC Summer 3 on 11 January 2004. Our biggie “Round The Island Race” 1<sup>st</sup> February 2004, “Margo Mackay Night Race” on 27<sup>th</sup> March 2004 and LDYC Autumn 3 scheduled for 16<sup>th</sup> May 2004.

Champion sailors to be crowned, Keelboats Overall Winner, Ladies Skipper, Junior Skipper, Development Skipper, Cruising class, Big Boats (over 28’) 1<sup>st</sup> LDYC Skipper. Multihull 22’ and over.

Watch the LDYC website for scoring system and log.

During the recent Junior Lipton Cup on 6<sup>th</sup> and 7<sup>th</sup> September, LDYC juniors teamed up with Seal Point and Emmarentia to enter teams, Nicola Spurdle and Kelly Teasdale with Craig de la Hunt (Emmarentia) placed 4<sup>th</sup> in a very competitive 17 boat fleet, placed 6<sup>th</sup> were JJ van Niekerk and Tielman Burger Jnr with Sleigh Haynes Jnr (Skipper and Seal Point) with Wesley du Toit (Seal Point.)

**Tielman Burger**  
**Rear Commodore**



# SPRING CRUISE

Join the cruisers of

Destination : Pennant Nine Yacht Club

Date : 27 & 28 September 2003

Meet : 10am on LDYC jetty

Meals : bring & braai dinner, catered breakfast

RSVP : Simon (0825703367)



**Will the following members please collect their LDYC Round The Island Certificates from the Clubhouse.**

ACKERMAN KEI  
ADAMS DANNY  
ANTUNES FRANS  
BARTRAM RON  
BERESFORD RODNEY  
BONIFACE ALAN  
CHANTLER ANDRE  
CUTTS DAVID  
ELK B  
FYFE S  
GIRARD CHARLES  
HADDOCK B  
HEIMANN GRANT  
HEYDENRYCH BILL  
JAUCOT GUY  
JOHNSON HILTON  
LINSER GERITARDT  
LION-CACHET A  
McIVOR KEITH  
McLACHLAN IAN

NEL FELIX  
NEL GARTH  
PEDRONCELLI MARCO  
PLUNKETT ACTON  
PORTER ROB  
SMITH J  
SMITH ROLAND  
STEPHEN R  
TSAUTALAS TASSO  
VAN DER HEEVER DANIEL  
VERMEULEN J  
VILJOEN F  
WERNER FEY  
WILLCOX DERRICK

## MANAGEMENT COMMITTEE

Portfolio	Member	Home	Bus	Fax	Cell	Email
Commodore	Rob Barrett	849 4190	740 6425	740 6422	083 234 7044	<a href="mailto:robbarrett@mweb.co.za">robbarrett@mweb.co.za</a>
Past Commodore	Andrew Kirk	726 3674	280 2000	880 3964	082 772 3884	<a href="mailto:adkirk@chevrontexaco.com">adkirk@chevrontexaco.com</a>
Vice. Commodore & Harbour Master	Mick Tuck	609 5657	609 5657		082 873 0391	<a href="mailto:mickjt@hotmail.com">mickjt@hotmail.com</a>
Rear. Commodore	Tielman Burger	475 9913	894 7171		083 375 3867	<a href="mailto:btbn@mweb.co.za">btbn@mweb.co.za</a>
Public Relations & Signal	Christine Durrant	918 4736	918 4736	918 4736	082 436 7232	<a href="mailto:jcdurr@mweb.co.za">jcdurr@mweb.co.za</a>
Treasurer	Pauline Warren	016	016	016	072 270 3065	<a href="mailto:ldyc@telkomsa.net">ldyc@telkomsa.net</a>
Estate Manager	Chris Warren	371 1271	371 1393	371 2343	083 733 2553	
Secretary						
Entertainments	Susan Stouffs	918 5898	397 9314	397 9318	083 459 2314	<a href="mailto:susan@hertz.co.za">susan@hertz.co.za</a>
Trustee	John Durrant	918 4736	927 2662		082 465 7799	<a href="mailto:jcdurr@mweb.co.za">jcdurr@mweb.co.za</a> <a href="mailto:johndur@aviation.denelco.co.za">johndur@aviation.denelco.co.za</a>
Trustee.	Mark Malherbe	782 6923	334 6550	Ext 210	083 779 6550	<a href="mailto:syseng@prosound.co.za">syseng@prosound.co.za</a> <a href="mailto:mark@prosound.co.za">mark@prosound.co.za</a>
Cruise Captain	Simon Fisher	793 5904	475 0973	475 0973	082 570 3367	<a href="mailto:ssands@lantic.net">ssands@lantic.net</a>
Grogfather	Wes Johnston	609 3942	606 2722		083 960 4628	<a href="mailto:misimae@icon.co.za">misimae@icon.co.za</a> <a href="mailto:dmisimag@icon.co.za">dmisimag@icon.co.za</a>

### SAILING COMMITTEE

Rear. Commodore	Tielman Burger	475 9913	894 7171		083 375 3867	<a href="mailto:btbn@mweb.co.za">btbn@mweb.co.za</a>
Sec.-Trophy & Sail Meetings	Sheryl Fisher	793 5904		475 0973	082 337 2173	<a href="mailto:ssands@lantic.net">ssands@lantic.net</a>
Judge-Handicapper	Rob Samways	704 3714	704 3714		082 496 6839	<a href="mailto:rsamways@wol.co.za">rsamways@wol.co.za</a>
Development Sailing	Graham. Laurenson	734 3532	734 3542		083 511 4910	
Junior Commodore	Bryce Nel Greg. James	787 9876				<a href="mailto:Peterimag@icon.co.za">Peterimag@icon.co.za</a>
Junior Sailing	Peter James	787 9876	605 2722		082 829 3733	<a href="mailto:Peterimag@icon.co.za">Peterimag@icon.co.za</a>
Catamarans	Kim Wilkenson-Davies		373 1610	327 7388	083 457 6792	<a href="mailto:kimlouise@safrica.com">kimlouise@safrica.com</a>
Powerboats and Safety	Ken. Barrett		803 5124		083 291 0771	
Website	Arnold Spies	462 3782	332 1532		082 454 6281	<a href="mailto:aspies@icon.co.za">aspies@icon.co.za</a>
NSA	Daphne Kasselman	827 0853	824 2402	827 0853		<a href="mailto:nsa@global.co.za">nsa@global.co.za</a>

Updated September 2003

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

LDYC CLUB Email ADDRESS..... [ldyc@telkomsa.net](mailto:ldyc@telkomsa.net)

### IMPORTANT TELEPHONE NUMBERS.

DOCTOR           016 371 016       DENEYSVILLE PHARMACY   016 371 1387  
**N.S.R.I.**           **016 371 1159**   **AMBULANCE**               **082911**  
**SA POLICE**       **3711110**

# MEMBERSHIP FEES

01.04/2003 TO 31.03.2004

P O Box 40 Deneysville  
9412  
TEL: 016 3711393  
FAX: 016 3712343



## LAKE DENEYS YACHT CLUB

CATEGORY	JOINING	ANNUAL	NOTES
	R1890.00	R1500.00	Husband and Wife plus children 0 - 11yrs
Single	R1890.00	R1250.00	Single member No children
Junior	R 170.00	R 180.00	Member's child 12 – 18 yrs
Outside Junior	R 185.00	R 270.00	Ages 12 – 18 yrs
Student	R 185.00	R 270.00	Full Time Scholars
Country	R 185.00	R 270.00	Outside 200km radius of club
Pensioner		R 295.00	Current members of more than 5 yrs standing

### CARAVAN SITE

### CAMPING

KEELBOAT STORAGE/  
MOORING MAINTENANCE  
POWER BOAT LAUNCH.  
CAT/DINGHY/ POWERBOAT  
STORAGE

R1800.00 per annum  
R50.00 per day +R20.00 per person per day  
R25.00 site + R20.00 per person per day  
R 380.00 per annum

R40.00 Per day.

R 250.00 per annum

**RENTAL OF: COTTAGE R85.00 per day PLUS R20.00 per person per day**  
Own Linen required.

**CARAVANS R50.00 per day PLUS R20.00 per person per day**

**JOINING FEES ARE DUE ON APPLICATION OF MEMBERSHIP**

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

### BANKING DETAILS

**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.**

# LDYC CALENDAR 2003

Month	Day	Event	Host Club	Place	Time	Bridge
October	Sat 04					
2003	Sun 05	MOD Summer 2	PNYC	MA	10h00	
O 9 <sup>th</sup>	Sat 11	<i>Mad Hatter's Moment 18h00 See Posters</i>				
	Sun 12	LDYC Spring #2	LDYC	Castle	10h30	
	Sat 18	PNYC Endurance Race	PNYC	Notice	Notice	
Nov	Sun 02	MOD Summer 3	SPYC	MA	10h00	
O 7 <sup>th</sup>	Sat 08	Nocturnal Challenge	LDYC	MA	16h30	
2003	Sun 09					
	Sat 15	<i>Trick or Treat. 18h00 Children welcome See Posters</i>				
	Sun 16	LDYC Spring #4	LDYC	Castle	10h30	
	Sat 22					
	Sun 23					
	Sat 29					
	Sun 30	LDYC Summer #1	LDYC	Castle	10h30	
Dec.	Sat 06	<i>Children's Christmas Party 16h00 See Posters</i>				
2003	Sun 07	MOD Summer 4	LDYC	MA	10h00	
O 7 <sup>th</sup>	Sat 13					
	Sun 14					
	Tue 16	Ladies RTIR	LDYC		09h00	
	Sat 20					
	Sun 21					
	Thur 25	<i>Christmas Day Bring and Braai Family Day</i>				
	Fri 26					
	Sat 27					
	Sun 28					
	Wed 31	<i>"Mask Party and Disco" – New Year's Eve See Posters</i>				
Jan 2004	Thurs 01	LDYC Single Handed RTIR	LDYC	LDYC		

## THOMAS

Will members please note that Thomas is contracted primarily as Ferryman and is only available for other needs of members when the use of the ferry is not required. Chris and Pauline must be contacted re the availability of Thomas. Without fail.

**THEFT: Please ensure caravans and vehicles are locked when not in use. Theft happens!  
Also, lock away your motors, they are on the hit list at the moment.**



# The Wharf

## HOURS:-

**FRIDAYS** 17H00 UNTIL 21H00  
**SATURDAY & SUNDAYS** 07H30 UNTIL 21H00



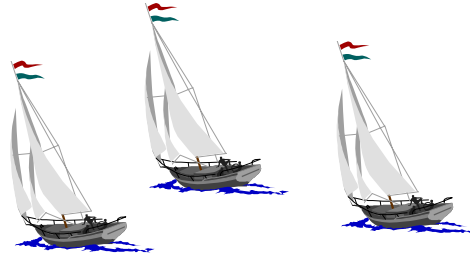
## MENU

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

## A Blast From The Past



LAKE DENEYS YACHT CLUB



### “The Lazy Daisies”

Who were the lazy Daisies? Why the members of the Lake Deney's Yacht Club of course. So said the Rand Daily Mail in December 1965 in an article about the 1965 Round the Island Race. In part the article reads: “ The lazy daisies as they are affectionately known by the yachting fraternity, will show that they are men of spirit on Sunday, when they set sail for the 19 mile round-the-island race on the Vaaldam.”

“A field of more than 30 boats from Flying Dutchmen to dabchicks, crewed by yachtsmen aged from 18 to 60 will come under starters orders at 8.30 and depending on wind strength the race will last 4 hours to all day.”

Quoting Bob Walker the honorary Commodore, the article goes on to explain, that it was a handicap event with a shorter course laid out for the dabchicks and cygnets. 14 power craft were on hand in case the wind played nasty tricks and the Vaaldam buster was mentioned.

Bob, a Flying Dutchman skipper learnt to sail with his Dad, spent the war years in the Navy and came to South Africa in 1947. 10 Years later he began pottering around with small craft on the Dam. “I met 3 or 4 other yachtsmen down there and in 1959 we formed the Lake Deney's Yacht Club”

“True we are known as the lazy daisies because we only hold two races a year. But what races they are. The round the island event and it's a big island this year because of the low water level and the 52-mile Deney'sville to Oranjeville and back”

“Lazy daisies indeed “ said Hugh Carruthers of the Rand Daily Mail “that's some sailing”

There is no date on the newspaper clipping but a clipping in the next page of the archive carries a photo from the Sunday Express Mainly for Men section dated 12 December 1965 of Bob Walker in his Flying Dutchman.

The caption reads “Commodore of the Deney'sville Yacht Club, Bob Walker at the helm of his F.D. during the recent race on the Vaaldam”

I must assume the race was the RTIR and that it was held in December 1965. However we now know that the club was founded in 1959 so lets plan ahead for the Jubilee and watch this space for more from the archives.

Austin Daly

Thanks Austin, for a superb bit of history.

## **Malawi 500 Marathon 2003**

*by Carin & Dawid Burger*

“With spray blinding me at times and the wind howling, I nearly had to scream at my wife right next to me, ‘Ready to gybe!! We gybe on three... one, two...’

‘Look behind you,’ my wife replied in an awe inspired voice.

I turned around and had to look up at the 3-meter wave approaching us with its top edge beginning to form an unsettling white and foaming crest.”

Living in Gauteng and thus considering Sterkfontein as the wildest sail around, we were definitely not used to these conditions, unlike perhaps the more fortunate sailors from the coast. Earlier that day our starboard rudder blade greeted us with a loud crunching sound (to take up residence amongst the 500+ species of fish unique to this lake) and as the rest of the day was mostly sailed on a port tack we had to draw on all of the very little experience and almost-forgotten knowledge to keep up. If we thought we were unlucky we definitely underestimated the Mwera, the name locals give this seasonal south-easterly wind, that provided some of the best and hardest sailing for years in this years Malawi 500 International Yachting Marathon.

Three classes of boats partook in this year's Marathon: Spinnaker boats (4 Hobie Tigers, 2 Inter 20's and a Tornado), 8 Hobie 16's and 5 Dart 18's. Malawi, Zimbabwe, South Africa, England were well represented as well as a small contingent of the British Army joining from Northern Ireland.

Tuesday evening 8 July the marathon was officially opened by the Honourable Minister of Tourism at Sun 'n' Sand, Mangochi. As we only found out later, he secretly called upon the spirits to provide good winds, as last year many boats had to be towed due to the lack of wind.

Starting at Mangochi in the South, crossing over to Likoma Island halfway, and finishing at Chinteche in the North the marathon consisted of eight sailing legs, varying from 50 – 80 km per day with a rest day in the middle.

The Mwera allowed for good sailing. Leg 1 between Sun 'n' Sand resort and Cape Maclear was a steady sail without incident, windspeeds averaging around 15 knots. Leg 2 was definitely more challenging and for the first time the Lake started to appear 'unsmiling' (as in the words of the local newspaper). With no consistent waves to sail, it ended up being a good washing machine, spreading the fleet out. However, the first real challenge for rescue came on leg 3 to Sani Beach as this was the longest leg of the race. With the winds picking up significantly (averaging around 20 - 25 knots), sailors had to keep all wits about to keep the boats upright. Unfortunately, Danie Colyn was swept off his Inter 20. As the local paper, The Nation, so figuratively put it, 'for five hours he walloped helplessly in the lake'! Thanks to the effort of both sailors and rescue all ended well and both Danie, his son Jaco and the Inter 20 were safe on shore well before nightfall. Sadly, this leg also saw the departure of the Tornado, skippered by the seasoned Zimbabwean sailor, Guy Redmile. Up to now, a Tornado could only finish up to Leg 1. Well done Guy, better luck next time!

With the wind consistently picking up, Leg 4 to Dwanga sugar plantation demanded the sailors' full concentration and all their sailing knowledge. With various breakages, including rudders, sails and hulls, rescue was kept thoroughly busy with the first tow-in of the race. As Blaine Dodds puts it, 'upright boats win', as proved by all three class winners of the day.

The rest day was a welcome change for sailors and rescue alike, although not all resting. Another marathon appeared to be underway between the rescue team and the Northern Irish team with two members each still partying on the beach at the break of dawn! Others used the opportunity to make the necessary repairs to their boats as well as relaxing at the nearby Kasasa Club, having the rare privilege of seeing the Bokke beat the Aussies!

The next day was one of slight nervousness. The previous leg definitely imparted some less desirable feelings of 'out of control' sailing to some sailors. The ever-present strong Mwera had most people wondering how the crossing to Likoma would be. Dawn on Leg 5 saw reasonable strong winds with sizable swell and the decision was taken to sail. Getting 2 – 3 km offshore, swell of 3m high became apparent with gusts ranging between 30 -35 knots. This leg may be described in two ways – to the adventurers as exhilarating sailing, testing all your abilities, to more casual sailors as survival at best! The leg saw five boats breaking, two taken back to the main land and the other three progressing to the island, either towed or sailing very slowly with only a jib. Praise has to go to Rob and his rescue team for all their support to the sailors. Without you guys we would not have made it!

Leg 6 saw a beautiful morning dawning on the picturesque Likoma Island. With little wind the race was postponed for an hour but by eleven o'clock the Mwera was back in full force. Only 15 boats sailed, with the rest making some necessary repairs for the crossing back to the mainland.

Many a sailor felt very nervous for the crossing back, and made up all kinds of schemes to get their boats back – without sailing them there! Fortunately, the Mwera subsided slightly and allowed for a pleasurable sail to Chinteche.

The last leg was changed to a race around Kande Island from Chinteche. The Mwera decided that she had enough and subsided significantly. Although the race was almost abandoned, all the boats managed to come back in before the Mwera puffed its last breath. The timing could not have been better as the lake resembled a mirror the next day.

As in any event, the characters were ever-present. The personality of the marathon, Danny (from Ireland), kept every one amused, even during the toughest of sailing times. The German Werner was ever present to sweep the back of the fleet with his Hobie 16.

Ultimately, the partnership of Gordon McGillavray and Blaine Dodds on their Hobie Tiger proved superior. With four straight wins it was only on the 5<sup>th</sup> leg (arguable the toughest of the race) that the team of Robert Fine and Nicholas Lain on a Hobie 16 managed to break their stronghold. These two also won the Round the Island race the next day. After having the worst of bad luck (and depleting SA's stock of spinnakers), the team of Wolf Seitz and Marco Bruinenberg was rewarded as they were first back to the mainland in Leg 7 on their Hobie Tiger. Gordon and Blaine again won leg 8.

The final results saw Gordon McGillavray and Blaine Dodds taking first place, Mark Kopel and Gary Hubach second, and the father and son team of John and Lee Hawkins finishing third. The Hobie 16 class was won by Robert Fine and Nicholas Lain and local Malawians, Peter Killick and Charlotte Walford, won the Dart 18 class.

Having all said and done, our warmest thanks have to be extended to Sue Mennell and the race committee as well as the sponsors including Caltex, Celtel and Sun 'n' Sand, for a well organized, most adventurous sail to be found in Africa!

Thanks for a great story. Editor.

### **Safety Standards within LDYC**

In terms of SAS (South African Sailing) and NKA (Northvaal Keelboat Association), a set of minimum safety standards for inland waters have been established for the sole purpose of ensuring all boats are sea worthy and equipped with basic items of equipment for use in an emergency.

This extract from the SAS handbook clearly defines responsibilities in terms of yacht owners:

The safety of a yacht and her crew is the sole and inescapable responsibility of the owner who must do his/her best to ensure that his/her yacht is fully sound, thoroughly sea-worthy.

Manned by a competent skipper and experienced crew physically fit to face bad weather. He/she must be satisfied as the soundness of hull, spars, rigging, sails and all gear. He/she must ensure that all emergency and safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.

The enforcement of Safety Standards as a requirement of our Club in terms of LDYC By-Laws Part IV Section 11.

The Club is a member of South African Sailing (SAS) and Northvaal Keelboat Association (NKA) and is, therefore bound by the safety regulations prescribed by SAS for all yachtsmen who belong to member clubs. In addition to these regulations the Vaaldam yacht clubs who are members of SAS, have consistently applied minimum safety standards for equipment to be carried by yachts when racing and these have been adopted by your club as being compulsorily applied to all yachts irrespective of whether they be racing or cruising from the Club's waters or shores.

It is therefore our intention to ensure minimum safety requirements as set out in the SAS; NKA and LDYC handbooks are applied within our club by introducing a Safety Programme. This action will no doubt meet with certain resistance, however, it must be understood that ultimately it is the well being of each and every sailor that is in question and as such your Committee considers the establishment of a safety program to be an important aspect of the Club's responsibility to its members. Over and above this, it is extremely important that our Club be seen to be applying safety standards by the Department of Water Affairs.

In order to initiate such a program the Club's Safety Officer(C Warren) will establish a roster of all boat owners within our "fleet" and then contact each owner in order to set up a date and time of inspection. Each owner will be required to be present during this inspection; failure to meet this commitment will necessitate a second date being set, which will be at a cost of R50 to the owner, these monies going to Club funds.

On successful completion of the inspection, each owner will be issued a safety sticker valid for a period of 2 years, which must be displayed in a prominent position on his/her craft. Should a boat not meet the minimum criteria then the owner will be given a period of grace in which time shortcomings can be rectified. If after this prescribed period the owner has not taken the necessary steps to meet minimum safety standards then the yacht shall be confined to moorings until such time that he/she does.

It remains the prerogative of the Safety Officer to carry out random inspections on boats already awarded safety stickers in order to ensure safety standards are being maintained.

List of Safety Standards to be applied

All specified equipment shall:

Function properly

Be readily available

Be for a type, size and capacity suitable and adequate for the intended use and size of the yacht.

### **Keelboats**

Anchor: Anchor of adequate size for the yacht and 25 meters of anchor warp with 3 meters of 7mm chain between the anchor and the warp. As a guide, a Danforth anchor should weigh 0.7% of the yacht mass.

### **Reefing:**

Reefing arrangements to enable sail area to be reduced to manageable proportions in extreme conditions.

### **Auxiliary Motor:**

Auxiliary motor capable of propelling the yacht at a minimum speed of 3 knots in calm conditions for 10 nautical miles and the necessary fuel and fittings thereof.

Bailers: Bilge pump or bucket of stout construction with at least 9 litres capacity with rope lanyard.

### **Fire Extinguisher:**

At least one dry powder or chemical equivalent (low toxicity BC) fire extinguisher of not less than 1kg capacity, mounted and easily accessible from the cockpit.

### **Life-ring:**

Life-ring with drogue and whistle shall be of a highly visible colour (orange is recommended) within immediate reach of the helmsman. For night sailing, a floating light must be attached by a lanyard to the Lifebuoy.

### **First Aid:**

First Aid equipment adequate for day-to-day contingencies and the number of persons aboard (recommend manual also be carried).

### **Life Jackets:**

Adequate life jackets for each person aboard with a whistle attached.

Towing Warp: Towing warp at least 7 meters long (additional to the anchor warp).

Heaving Line: to be 16 meter in length, floating type, readily accessible to cockpit. The line shall have a quoit ring or similar buoyant device attached which will assist in heaving the line when required.

Water: Five litres of fresh drinking water (For emergencies).

Tools: Each yacht shall carry adequate tools. These shall include means of cutting or quickly disconnecting the rigging.

Audible Signals: Horn or some other efficient sound-signalling device.

Bungs: Soft wood, rubber or synthetic material plugs, tapered and of various sizes, shall be available for all sizes of hull openings.

Night Sailing: Spotlight or powerful electric torch (minimum 3 x 1.5-volt cells or equivalent). Sleeping bag or blanket should be available for each person aboard.

Navigation Lights: To be shown as required by the International Regulations for preventing collisions, mounted so that they will not be masked by sails or by the heeling of the yacht.

### Catamarans

Righting Lines: Adequate righting lines.

### Catamarans and Dinghies

Bailer: Bailer or bucket with rope lanyard.

Life Jackets: Adequate life jackets with whistles attached.

Towing Warp: Towing warp at least 7 meters long.

Paddles:

The number of paddles provided in the class rules or, if no provision is made in such rules for paddles to be carried, one paddle where dagger boards are unsuitable as paddles.

Buoyancy:

Buoyancy equipment either built into the hull/s or securely attached thereto, sufficient to support the boat when full of water together with its equipment and crew.

### Rules for Boating on the Vaadam as supplied by the Department of Water Affairs.

1. The use of any boat shall be at the user's own risk.
2. The driver of any boat is responsible for the safety and conduct of his passengers.
3. Harbours and areas where boats are moored are NO WAKE ZONES.
4. No boat shall exceed the safe speed limit for that type of boat.
5. No boat shall be driven in a reckless or irresponsible manner.
6. No person under the age of 16 may be in control of a motorboat.
7. There must be a life jacket for each person on board a boat in use.
8. No boat may transport more than the max persons allowed on the boat permit.
9. No person shall be in control of a boat while under the influence of alcohol or any form of narcotics.
10. No person shall pollute the water in the dam.
11. No person shall disturb any plant, bird or animal life.
12. No person may navigate a motorboat nearer than 50 meters from the shore or nearer than 15 meters from any boat, except when leaving from or returning to the shore.

13. A motorboat yields the right of way to any other boat, but a canoe and a rowing boat yields the right of way to a sailing boat.
14. The driver of a boat towing a skier must display a 500mm X 500mm red flag when his skier is in the water.
15. All skiers shall wear life jackets when skiing
16. No person may leave a boat when it is in motion.
17. All boats, which are not moored, must be manned.
18. All motorboats must be fitted with efficient silencers.
19. All boats must have an efficient water pump or bailer.
20. All boats with one engine shall be equipped with oars.
21. No person shall overtake or navigate in such a way that his slipstream endangers any other boat.
22. Powerboats must only be overtaken on the port (left) side.
23. Boats towing a skier shall have an observer or an efficient rear view mirror.
24. Boats towing a skier may only turn anti-clockwise when turning about.
25. Steel or wire ropes may not be used for skiing.
26. No person without the necessary permit may glide in the air above the water.

**Note:** Members will be informed in advance of the start up date once all required infrastructure has been established.

**Mick Tuck**  
Vice Commodore

Come and enjoy



“Mad Hatters Moments “

**Wear anything on your head  
for the evening!**

**Prizes for the most original  
and most hilarious HATS**

**When:  
18h00**

**Wear:**

**What:**

**Who:**

**Which place:**

**11 October 2003 @**

**Hats**

**Huge fun**

**YOU and yours**

**LDYC Pub**

# TRICK OR TREAT



Come and enjoy an evening of trick or treating  
All kids welcome

Wwwwwhere: LDYC Pub  
Wwwhen: 15 November @ 18h00  
Wwwhy..... .Wwhy not

## Jingle bells, Jingle bells

Calling all children to join us for the DYC Children's Christmas Party  
at 16h00 on 6<sup>th</sup> December

Adults can join us in a communal braai at the Clubhouse.



Message from the elves

"Dad and Mom to bring labelled gifts not more than R50



Join us in the  
New Year  
Masked Ball"



19h00 at the LDYC Clubhouse  
DISCO AND  
Bring and Braai  
PRIZES  
Masked entrance  
Only

